THE TORONTO WORLD

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Births, Marriages and Deaths, 25 cents each.

TUESDAY MORNING, FEBRUARY 4, 1890.

A wealthy Englishman has just had a dog-house built at a cost of $5000. If he can construct it so that the howling of the dog cannot be heard outside it ought to be worth double the money.

Russell Sage, the Wall-street magnate, says that money is not scarce. Of course not. Neither is ice at the North Pole.

Le Caron, the notorious witness in the Parnell-Times case, is said to be writing his reminiscences. This ought to make spicy reading, but who will vouch for the truth of what is written?

It is said by The Dublin Express that Parnell will give $10,000 towards the improvement of the harbor of Arklow. All things considered, would it not be just as well if he devoted some of the money towards stopping the whining of a certain section of the press over the poverty-stricken condition of his mother?

Stanley tells complacently a story of how he ordered one of his expedition to be hanged, which was done. Now, by what authority does Stanley claim the right of life or death over his followers? Of course he had the power, but who gave him the right?

The German Government is experimenting with a novel form of shoe for infantrymen. The sole is in the form of a metallic welt filled with gutta percha and rosin. This ought to be an improvement on the paper soles introduced for the use of the American soldiers during the civil war.

It is said that Queen Victoria is an ardent student of African geography and could stand a creditable examination in that branch before Stanley.

It takes more capital to go into bank-robbing on the plan adopted in the case of the Sixth National Bank of New York than it does to burglarize, but the moral difference of the methods is not very conspicuous.

All the fools are not dead yet. It is said that at a social in London, Ont., the other evening there was a double mock marriage and now it is claimed that the tie is binding. The Ontario Government supports an institution at Orillia for the care of this particular brand of people.

Iowa has before its Legislature a bill to place reporters in the same class as doctors, lawyers and clergymen so far as regarding their sources of information as privileged. There is sense at the bottom of this.

It is noted that the English syndicates now investing in American industries take no stock in any that are not protected.

A tailor who was detained by the Castle Garden authorities on the ground that he was a pauper has entered an action for $25,000 damages. This is probably the most costly suit he had on his hands.

The Hindoos and Burmese believe that if they make a false statement their friends and acquaintances will be lowered into 80 great hells and 120 small ones. These heathens set a very good example that might not be unprofitably followed near at home.

Quebec is offering a land bonus to parents who raise large families; a commissioner has also been appointed to endeavor to repatriate the natives of that province who have gone to the United States. It looks as if the bonus for births would end in building up the population of New England. Mr. Mercier had better adopt a system of education similar to that of Ontario, abolish tithes and some of the most flagrant exemptions from municipal taxation, and try and make the provincial administration cost less than the provincial income—these are some of the things that would keep his people at home. Does he think that a French-Canadian who has once tasted the freedom of New England will return to the archaic system of Quebec?

Pithy Points.

Two Harvard Graduates.—The Rev. Dr. Discord: "Why, dear Jack, I am glad to see you. You are looking so well. What have you been doing?" Jack Scraggs: "Pitching for a league club at $5000 a year. What are you doing?" Discord: "Preaching for a chapel at $500 a year!"

Speaking about the "pulls" which politicians have, what's the matter with the pulls the dentists have?

Brokers should keep sober. A bull is entitled to only two horns daily and a bear to none at all.

"That is not more than half the composition," she said, as she turned on the piano-stool. "Shall I play the rest?"

"Yes," he replied abstractedly; "play the rest by all means; play all the rests you can find."

The rich old folks go to five o'clock teas
And have a good time, you bet,
But the poor folks have to stay at their homes
And pover-tea's all they get.

Fledgeley: "Miss Hauteur, will you marry me?"

Miss Hauteur: "If I was a clergyman I should be pleased to, Mr. Fledgeley. Who is the happy girl?"

The Pullman sleeper porter is a bunk-o steerer.

Winter weather
Has slipped its tether
Altogether.

A sheep-killing dog is the most humble and honest-appearing dog around the house when you are looking at him.

A boy baby generally talks before a girl baby, it is said. But we've noticed that the girl usually makes up for all the lost time before she leaves this sphere.

When a man is under a cloud the silver lining is generally on the other side.

"It is time to rise," as the baking powder said to the biscuit.

A pin may lose its head, but it never gets stuck on itself.

From Police Blotters.

R. Larkin, 174 Euclid-avenue, had a handsaw and several other tools stolen yesterday.

William Holan, 172 Lisgar-street, is looking for 475 pounds of beef stolen from his slaughter-house, Brockton.

Mrs. E. McGinnis, 55 Lombard-street, reports she had $27 stolen from the above address night before last.

Torments of Toothache.

I can recommend Hagyard's Yellow Oil as a sure cure for toothache. I suffered for several days, then I heated my cheek and rubbed the Yellow Oil on it and was immediately relieved.

