

JACK HANLAN IN HARD LOCK.

HE IS REFUSED A LICENSE FOR HIS BILLIARD HALL.

The City Will Have to Settle the Damages Caused by the Billiarder of June, 1932.

When the Property Committee met yesterday afternoon, the members present were: Ald. Crawford (chairman), Hewitt, Hollis, McMurich, J. E. Verral, Hill, Hillman and George Verral.

The principal topic of discussion was the application of John Hanlan for a license, billiard, shooting gallery and eating-house license.

License Inspector Aude and Inspector Stephens informed the committee that Mr. Hanlan had been convicted seven times last year and three times this year for selling liquor.

All Hanlan said there was a great deal of drunkenness at the Island week day evening. Inspector Stephens blamed it on the clubs, and Mr. Hanlan said people brought over liquor from the city, and that the worst offenders were women.

The committee decided not to grant a license. When the committee realized that this decision virtually meant the closing of the hotel, an attempt was made to have the matter, but Chairman Crawford would not permit it.

Tenders for coal were opened and awarded to the Standard Coal Company at large egg \$5.15, small egg \$5.38, soft coal (Steeple Hill) \$5.15, hard wood (long) \$4.49 per cord, hard wood (cut) \$4.85.

A letter was read from the City Solicitor stating that the city had no power to authorize the sale of dogs taken by the dogcatchers.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

The City Mayor said the city has no power to abandon its defense in the numerous suits for damages caused by the flooding of cellars during the big rainstorm of June, 1931.

Dear Sir:

(No reading; this is not confidential.)

WHEAT MARKETS LOWER.

THE CHICAGO WHEAT MARKETS MUCH EASIER. Export Clearances Still Declining—Money Also Easier—Primary Market Receipts Very Small—Corn Markets Easier—Local Markets.

Cotton closed in New York yesterday at 52 1/2 for October, 7 3/4 for November, 7 1/2 for December, and 7 1/4 for January.

Oil closed in Oil City yesterday at 67 1/2. Canadian Pacific jumped up to 7 1/4 on the British market yesterday, an increase from yesterday's close of 4 1/4 points.

Gold is down to 1 per cent. premium in New York, while currencies are down from 3 1/2 to 3 1/4 premium outside to its parity.

Consols are called at 98-1/2 for money and account. Sugar—Firm, standard A 5-1/2 to 5 3/4, standard B 5-1/2 to 5 3/4, standard C 5-1/2 to 5 3/4, granulated 5-1/2 to 5 3/4, granulated 5-1/2 to 5 3/4, granulated 5-1/2 to 5 3/4.

MONEY

Alexander Boyd & Sons. Will advance money to purchase any good, general and retail stores, and advances to merchants, manufacturers and others. Excellent exchange rates. Prompt attention to all business. Immediate replies, courtesy and correspondence solicited. No. 11 Front-street, west, adjoining Custom House, Toronto, Ont. 1908.

WEDNESDAY EVENING, AUG. 30. Trading continues dull on the local stock exchange, but prices are somewhat better. Only one sale was made at this morning's session of 100 shares of Dominion stock. Quotations are:

STOCKS	Asked	Offered
Montréal	211	211 1/2
Ottawa	114	114 1/2
Toronto	227	227 1/2
Algonquin	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100	100 1/2
Canadian Pacific	100	100 1/2
Imperial	100	100 1/2
Standard	100	100 1/2
Canadian National	100	100 1/2
British America	100	100 1/2
Western Union	100	100 1/2
Consolidated Gas	100</	