

## NORTH HILL PEOPLE WORLD INDIGNATION TALKFEST

Delay in Preparation of Bridge Bylaws, Miserable Condition of Roads Leading to Hill, Lack of Sidewalks and Inadequate Car Service.

12,000 PEOPLE BELIEVE  
—THEY ARE POORLY SERVED

Meeting, By Resolution, Asks That Bridge Bylaw Be Prepared; Ratepayers Decline to Consider Anything But the Bow River Bridge Question.

In the tenor of the complaints made at the ratepayers' meeting at Crescent Heights last night, the population of the North Hill has reached the limit of endurance, and prepared to seize any expedient to force matters.

The delay in the preparation of a bridge bylaw, the miserable condition of every road leading to the hill, the lack of sidewalks and adequate street car accommodation have all combined to exasperate the long suffering residents across the Bow.

At the conclusion of a lengthy and very serious discussion of the situation with Ald. Adhead and Ald. William Ross, at Wright hall last night, the influential men of the community put on record a motion recommending that the bridge bylaw be prepared and submitted to the council prepared and submitted to the council following this date, the amount of money and the time to be determined by the discretion of the council.

"It's a bridge we want—I don't care if it's wood, steel or concrete. But a bridge we must have," said Mr. Ormond energetically. The meeting was unanimous on this point and although there was a division of opinion as to the relative advantages of concrete and steel the ratepayers were unanimous in their endorsement of the resolution.

Excuses—Don't Go. Ald. William Ross informed the meeting that this was a very bad time to attempt to sell bonds, that the city was suffering from a financial stringency and that there was less likelihood of the bylaw passing than at a later date. But he was met with the application of the mayor's argument relative to the industrial situation—that the bonds need not be sold immediately. If the bylaw did not carry, it must be resubmitted, as a bridge was a vital necessity.

Mr. Daniels who introduced the resolution, left the date indefinite. The chairman, Mr. John Thomas, insisted on a time limit. "We have been waiting off for years. We will fix a time for this bylaw to be submitted," he insisted. Ald. William Ross suggested Monday, June 10, as the date, which both Mr. Dawson, the city planning expert and the city engineers, agreed to. He expected to have plans and estimates ready.

Public Works Department "Called." Although Ald. Adhead asked for expressions of opinion on the market question, the proposed coal mine purchase, the hospital proposition, the legislation and sundry other matters, these issues were ignored for the more vital problem of transportation. It was pointed out that until roads and bridges were provided, the people on North Hill could not get to market.

The department of public works was criticized very gravely, and with an absence of malice, which gave perhaps greater seriousness to the complaints.

The disgraceful condition of the Morley trail, and other hill roads, where it is almost impossible to drive a horse and buggy in safety, even in dry weather, was described at length, and it was pointed out that while perfectly level streets for light automobiles were being paved for higher automobile traffic, these hills were blockaded with mud. It was pointed out that thousands of tons of material were hauled monthly were all but impassable.

"I would like to know who may expect better roads," said Mr. Hunter. "For six years I have travelled these hills and every time the mud is there, I am stuck. Formerly I was stuck with a horse and buggy; now I am stuck with an automobile. It is no more successful with a car. I have been stuck repeatedly this year. Riverside, Centre street and the Morley trail are all impassable. Are we going to get relief this year?"

Ald. William Ross explained that the work was under contract, but that the city had but one million and a quarter dollars with which to do six million dollars' worth of work. The explanation failed.

"I notice that in many places where there is no paving, and only light automobile traffic, pavements are now being laid," retorted Mr. Hunter. "Last year these hills were filled up with mud—mud—when there was gravel right at the bottom in the sunnyside, where never a load of material is hauled, and the pavement is being laid, while the hill adjoining is a disgrace to the most wretched community in Canada. It is poor business on somebody's part to riding when this condition prevails."

Costs \$20,000. "It costs \$1.50 per ton to bring out gravel, flour, coal, lumber and other supplies over these abominable roads. Crescent Heights pays at least \$20,000 per year more in this toll alone."

Voices interrupted frequently with "Hear, hear!"

Someone asked, "Who is the alderman from Sunnyside?"

"Oh, so he is responsible," said several voices ominously.

Afterward William Ross hastened to explain the detailed reason of the delay on the hill pavements. He was in paving contracts unless the work was commenced immediately.

