COUNTY COUNCIL OF YORK.

Now That Tollgates Have Been Abolished the Municipalities Must Keep Up the Roads.

Resolved, That this council is of opinion that if the York roads are abandoned by the county to the minor municipalities, no more equitable distribution of the expense of keeping up the roads can be made than for each minor municipality to keep up that portion of the road within or along the municipality in which the roads are situate; that the municipalities in which the roads are most expensively maintained will benefit most largely by the abolition of tolls and market fees;

Therefore, be it further resolved, That the Bylaws and Legislative Committee be and are hereby instructed to appear before the Legislature or any committee of the Legislature having charge of the matter and oppose any and all aplications or petitions from any municipality for relief or assistance.

This is the resolution which carried at the end of a long debate in committee on the subject of York roads. It was moved by the Warden and seemed to express the views of a substantial majority of the council. On its adoption Mr. Wallace (Woodbridge) humorously moved that any member be fined who in the lifetime of the present council mentions the York roads again.

HISTORY OF THE MOVEMENT.

A number of matters had to be disposed of before that happy consummation had been reached, and the question of the future ownership of the toll houses and the ownership of 400 feet of the Kingston-road in the city are still to be settled.

The history of the movement to abolish tollgates in York county and market fees in Toronto has extended over the last three years. In 1895 the movement succeeded, but on account of an irregularity effect was not given to it by the Government. This year the contest was renewed and again carried on a vote. On the 17th Sept. the Attorney-General wrote that effect would be given to the vote of the County Council, but that the Government thought two of the local municipalities (referring to Scarboro and North Toronto) had made out a case of hardship and appeared to be entitled to relief or assistance from the county, and that if none was given it would be open to the municipalities to apply to the Local Legislature for relief. On the 23rd Sept. an order-in-Council was passed approving unconditionally of the bylaw.

ROADS CONTROLLED BY THE COUNTY

The roads at present under the control of the county are Yonge-street, the Kingston-road and Dundas-street, a total length of about 46½ miles. Of this mileage Scarboro has 11 miles, Markham and Vaughan 5, Whitchurch and King 5, York 7, Etobicoke 4, North Toronto 3, East Gwillimbury 2½, East Toronto 1 mile, Richmond Hill 1, Aurora 1, Holland Landing 1.

The case for Scarboro is that it will now have one-fourth of the total mileage to maintain, while its equalized assessment is only one-thirteenth of the total, and that by reason of the heavy traffic the Kingston-road is a very expensive road to keep in repair, the cost last year having been $376 per mile. On the other hand it is said Scarboro farmers are the greatest gainers by the abolition of the tolls and market fees, as their milk dealers, market gardeners and farmers have hitherto paid a larger part of the tolls and fees.

WHAT THE CITY AGREES TO.

The city, on its part, has agreed to abolish all market fees except those at the Western Cattle Market, and the Municipal Act prevents the city from hereafter imposing a license fee on farmers or others selling what they produce.

Mr. Davis (North Toronto) moved that the county grant relief to the extent of $600 per annum to North Toronto and $1,000 annually to Scarboro. Only the Scarboro and North Toronto members supported the motion. Mr. Scott (Markham) proposed that the county vote $150 or $75 per mile to each municipality in the county, but ultimately withdrew his motion. All material on the roads after the close of the year will belong to the local municipalities. To bring matters to a close Mr. Evans (Etobicoke) carried a motion that the Warden forthwith sign the agreement with the city for the mutual abolition of tollgate and market fees.

A PICAYUNE AFFAIR.

Mr. Bull (Weston) moved that at the close of the present session, which ends the life of York County Councils under the existing system, each of the 47 members should be allowed to retrain as a memento the chair he has occupied, and that the 18 who are elected under the new system should bring them back. The motion carried in committee, but was thrown out on the report. The intrinsic value of each chair is not greater than $1, and if the motion had been carried into effect the County Councillors would only have followed the precedent set by moribund parliaments.

MINOR BUSINESS.