MRS. DAVID G. ARNOTT, Russel, Man.

At the Hotels.

Colin Macdougall, St. Thomas, is at the Queen's.

James Macfarlane, Chatham, is at the Walker.

Rev. Dr. Kilroy, Stratford, is registered at the Rossin.

J. A. Clark, Hamilton, is registered at the Rossin.

W. C. Caldwell, M.L.A., I. Master, M.L.A., and C. C. Field, M.L.A., are at the Rossin.

H. P. O'Connor, M.L.A., and W. Morgan, M.L.A., are at the Queen's.

Caswell, Massey & Co.'s Emulsion of Cod Liver Oil, with Pepsin and Quinine, is recognized as the best preparation known. Prescribed by the leading physicians. W. A. Dyer & Co., Montreal.

MUSIC AND THE DRAMA.

"Featherbrain" at the Grand—"On the Frontier" at Jacobs & Sparrow's.

"Featherbrain" was presented at the Grand Opera House last evening by Miss Minnie Maddern and her excellent comedy company. To give a critical estimate of such a play is out of the question. It is one of those farce-comedies constructed for laughing purposes only, but it must be admitted that it serves its purpose admirably. Miss Maddern in the title role is quite at home and gives a delicious piece of light juvenile acting that stamps her as belonging to the front rank of comediennes. She is ably supported by William Faversham, Charles L. Harris, Samuel Edwards, G. B. Clayton, Miss Lulu Kline and Miss Emma Maddern. The play is funny—nothing more, and Miss Maddern is capable of better work, though perhaps it would not pay her as well. As has been said of the piece, it begins in nothing of consequence, and as a natural sequence ends in nothing worth mentioning. Considerable ingenuity is exercised in complicating the situations and a great deal of grotesque fun is worked out of the cross-purposes in which the characters are made to take part. To this extent the play is very amusing.

It will be repeated this and to-morrow evenings and at the matinee to-morrow afternoon, and for the last three evenings of the week "In Spite of All" will be given.

"On the Frontier" at Jacobs & Sparrow's.

Jack Osborne	James M. Hardie
Blueflower	Miss Sara Von Leer
Col. Austin	T. C. Meisinger
Bill Morley	H. S. Toringer
M. M. Patrick O'Dare	Charles Saunders
Hans Von Wiakie	F. H. Gardner
War Eagle	F. W. Harper
Mrs. Osborne	Miss T. C. Clinton
Jim	Miss Kate Meisinger
Deadwood Kate	Miss Lillie Burdett
Rose Austin	Miss Stella Lawman

"On the Frontier" is one of the border plays that is worth more than a passing mention. Not only is it well constructed, with a well-grounded plot, but it is so interlarded with neat and taking specialties that it is bound to be a "go" anywhere. Mr. Hardie is an actor of power, robust and physically calculated to catch the goodwill of the audience from the beginning and sufficiently talented to hold it to the end. Sara Von Leer also plays a heavie role, and easily makes herself a favorite. The support is first-class, but this is by no means the secret of the success of the performance, which lies mainly in the way the whole is "worked up" and the excellence of the introduced specialities. The singing and dancing is of the highest class and the performance as a whole is easily calculated to draw crowded houses during the whole of the current week for which it is billed.

The Indian band is one of the attractions of the combination. After the performance last night Manager Franks and Mr. Hardie brought these horn-toaters from the plains around to The World office and gave the boys a serenade.

"On the Frontier" will run all week, with matinees to-day, to-morrow and Saturday.

Other Amusement Matters.

The second quarterly concert of the season given by the pupils of the Toronto Conservatory of Music was held in Association Hall last evening, when a large and enthusiastic audience was present, which seemed to thoroughly enjoy the long and excellently rendered program. The music was of a high class and the students acquitted themselves with distinction.

The lectures that have lately been delivered in New York and elsewhere by Max O'Rell have been attended by large audiences and have received the highest praise from the press. Those who will hear him on either Monday or Tuesday evenings next in the Pavilion will undoubtedly enjoy and be pleased by his peculiar way of representing the characteristics of either "Yankee and Yankeedom," or "John Bull and Sandie Macdonald." Plan at Suckling's.

The choir of the Church of the Redeemer will hold a service of song to-morrow evening. Mendelssohn's beautiful motett "Hear My Prayer" will be sung, the solo being rendered by Miss Hillary. The balance of the program is equally attractive.

The effect of the wonderful production of art at the Cyclorama, "The Battle of Gettysburg," is admirable. The whole battle scene is taken in, and the mountains behind are represented so naturally that the onlooker is apt to forget for the moment that he is standing within the narrow confines of a building and not looking at a real stretch of landscape.

Dyspepsia in its worst forms will yield to the use of Carter's Little Nerve Pills, aided by Carter's Little Liver Pills. Dose, one of each after eating.