Sidewalks are also a sore point on

the Heights. Although about 12,000 people reside in this district, the area is still mostly virgin prairie, with graded roads here and there, and only an occasional sidewalk.

"In Sunnyside, sidewalks are being laid where there is hardly a house in the whole subdivision," remarked one man.

Where is the money coming from to pay for that? I have lived here for six years, and I have no sidewalk yet.

A Sixth avenue resident complained that he was assessed for a concrete sidewalk under a local improvement bylaw passed about sixteen months ago, and was being compelled to pay the tax, although the nearest approach to a sidewalk was a three-plank walk, placed there quite recently. He had taken the matter up at the city hall, and had been told that the walk had been laid long ago.

"When was it taken away?" he had inquired.

He was asked if he were sure he lived on Sixth avenue, and was told that all the other people on the street were assessed in like manner for the same phantom sidewalk. This was true, the residents were complaining.

The discussion of the bridge structure was somewhat prolonged, many being decidedly in favor of concrete, although the majority of the gathering expressed a weary sort of contentment with "just bridge," and a possible hint leading to it. Mr. Russel quoted figures showing that the actual cost of concrete bridges in Los Angeles was not less than the estimated cost quoted here.

A 1,500 foot bridge, 156 feet high and 40 feet wide, with a difficult curve, had cost \$200,000, less than half the cost of a much smaller bridge for Calgary. Another, 1,000 feet long and 200 feet wide, cost \$200,000. Others of dimensions equivalent to Mission and Ninth street bridges had cost \$40,000 and \$12,000 respectively. He thought the city should engage an expert in concrete bridges, as while one city engineer was doubtless an expert technical man, the other was not so for very much. Expression of opinion, pro and con, were given, but it was decided to exonerate the long suffering engineer and the council, the bylaw being the immediate concern.

COMMISSION RECOMMENDS ENORMOUS ANNUAL GRANTS

(Continued from Page 1).

1. That all children to the age of 12 years should receive the benefits of elementary general education up to the standards provided by the school system of the city or province where they live at least.

2. That the experience of the school should be more directly towards the inculcation of the spirit of a love of productive, constructive and conservative industry.

3. That, after 12 years of age, for the children whose parents expect or desire them to receive a university education, the contents of the courses, the methods of instruction and the experience should be as close a relation as practicable to the productive, constructive and conservative industry.

4. The benefits for the such pre-vocational education would accrue, (a) to the industrial awakening in manual occupations, (b) to the training of teachers and the parents, and to the training of the children in their abilities and aptitudes; and (c) to the development of the child's developed leading the children to skilled occupations for which they are fitted.

Preserving Interest. 5. That further advantages would result because the interest which the child would have in the school, and the child would dispose them to further education after they had begun to work and caused the child to have touch with educational efforts in some form.

That the time and attention devoted to pre-vocational or trade preparatory work in no way detracts from or hinders progress in general education of a cultural sort.

The protection and preservation of the child and the child's interests, and character are emphasized as high ideals.

In connection with elementary education, it is suggested that provision be made for training the senses and for better drawing and more of the more physical culture, and more pre-vocational work; more and more organized and supervised play.

DRAMATIC SUICIDE OF LOUIS CLEGGHORN; DRIVES TO RIVER IN AUTO

(Continued from Page 1).

Detective Burroughs, and the watch mentioned was found in the man's room by Detective Sergeant Richardson.

Looked Like Business Man. The suicide is described as being well dressed, wearing a brown suit and hat, and having the appearance of a prosperous business man. He was about 55 years of age, wore an iron grey moustache, and his hair was just beginning to turn grey. "Telegrams Morning" Alkan remained unanswered at an early hour this morning, and the police are making an effort to positively establish the identity of the dead man. A search of the Bow river for his body will be instituted this morning.

To make certain that there would be no doubt regarding his death, the man loaded his pockets with bags which were supposed to contain bird shot. Two such bags, evidently containing bird shot, were found in the man's pockets, were found in the left of the automobile which he was driving, and in which he rode all over the city before he committed the suicide.

An envelope containing a ten dollar bill was left in the car for the driver.