Fifty dollars was voted to Markham village on account of the expense to be incurred in putting the cells there in a sanitary condition for prisoners under arrest.

The annual grant of $100 was voted to the Prisoners' Aid Association.

Mr. Humberstone's claim of $30 was rejected.

The county constables' petition for restoration of the 25 cents per diem additional allowance was referred to the new Council.

A memorial to the Dominion Government for a substantial grant to the Toronto Exhibition next year was adopted.

Mr. Humberstone wrote in reference to a purchase by him at a tax sale in 1893 of a lot in Vaughan of which he could not get a deed.

The legislation to prohibit the insertion of more than one name in auctioneers' licenses got through all its stages except the third reading. It is meeting with considerable opposition.

At the various committees the chairmen were: Mr. Macdonald (who presided during the York roads debate), Mr. Sylvester, Mr. W. Johnson, Mr. Woodcock, Mr. Baldwin and Mr. Guardheuse.

The Council meets again this morning.

Epworth League Sermons.

Rev. Dr. Schell, general secretary of Epworth Leagues of the Methodist Episcopal Church of the United States, will preach to-morrow morning in Sherbourne-street Methodist Church and in Parkdale Methodist Church in the evening.

Rev. Dr. Steele, general secretary of Epworth Leagues of the Methodist Episcopal Church South of the United States, will occupy the pulpit in Broadway Tabernacle to-morrow morning and in the Metropolitan in the evening.

The Local Executive of Epworth Leagues will meet to-night to confer with these two ministers, who have come to the city to assist in the preliminary arrangements for the big Epworth League convention to be held in Toronto next July.

Brennan in Despair.

Barrie, Ont., Nov. 20.—Several times during the past few days reports have been circulated that Brennan, the murderer of Mr. Strathy, was dead, but these reports were without foundation. The condemned man is in much the same condition as when last reported, lying restlessly on his cot, and apparently caring for neither food, drink nor anything else. Nourishment has been given him by means of an injection, so that he may perhaps last the two months before the day of execution.

Patents Granted.

Below will be found the only complete weekly up-to-date record of patents granted to Canadian inventors, which is furnished us by Messrs. Fetherstonhaugh & Co., patent barristers, Toronto:

Canadian Patents—William C. Buck, pump; J. Windle, bicycle wheel carriage; D. Falconer, sprocket chain; F. L. Southam, bicycle frame; J. Broadley, tire inflating device; William Squires, bicycle gear; E. T. Lorin, garment clasp; C. Levesque, voting machine; J. B. Carr, coin controlling machine; O. L. Gadoury, stove; A. Baribault, milk heater; S. L. Ferblantier, milk purifier; J. B. Deslandes, clover and grain separator.

American Patents—W. Atkinson, vehicle gear; E. Gilmore, grater; J. M. Grover, washing machine; J. Thompson, iron pipe pattern.

British Patents—W. G. Trethewey, labeling machine; C. W. Ingersoll, signal code; R. Richardson, tools and tool holder; W. O. Gottwals, perforating machine; F. J. L. Cavanagh, bicycle handles; J. McConnell, medical heating appliance; W. J. Gurd, gas stove.

CRUISERS ON THE LAKES.

Something About the Recent Talk in Washington as to Conversion of Merchant Vessels.

Ottawa, Nov. 20.—(Special.—As the season of lake navigation draws to a close the attention of marine interests on these waters is being drawn to a possibility of certain vessels of the lake marine being listed in the United States Navy Department as available for cruisers in case of war. It has, of course, been known for some time that the Navy Department has on file in Washington plans of different types of merchant steam vessels owned in various parts of the country, which would be useful, if required, as auxiliary cruisers, and that many of these vessels are owned on the great lakes. Consequently shipping men have been awaiting some definite move on the part of the naval authorities towards the purchase of equipment for these vessels, such as could be kept in store at lake ports, in order to convert the steamers in question into cruisers ready for immediate use. So far, however, nothing has been done in the matter, and certainly no preparations have been ordered from Washington. However, the chief naval constructor is on record, in his report, as recommending that plans be prepared and kept on file in a special department for ready reference, "covering all vessels available for use as auxiliary cruisers, so that in case of emergency orders could be given to take the vessels in hand and convert them with no unnecessary delay."