The charming resort of our fashionable citizens, The Arlington, Toronto, has just opened its new east wing for inspection. The arrangements and furnishings of the rooms are exquisite. 246

THE ASSEMBLY'S SHORT SITTING.

Five Minutes of Routine—A Score of Petitions Presented.

The Assembly met yesterday only to adjourn. At 3.10 Speaker Baxter took the chair; five minutes later he declared the House adjourned.

The London Trades and Labor Council presented a petition through Mr. Meredith asking that the Assembly pass a bill compelling every city, town or municipality in the province to publish annually its assessment rolls in some newspaper in the municipality or in pamphlet form in time to be submitted to the Court of Revision.

Then there was a petition presented by Mr. Harcourt relative to the Dunnville & Smithville Railway Company, and asking that they be given power to construct such a road from Dunnville to Smithville.

Mr. H. E. Clarke sent in a petition signed by Ald. E. A. Macdonald and others asking for the incorporation of the village of Chester.

Single Tax Advocates.

The anti-poverty men are on deck early this session. A deputation waited on Mr. Mowat and his cabinet yesterday. It was composed of S. T. Wood, Phillips Thompson, A.F. Jury, T. Brothers, S. Lyon, W. Burnill, Henry Lloyd, George Chamberlain, J. L. Dawkins, W. D. McIntosh. They urged the adoption of the single tax on land values for municipal purposes. Mr. Mowat did not say he would take the matter into his serious consideration, but replied that the legislation to be introduced would depend largely on the answers returned by the municipalities to the questions submitted to them by the Government. He said further that a great many anomalies existed in present municipal taxation and no doubt some measure would have to be adopted.

The Colonel Entertains.

Col. Gillmor, Clerk of the Assembly, last night entertained at his house Speaker Baxter, Col. Clarke, Major Delamere, the Sergeant-at-arms, Mr. Freeman, M.L.A., Mr. Monk, M.L.A., and Mr. Joseph.

Ministers, lawyers, teachers and others whose occupation gives but little exercise should use Carter's Little Liver Pills for torpid liver and biliousness. One is a dose. Try them. 246

Distress after eating, dyspepsia, etc., relieved by Carter's Little Liver Pills. 25c. 246

The Best Indication.

[Toronto Despatch to the N. Y. World.]

The fact that there is not to-day one prominent man in the city of Toronto who is an avowed annexationist is the best indication of the feelings of the people of this part of Canada on the question. And it is emphasized by the entire freedom of speech indulged in as to the future of Canada by the people of the Dominion.

Derangement of the liver, with constipation, injures the complexion, induces pimples, sallow skin. Remove the cause by using Carter's Little Liver Pills. One a dose. Try them. 246

It is no longer necessary to take blue pills to rouse the liver to action. Carter's Little Liver Pills are much better. Don't forget this. 246

Severe colds are easily cured by the use of Bickle's Anti-Consumptive Syrup, a medicine of extraordinary penetrating and healing properties. It is acknowledged by those who have used it as being the best medicine sold for coughs, colds, inflammation of the lungs, and all affections of the throat and chest. Its agreeableness to the taste makes it a favorite with ladies and children.

How to Obtain Sunbeams.

Every one should have them. Have what Stanton's Sunbeam Photographs, $1 per dozen. Studio southwest corner Yonge and Adelaide streets. 462

A Business Report.

Mr. James McCarty, of Rounds & McCarty's Collecting Bureau, Prumbo, Ont., states: "Have used several bottles of Burdock Blood Bitters for kidney disorder and find it a wonderful remedy. Previously I had been taking pills, thinking I had liver complaint, but now I am quite well and will always praise B.B.B.

There is nothing equal to Mother Graves' Worm Exterminator for destroying worms. No article of its kind has given such satisfaction.

AT $5000 PER YEAR.

Mr. Jennings Will Be the New City Engineer of Toronto—Chosen by the Council.

It is further recommended that W. T. Jennings, C.E., be appointed city engineer and that the bylaw governing the administration of the Works Department be amended so as to place the entire responsibility upon his shoulders, giving him the power of appointment and dismissal, as well as complete supervision over the staff of officials. By this means he can fairly be held responsible for the administration of his department.

Ald. Booth was chairman of the Committee of the Whole in council last night, when Clerk Bell's reading of the above clause precipitated the big fight over the position of chief engineer of the City Works Department. Ald. Carlyle (St. And.) was first in the field. He moved that the clause be referred back as too little time had been allowed for proper judgment as to Mr. Jennings' qualifications.

Ald. E. A. Macdonald and Ald. Hallam supported Ald. Carlyle, while the chairman of the Board of Works gave forth his entire belief in the abilities of the nominee. Ald. Gillespie took a similar ground, as also did Ald. Irwin and Leslie. The latter particularly made a strong speech in Mr. Jennings' favor, stating that he was a man firm in principle and one who would sooner resign his position rather than move one inch out of the straight line of duty.