The watch which was found in his room is a handsome seventeen-jewel watch, with a leather strap. It is inscribed, "Presented to Louis Cleggghorn by his friend and employer, Robert H. Grey, Toronto, August 1892." Then followed a Latin inscription, which, translated, means "From friend to friend." Detective Sergeant Richardson took charge of the watch, and held it awaiting word from Toronto.

Mr. C. L. Hickey, who has been visiting his sister, Mrs. Charlotte Hickey, then moved that the committee should be required to give

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Frank Oliver and William Buchanan Offer Amendments; Bill Passes on a Division of 82 to 45, a Government Majority of 47.

Ottawa, June 4.—So much time was taken up by parliament in discussing the Canadian Northern subsidies, that the government majority of 82 to 45, a government majority of 47.

The most pronounced fight on Wednesday was over the Canadian Northern subsidies, the opposition moving several amendments both in committee and on third reading, when several divisions were taken.

The debate was a challenge to the ruling of Speaker Sproule by Mr. German, whose amendment on third reading, when several divisions were taken.

Consideration of the Canadian Northern subsidies bill was taken up on Tuesday night was in accordance with British parliamentary practice, and the members of the opposition offered to make the several amendments in committee and on third reading, when several divisions were taken.

Mr. German immediately appealed from the decision of the speaker. The speaker said he had ruled out of order the amendments which were offered, and that they were declared lost without division.

Two Bolders with Opposition. Mr. Lapointe of Montreal voted to sustain the chair, and Mr. Michael Chabot also voted to sustain the chair. The third reading was then adopted on a vote of 82 to 45, a government majority of 47. W. F. Macleod voted with the opposition.

The bill asking for a loan of 15 million dollars to the G.T.P. was given a vote of 82 to 45, a government majority of 47.

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## Adhead Is Approved

At the meeting of ratepayers of Crescent Heights last night, Ald. Adhead informed the electors that he would necessarily be absent from every second meeting of the city council for the next three months and offered to abandon the seat in favor of another representative if the electors of the ward so desired. A vote of appreciation was given to Ald. Adhead, and, unanimously, however, the ratepayers expressing utmost confidence in his representation of Ward II.

Under the present charter it is impossible for an alderman to resign and it would have been necessary for Ald. Adhead to disqualify himself by absenting himself from four consecutive meetings. This he was willing to do but the chairman, Mr. Thomas, pointed out that as Ald. Adhead was on the long distance telephone and could always be reached in an emergency, there was no necessity for him to retire.

Witness in Lottery Case Takes Entire Afternoon On Stand

One tired police magistrate finished a real day's work yesterday when Magistrate Sanders slammed down the lid of his desk and sent a flock of Chinese from his court. It was all the result of the twin raids made by Inspector Nutt and Detective McDonald on one square, and Chief Cuddy and his three bushels of paper signals. Various lottery boards, inks, brushes, knives for cutting paper, and code books were tabulated in the assault and pit-out columns, and introduced as evidence of the fact that the Chinese battery had made several errors.

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At six o'clock they were still hard at work. Solicitor Peacock suggested an adjournment to allow the witness to collect his wits.

"I'm in favor of that adjournment, although I think the fact that it is six o'clock and dinner time is a far better reason," declared Mr. Shaw, and the magistrate granted the delay. The pair on trial, Jew Dike and Yee Sing Yoo, representing the victims of Inspector Nutt, were remained in the custody of their bondsmen until 10 o'clock this morning.

ST. PAUL'S NOVEL PLAN OF DEBENTURE SALES

St. Paul has recently introduced a successful innovation in municipal finance, by negotiating the sale of \$38,000 of bonds through a local department store.

The issue was offered as an experiment. Within three hours the whole issue was taken up in small blocks by the various departments of the city.

Several of the large department stores of New York, Minneapolis and other cities have followed the plan.

The model, which stands eight feet in height, is a fine example of the work of Mr. J. Edwards, one of the company's experts at Toronto, and is the work of Mr. J. Edwards, one of the company's experts at Toronto, and is the work of Mr. J. Edwards, one of the company's experts at Toronto.

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The bonds were issued in fifty, one hundred, five hundred and one thousand dollar denominations.

Commenting on the experiment, The New York Tribune last week said: "The experience of a St. Paul department store in selling \$38,000 worth of St. Paul city bonds in three hours opens up possibilities for the distribution of securities over the country by department stores which, if worked out, will do much to popularize investment."

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