It appears that several lake vessels are entered in the naval reserve list as available for conversion under this plan, but whether in view of the arrangement between Great Britain and the United States regarding the maintenance of war vessels on the Great Lakes the Navy Department of Washington will act upon the recommendation of its chief instructor is more than doubtful under existing circumstances. This arrangement was brought about by correspondence in 1817 between the British Minister at the Washington and the Secretary of the United States, the former having "acceded on behalf of the Prince-Regent to the proposition of the United States made on Aug. 2, 1816, that the naval force to be maintained on the American lakes by His Majesty and the Government of the United States should be confined to the following vessels on each side: On Lake Ontario to one vessel not exceeding 100 tons burden and armed with one 18-pound cannon.

"On the Upper Lakes, to two vessels not exceeding like burden each and armed with like force.

"On the waters of Lake Champlain, to one vessel not exceeding like force."

It was further agreed that all armed vessels on those lakes should be forthwith dismantled and that no other vessel of war should be there built or armed.

In view of this latter stipulation it is easily conceivable that any attempt to carry out the recommendation of the United States chief naval constructor in regard to storing armaments for auxiliary cruisers on the lakes would be regarded as a violation of the spirit of the foregoing agreement. Nor is it unimportant, in this connection, that the proposition embodied in the foregoing arrangement emanated from the United States, as that Government would accordingly be the less inclined to take the first step towards annulling the treaty which has worked so satisfactorily for more than three-quarters of a century.

Another significant feature of the understanding is the stipulation that either party may annul the agreement by giving six months' notice, so that should Great Britain take the view that Washington authorities were scheming to violate the spirit of the agreement it could be annulled sufficiently soon thereafter to checkmate those intentions by the despatch of armed vessels of light draught to the Great Lakes by way of the St. Lawrence River.

Robert Woodroofe Dead.

Woodstock, Nov. 19.—Another of Woodstock's old residents has passed away in the person of Robert Woodroofe, the well-known jeweler. He died at his residence on Riddel-street last evening. Ten days ago he was seized with paralysis and the end was daily expected. Deceased, who was in his 77th year, was born in the County of Cariow, Ireland. When a child the family moved to Liverpool, where his father was engaged in the manufacture of watches. The son followed this business in Liverpool and at Woodstock. Here he prospered and built the Woodroofe block. Mr. Woodroofe was recognized as one of the foremost jewelers in the district. He took no prominent part in municipal affairs. He belonged to the Evangelical section of the Church of England. His wife, Miss Sarah Condell, who died in Woodstock in 1874, was a daughter of a successful business man of Liverpool. There is a family of eight children living: Robert W. is now managing partner of the firm; Jane, Sarah and Alice are at home; Anne married P. J. Dugit, the Deputy Registrar; the third son, the Rev. S. J. Woodroofe, is the Anglican rector of Homer in the County of Lincoln; and the youngest, Harry, is in Toronto with the firm of Ellis & Co.

British East African Squadron.

London, Nov. 20.—According to a Daily News despatch from Berlin, a Pretoria despatch to The Nuste Nachrichten says it is rumored that the increase of the British squadron in East Africa is connected with a projected naval demonstration in Delagoa Bay directly there is a decision to arbitrate the subject of the Delagca Railway.

Our I's and.... ....Other Eyes.

Our I's are just as strong as they were fifty years ago, when we have cause to use them. But we have less and less cause to praise ourselves, since others do the praising, and we are more than willing for you to see us through other eyes. This is how we look to S. F. Boyce, wholesale and retail druggist, Duluth, Minn, who after a quarter of a century of observation writes:

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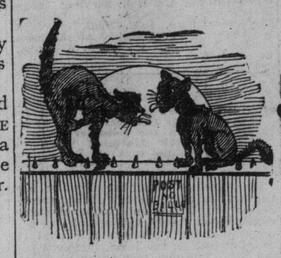

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