Ald. Lucas expressed the fear that the city would soon be engineered to death. "There is to be the chief engineer," he said, "then Mr. Sproatt, and then Mr. Cunningham."

Ald. Frankland: "Oh, we want them all."

And this settled this particular point.

A question arose as to the salary of Mr. Jennings, when Chairman Shaw distinctly stated that that gentleman was willing to accept $5000. "He told me that he was making about that out of the C.P.R." said Mr. Shaw, "and he would take that figure from the city."

Ald. Frankland, at the tail end of the discussion, spoke some kind words of Mr. Sproatt, the retiring engineer.

Ald. Moses asked that the appointment be made unanimous and that Ald. Carlyle withdraw his amendment. This was refused, but the main motion carried without a vote being taken.

Ald. Swait then moved that the clause appointing Mr. Jennings be amended by adding after the word "engineer" in the second line thereof the words: "At a salary of $5000 per annum." This was carried, and the council confirmed the action of the Committee of the Whole.

Jacob H. Bloomer of Virgilie, N.Y., writes "Dr. Thomas' Electric Oil cured a badly swelled neck and sore throat on my son in forty-eight hours; one application also removed the pain from a very sore toe; my wife's foot was also inflamed—so much so that she could not walk about the house; she applied the oil and in twenty-four hours was entirely cured.

AT THE ASSIZE COURT.

Cases Postponed and Under Consideration—The Misses Robinson's Suit Against a Hamilton Law Firm.

At the Assize Court yesterday the case of Van Wormer v. Kerr was postponed till next court by consent, the plaintiff paying the costs of the day. It is an action concerning the occupation of the Grand Pacific Hotel, now the Arlington.

McCraney v. McCool was a lumber case in which McCraney, McCool & Wilson of Toronto sought to compel J. S. McCool & Co. of Mattawa to perform a specific contract for a quantity of lumber for the erection of the Parliament buildings, entered into last January. The amount claimed was $400. The defence was that the plaintiffs having changed their partnership, the defendants were not bound to fulfil their contract. Judgment was reserved.

Application was made for time to postpone the trial of the case of the Lancashire Insurance Company v. Commeau to the next court. The motion was made on behalf of the defendant, who presented an affidavit in support of the application, alleging the illness of his principal witness, Mr. Joseph Wrigley, who was manager of the Bon Marche at the time of the fire. Mr. S. H. Blake, Q.C., appeared for the defendant, Mr. Dalton McCarthy, Q.C., opposed the motion, and read an affidavit from Mr. Creelman pointing out that if an adjournment were granted the plaintiffs would be unable to bring material witnesses from San Francisco and Missouri. Mr. McCarthy proposed to strike out the jury notice and have the case tried by His Lordship. Mr. Blake asked and obtained time to consult his client regarding this proposition.

The next case was that of Robinson v. Fuller. This is an action brought by the Misses Robinson of Toronto against Fuller & Nesbitt, barristers and solicitors, Hamilton, to recover $5500 with interest, which sum had been entrusted to the firm for investment at a time when the defendants are alleged to have been in partnership. It is claimed that the money was not put to the best advantage and that the defendants are thereby guilty of negligence. The defendants are Valancy E. Fuller; Wallace Nesbitt, Toronto; John E. Nesbitt and George Bicknell, late partners, Hamilton. There is quite an array of counsel engaged: E. F. B. Johnston, Q.C., and A. C. Galt, for the plaintiffs; Dalton McCarthy, Q.C., and Aytown Findlay for Wallace Nesbitt; Mr. Laidlaw, Q.C., for Valancy E. Fuller; Mr. Teetzel of Hamilton and H. S. Osler of Toronto for John C. Nesbitt and James Bicknell. The case, which revives the sensational failure of V. E. Fuller, who is now said to be in British Columbia, will probably occupy the whole of to-day.

Mrs. Henry Sheldon of Farmersville, was cured of Canker of the Stomach by Burdock Blood Bitters when her friends had nearly abandoned all hope.

Holloway's Corn Cure is the medicine to remove all kinds of corns and warts, and only costs the small sum of twenty-five cents.

A Happy Woman.

Happy is the woman without bodily ills, but happier is the woman who having them knows of the saving properties of Dr. Pierce's Favorite Prescription. When relieved, as she surely will be upon a trial of it, she can contrast her condition with her former one of suffering and appreciate health as none can who have not for a time been deprived of it. The "Favorite Prescription" corrects unnatural discharges and cures all "weaknesses" and irregularities.

Dyspepsia or indigestion is occasioned by the want of action in the biliary ducts, loss of vitality in the stomach to secrete the gastric juices, without which digestion cannot go on; also, being the principal cause of headache. Parmelee's Vegetable Pills taken before going to bed, for a while, never fail to give relief and effect a cure. Mr. F. W. Ashdown, Ashdown, Ont., writes: "Parmelee's Pills are taking the lead against ten other makes which I have in stock."

Notes of the Schools.

The kindergarten classes in connection with Dufferin-street school will be opened this morning in the basement of the church at Oak and Parliament-streets.

The Finance Committee of the Public School Board met yesterday afternoon for the first time this year. Mr. C. A. B. Brown was chairman. The business was chiefly passing small accounts, which occupied a good part of the afternoon. An account from William McGill & Co. for fuel amounting to $2651 caused a little discussion, and it was decided to pay $2000 at present and the balance later on.

FROM CATARRH TO CONSUMPTION.

The Number of Persons Who Died in Toronto Last Year of Consumption Simply Astonishing.

In most cases it was the result of neglected Catarrh, which is the certain forerunner not only of Consumption but Asthma, Bronchitis and Deafness. The disease steals so gradually into the lungs that the patient scarcely believes them affected, and before he is aware of his true condition the disease has asserted its dominion and he becomes an unwilling slave to its ruinous consequences. The thousands of douches, snuffs, inhalations and patent medicines have proven time and again to be perfectly worthless, and the unfortunate patient after trying them all often believes the disease is incurable, and applies to his family physician for treatment; although skilful as he may be he, too, generally fails. And why? The answer is very easy. His mission is to treat every ailment with which mankind is afflicted, which are numbered by thousands, and the many varieties of Catarrh require just as many kinds of treatment to suit the special requirements of each individual case. Such a treatment can only be given by physicians who make this disease a special and exhaustive study. The physicians of the Medical Institute at 198 King-street west have for years devoted their whole time and attention to the treatment and cure of this disease, and would refer any one wishing to be cured to hundreds whom they have cured as positive proof of their success. Call on us, and if your case is curable we will so inform you; if incurable we will tell you that. Office hours 9 a.m. to 8 p.m., Sundays 2 p.m. to 3 p.m. Medical Institute, 198 King-street west

THE VOICE OF VAN

Concluded from first page.

sion and the Trades and Labor Council, recommending amongst other things a high level viaduct along the Esplanade, which report has, I believe, been laid before the City Council, and is shortly to be submitted for adoption.

Before discussing the question of cost, permit me to say that the recommendation of the committee substituting a two-track viaduct for the four-track structure recommended by Messrs. Gzowski, Shanly and Wellington (and also by Messrs. Cunningham and Sankey) cannot possibly be accepted by the railway companies.

Where Theory and Practice Are Wide Apart.

The report assumes that to be practicable which is not practicable, viz., that all the eastern trains of the Grand Trunk and Canadian Pacific companies, all the shunting of the Grand Trunk Company to and from its York and Don yards, and all the shunting of both companies to and from the Don improvement, as well as a suburban train service of indefinite extent, can be handled over two tracks. Such a thing could not have been suggested by anybody having any experience whatever in railway working. Theory and practice are wide apart in this matter.

My calculations have, therefore, been based on four tracks throughout, as recommended by the engineers.

The estimates contained in the report relate only to structural work. The report is silent as to that most important matter, land damages. It is also silent as to compensation to the Grand Trunk and Canadian Pacific companies for so much of their property as is proposed to be taken, and this, in the case of the Grand Trunk at all events, will surely be a formidable item; and the report overlooks or ignores a great many other important items that will certainly add to the expense.

I have gone over the estimates for structural work with our chief engineer, Mr. Peterson, and our constructing engineer in Ontario, Mr. Jennings, both of whom have had large and very recent experience in carrying out similar works. We are unable to make the cost of the structural work involved in the four-track viaduct scheme less than $4,822,000, exclusive of the passenger station, and in this we have allowed only 10 per cent for contingencies, an allowance usually found far too low. Adding $500,000 for the passenger station (as estimated by Messrs. Gzowski, Shanly and Wellington for a station on the Parliament grounds) would bring the structural work up to $4,822,000, but a passenger station of the dimensions named in the report could not be built in suitable style on the site now proposed for the amount estimated for one on the Parliament grounds, and it would be unsafe, therefore, to estimate the total structural work at less than $5,000,000.

Now as to land damages. The value of the land required for the west approach and for the passenger station and for the right of way between Simcoe and York-streets is, according to Whitney & Sons' estimate, $275,940.

The four-track viaduct would occupy the entire width of Mill-street and the damage to property on the north side of the street would therefore nearly equal its entire value at expropriation prices. A moderate estimate would be $100,000.

And the damages to the Gooderham & Worts and Grand Trunk properties on the south side of the street must be estimated at not less than $50,000.

In connection with this item it should be remembered that when the Canadian Pacific Company was expropriating its right of way along the north side of Mill-street the damages to the Gooderham & Worts property was sworn to before the arbitrators at over $100,000.

The removal of all tracks from Esplanade-street, between York and Berkeley-streets, as recommended by the committee, is, of course, a necessary incident of the viaduct scheme. To spend such an enormous sum of money and leave Esplanade-street as it is would be the supremest folly. The removal of these tracks will, however, be a costly matter. The owners of property on the south side of Esplanade-street have vested rights of great value, namely, the right to have siidings from the Grand Trunk and Canadian Pacific Railways into their respective properties.

The Esplanade agreement between the city and the Grand Trunk Company, April 19, 1865, provided:

That any person or persons owning or leasing a wharf or wharves south of Esplanade-street may at any time lay down and construct from the south side of the Grand Trunk a siding or switch and connect the same with the southerly track of the Grand Trunk Railway.

Our Cast-iron Sidings Covenant.

And the Canadian Pacific Company in purchasing its right of way along the south side of Esplanade-street was obliged in the case of almost every lot to enter into binding covenants with the owners for siding facilities. Each owner or tenant, therefore, from Yonge to Berkeley-street will have a claim for damages if these siding facilities are destroyed. What the aggregate amount of such damages would be at expropriation prices is, of course, a mere matter of conjecture, but having recently acquired some knowledge of the value which these owners place upon siding facilities, and guided to some extent by the amount which the Canadian Pacific Company had to pay for its right of way from Berkeley to Yonge-street, and knowing something of the process by which damages are inflated in expropriation cases, I do not think it would be safe to estimate the aggregate damages under this item at less than $250,000.

The right of way required for the viaduct from Mill-street to a junction with the Canadian Pacific right of way near Eastern-avenue is estimated by Whitney & Sons at $80,000.

Then the Canadian Pacific would have to be reimbursed for the amount paid for the right of way for its Don branch from Yonge-street to Eastern-avenue and for the amount expended towards construction on this right of way and for interest.

Also for the interest on the cost of the property between York and Yonge-streets and for the amount expended in clearing and improving the property and all other expenses in connection therewith.

As to how the proposed freight station grounds west of York-street are to be secured to the Canadian Pacific Company the report is silent. The company could not part with its grounds east of York-street without a clear title to the proposed grounds west of it and without proper compensation for the difference in value of the property exclusaged and for the extra cost of handling all its traffic in a yard accessible only from the west and for the extra toll payable to the Grand Trunk Company—all cars reaching the yard from the west being subject to such tolls. The cost of the property that would have to be acquired would be large and the property east of York-street is far more valuable than that west of it for any purpose. What the total cost of the exchange would be cannot easily be estimated.

And then the Grand Trunk Company would have to be compensated for the right of way for the viaduct through its Nipissing yard, for the Northern station at the foot of West Market-street and for the Great Western station at the foot of Yonge-street. I am unable to estimate for these.

The Grand Trunk would also have to be reimbursed for its present freight sheds, say $35,000, and for the cost of temporary accommodations for its freight traffic during construction and for the extra cost of handling its traffic during that time. This item cannot well be estimated, but it will be no small one.

The Grand Trunk and Street Deliveries.

Aside from any question of compensation to the Grand Trunk Railway Company for extra haul of freight or the extra shunting resulting from the viaduct scheme, there are two very important matters that would have to be adjusted with that company as to the cost of which I can hardly form even a conjectural estimate, viz.:

1. The proprietary rights of that company on the Esplanade between York and Berkeley-streets, the possession of which enables the Grand Trunk Company to practically control the street delivery of freight in Toronto. [The Canadian Pacific Company paid about $200,000 for a strip 28 feet wide from Berkeley to Yonge-streets, a strip less than half the width of that occupied by the Grand Trunk Company on the Esplanade, and affording no unloading facilities whatever.]

2. The special value of the Grand Trunk local freight and passenger facilities—the special value of its position in Toronto. It cannot be expected that the great advantages enjoyed by the Grand Trunk Company in this respect will be surrendered without ample compensation. It is not easy to estimate the value of such advantages, but some idea may be formed of it in this case from the fact that the Canadian Pacific Company would be glad to complete its proposed local freight and passenger facilities on the lake front, and exchange them for the corresponding facilities of the Grand Trunk, giving $2,500,000 to boot, and I very much doubt if the astute general manager of the Grand Trunk Company would make the exchange for twice this amount, although his Northern and Don yards, his train tracks and shop grounds would not be included in the exchange—only his local freight and passenger stations, his local freight and passenger tracks and his rights on the Esplanade.

There are many other contingent liabilities in connection with this viaduct scheme that I need not mention at this time. I trust that the items I have particularly indicated are sufficient to convince any reasonable person that the estimates contained in the report are absurdly inadequate.

The manner in which the estimates for structural work are made up may be judged by the fact that while Mr. Wellington estimated the cost of a four-track viaduct at $160 per foot—a dangerously low estimate according to our recent experience—the report puts the cost of a four-track structure at only $175 per foot, although iron-work has advanced more than twenty per cent. since Mr. Wellington's estimate was made. But although this advance in price was ignored in estimating for the viaduct it was evidently considered very seriously in estimating the cost of the John, York and Yonge-street overhead bridges.

The items that I have been able to estimate with some degree of certainty aggregate nearly $6,000,000, and those for which there is no definite basis for an estimate cannot safely be assumed at less than $3,000,000, and, therefore, I do not hesitate to say that the cost of the viaduct scheme with four tracks throughout, together with the supplementary works involved, and a suitable passenger station, will be, if it can be carried out at all, from $7,000,000 to $10,000,000, on which the annual charge for interest will be from $300,000 to $400,000; and in my estimates I have not considered the large expense that would be incurred by the city in making the park between York and Scott-streets as recommended in the report.

The desire of those who made the estimates upon which the report is based seems to have been to exaggerate as much as possible the cost and difficulties of the overhead bridges and to conceal as much as possible the cost and difficulties of their own scheme. Why is the cost of the John-street viaduct referred to at all? The Montreal agreement provided that it should be built by the Grand Trunk Company at its own expense.

The Cost of the Overhead Bridges.

The question of land damages so flippantly dismissed by the report in connection with the viaduct scheme received "careful consideration" in connection with the overhead bridges, but the report fails to refer to the well-known fact that the Canadian Pacific Company long ago purchased the only private property that would be affected by the York and Yonge-street bridges.

It is true that the overhead bridges at York and Yonge-streets will now cost more than my estimate of three or four years ago, because of the advance in the price of iron work, but the Canadian Pacific Company will undertake to build them for much less than the estimate given in the report. But even if they should cost the entire amount named in the report—$98,250 each (clearly a guess, for one bridge is much smaller than the other)—what is this for the city and the railways together to bear as compared with the enormous amount involved in the viaduct?

True, several more overhead bridges may be required in course of time, but a year's or at most eighteen months' interest on the amount involved in the viaduct would cover the cost of all of them.

And in what respect do the overhead bridges fall short of providing what the public wants in the way of easy and safe access to the water front? They start from Front-street, run out nearly level, and, after crossing the railway, descend by an easy incline to the new street beyond the Esplanade. They have ample room for vehicles as well as for foot passengers, and people crossing by them need not see a railway; and it will be just as convenient to use them as to pass down York or Yonge-streets under the proposed viaduct, and so out to the water front, and it will, at the same time, be much more comfortable.

The structures would be ornamental and they would not obstruct the lake view.

The private property on the lake front east of Yonge-street is particularly adapted to business requiring both railway and lake facilities. It is the only property in Toronto that can freely enjoy both; but the viaduct scheme would deprive it of the railway facilities upon which its value chiefly depends.

It should not be overlooked that the principal use of the water front by the people of Toronto is confined to four months in the year, and that for the rest of the year the business south of the Esplanade will be chiefly that of the railways themselves or that created by them.

So that there may be no possible misunderstanding as to the plans of the company, either as regards the treatment of the water front or as to the overhead bridges, I have had careful drawings prepared fully illustrating them, which drawings will be sent to Your Worship for inspection.

The Canadian Pacific Company has no desire to obtain or exercise anything like a monopoly of the wharves and shipping facilities on the water front of Toronto, and has all along been willing to enter into any fair and reasonable agreement with the city concerning that part of the water front which the company has acquired. There is plenty of room for all, and it would be neither good policy nor good sense to embarrass the shipping business of Toronto by excessive wharfage charges or in any other way.

Endorsing the High Level Viaduct Scheme.

Nor has the Canadian Pacific Company any objection to the principle of a high-level viaduct. It would gladly co-operate with the city in carrying out such a project if the traffic were of sufficient magnitude to justify the expense, and if the advantages to be gained would warrant it; but, great as is my opinion of the future of Toronto, I fear that it will be many years before such works as are to be found in London, Liverpool and Glasgow will be practicable in Toronto. Even Chicago with its vast traffic cannot afford them.

A viaduct to be acceptable to the railways must be workable, convenient and not excessively expensive, and it must provide reasonably for the future. The four-track viaduct might meet the first and fourth of these conditions, but not the second or third; the viaduct recommended by the report would not meet any of them. What the railways would be willing to pay towards a viaduct, assuming that all four conditions could be fulfilled, would doubtless be a mere question of arithmetic; it would be governed by the cost of handling their traffic one way as compared with the other.

In concluding what I have to say on that part of the report relating to the viaduct question, I will venture to remark that it does not seem to have occurred to the committee to inquire whether the Grand Trunk Company would be willing to give up its present position in Toronto and join in the project for any consideration or on any terms. If it will not the project must certainly fail; and all of the time and expense given to the consideration and preparation of viaduct plans must go for nothing.

Another important subject is touched upon by the report of the committee which recommends "that the city must maintain at all hazards the right to the use by all railway companies of the railway reserve along the Don and must prevent the Canadian Pacific Company from acquiring the exclusive right to any tracks along the Don either on the level or along the elevation."

Permit me to briefly review the facts of the case.

The original design of the company, as shown by the plan filed at Ottawa, was to bring its branch down the east side of the Don valley, crossing the river at Eastern-avenue.

In a conversation with Mayor Howland during the early summer of 1886 he urged upon me the desirability of a change in our plan so as to cross the Don at Winchester-street and to make use of the railway reserve on the improvement on the west side of the Don from Winchester-street to a point near Eastern-avenue, his objects being, as he stated, to avoid the building of our bridge at Eastern-avenue and to save something for the city through the participation of the Canadian Pacific Company in the cost of the Don Improvement.

I expressed a desire to meet his wishes in the matter if the company could have an independent right of way for two tracks, that being a vital point with us. He thought this so reasonable that he did not anticipate any difficulty in arranging it, and a few weeks later a meeting was held by his invitation at his office, at which were present the Mayor, Ald. Carlisle, E. B. Osler, Mr. Wells, Mr. Sproatt, Mr. Sankey and Mr. Lumsden.

The result is clearly stated in the following telegram which I received from Mr. Wells immediately after the meeting:

Toronto, Sept. 30, 1886.

Had interview with Mayor, Mr. Carlisle, Chairman of Board of Works and City Engineer. The City Engineer is to report in favor of a strip along the river bank 23 feet wide for unloading and general purposes; then strip 26 feet for use in common by railways; then 26 feet exclusively for Canadian Pacific; then 50 feet for street; then 200 feet for lots. Will file our plan on that basis.

A Chapter of Correspondence.

Mr. Sproatt, in a letter to Your Worship, dated Dec. 3, 1886, referring to this meeting says:

The question of the city giving the Canadian Pacific Railway Company exclusive rights for the 30 feet railway strip on the west side of the channel was discussed at length, and as it appeared under the Don Act the city had no power to give exclusive rights to any one railway over the said strip, it was decided to set apart a special strip with regard to which the city would enter into any agreement that might be considered advisable.

In a letter to the Mayor dated Feb. 15, 1889, Mr. Sproatt says:

No doubt the cause of the change was a disposition on the part of the Mayor to induce the Canadian Pacific Company to make use of the Don improvement in entering the city.

In a letter to the Mayor dated Feb. 14, 1888, Mr. Sankey says:

The first instructions I received to change the roadway and railway reserve as shown on the plan were given me by Mayor Howland at the end of the meeting in his office. * * * I can imagine no other reason for such a meeting than a desire to assist the Canadian Pacific in getting an eastern entrance to the city. * * * Shortly after the above meeting a plan carrying out the instructions I then received was sent to the engineer's office.

In October, 1887, the Mayor and a deputation of aldermen, under the authority of a resolution of the City Council, appeared before the Railway Committee of the Privy Council at Ottawa and supported the Canadian Pacific Company in its claim to have an independent right of way into the city from the east.

On Nov. 30, 1887, the Board of Trade passed a resolution declaring that it was in the interests of the trade and commerce of the city to procure an independent entry from the east and west for the Canadian Pacific Railway, and on Dec. 2, 1887, the Board of Trade presented a memorial to the Railway Committee of the Privy Council "earnestly praying that every facility be offered to the Canadian Pacific Railway Company for an independent entrance and crossing for the water front east and west for the transaction of their business."

During the Parliamentary session of 1888 a bill was introduced into Parliament on behalf of the Canadian Pacific Company authorizing the Council to lease the Toronto-Don branch of the Canadian Pacific Railway along the Don improvement and declaring that such location should be as valid as if expressly authorized by the act.

In April, 1888, the City Council of Toronto passed a resolution authorizing a deputation to proceed to Ottawa and promote the passage of this bill.

On April 19, 1888, the Board of Trade passed a resolution resolving "that a deputation be appointed to co-operate with the City Council in urging upon the Government the importance of according to the Canadian Pacific Company an independent entrance at the eastern end of the city."

In May, 1888, the joint deputation of the city and of the Board of Trade appeared before the Railway Committee of the House of Commons and advocated the bill, which duly passed and became law.

In the meantime and down to the end of the year 1888 the work of constructing the Don branch was proceeded with. The Winchester-street bridge was built at a large cost in pursuance of the well-settled understanding as to the location to which I have alluded. The Gerrard-street bridge was built by the city with spans specially designed for the running tracks of this line, and the engineers of the city and of the Canadian Pacific Company continued until the end in good faith to work out the plan agreed to in the Mayor's office on Sept. 30, 1886.

Before the Railway Committee.

On June 26,