



NEWS FROM THE CITY HALL

COUNCIL MEMBERS WANT TO SEE SIGNED AGREEMENT OF PURCHASE

Alderman Singer Advises That Discussion Be Dropped Until Agreement is Brought Down—'We Are Talking in the Dark,' Says Hiltz—Church Motion Swamped.

Only five members of the city council answered Controller Church's roll call at the meeting last night, when there was a division on his motion to abandon the negotiations to clean-up the franchises. Nineteen members voted to go on with the negotiations. There was a full council. Ald. Maguire did his utmost to increase Controller Church's support and had to see the diminution of an already small minority.

There are left six who are trying to prevent the people having the right to vote on the clean-up of the franchises. They are Controllers Church and O'Neill, Aldermen Rowland, Meredith, Graham and Maguire.

All thru the lengthy debate the six who tried to prevent the question being decided by the people spoke their little pieces as they had been prepared for them.

Ald. Wanless moved that the negotiations for the clean-up of the franchises be extended to include the radial franchises outside the city limits. He repeated a conversation he had with one of the expert valuers (evidently John W. Mayes) to express his contention that the valuation of the surplus profits is an "infernal problem."

"Just to kill time," Controller Church interjected. "I can't see that there can be any clean-up of the franchises unless we buy up the radials outside the city limits," Ald. Wanless declared, but when he added that fifteen millions would be quite enough for the railway properties in and out of the city he was generally challenged. "If the negotiations fall we should build the tubes," he said.

Ald. Wanless is the greatest enthusiast in this council," Controller Church declared. "We don't want the Mackenzie radials; we want those radials paralleled by provincial hydro lines." He called the Mackay report the "poor-bait" report of all the reports of the experts.

What is the sense of taking up the council's time until the agreement of purchase is brought down? Ald. McBride demanded. There were cries of approval and question. "I ask that the vote be now taken."

"It would be unkind to deprive the anti-purchase members of seeing the purchase agreement," said Ald. Maybes.

"I move the adjournment of the debate until next meeting," said Ald. Spence, seconded by Ald. Graham.

Ald. Maguire asked that the motion be deferred a few minutes.

Controller McCarthy explained that the agreement of purchase is likely to be submitted to the council at its next meeting, or earlier at a special meeting.

Steam Roller Work. Ald. McMahon at seeing the steam roller at work so early in the year.

Ald. Maguire said, "He made an onslaught upon Mayor Hocken and the World, charging that the agreement of purchase is being rushed thru without giving the council full information."

"Don't hoodwink us!" he declared. "It is due to the council that the mayor make an explanation of his policy on having a commission to pass on the proffered solutions of the transportation problem," Ald. Wickett said. "The negotiations with Sir William Mackenzie should no longer be by Mayor Hocken, but by this council as a whole."

The Mayor's Statement. "The city is not committed in any way," Ald. Dunn declared. "Even when Sir William Mackenzie signs the agreement of purchase the city will not be committed until it also signs, which cannot be until after the Ontario Hydro Commission approves."

"We are not to be deterred by anyone from going on with the clean-up of the franchises in a businesslike way," Mayor Hocken said. "We have the reports of the experts, we have spent considerable money upon them, and now we are completing the agreement of purchase. Until that agreement is prepared, and I expect it will

COME HERE TO LEARN

Mayor Graham of London, Ont., had a seat beside Mayor Hocken at yesterday's council meeting.

"All Ontario recognizes that one has to come to Toronto to learn civic government," he said.

be ready for the next meeting of council, a committee of citizens need not be appointed, for it would not have full data. I believe that public sentiment approves my suggested appointment of a committee of citizens to study the best solution that can be got for the city.

"As to the value of the surplus profits," said Mayor Hocken, "the gross receipts of the Toronto Railway Company doubled in the past five years, and there is no reason why they should not be doubled again in the next seven and a half years. I intend to have the agreement of purchase completed, brought down to this council and sent on to the provincial authorities."

"Mr. Geary should be instructed to stop work on the agreement of purchase until the committee of citizens reports," Ald. Maguire said.

"We should sit tight until the agreement of purchase is completed and we know what we will get for our money," Ald. Smith advised.

Talking in the Dark. Ald. Hiltz declared: "Until we see the agreement of purchase we cannot talk and vote intelligently."

Ald. Singer urged deferring discussion until the agreement of purchase is brought down. "Is this council going to pass judgment upon something we have not seen? he asked. Ald. Wickett was interrupted frequently by Ald. Maybes while talking on the question. "This is a sample of the hoodlumism we get in this council," the controller threw at Ald. Maybes. There were cries of "Refract!" but Ald. Maybes accepted his rebuke for infraction of the rules and the matter was dropped.

"We should wait for the agreement of purchase," Ald. Whetter urged.

"We should draw the whole miserable fiasco and go to the railway board for relief," Ald. Graham said.

You Talk Too Much. "We have spent enough money to wait until the agreement of purchase is brought down," said Ald. D. Spence. He scolded the council for talking too much.

"The price is too high and it is not a clean-up," Ald. Cameron asserted, but when challenged by Controller McCarthy he took refuge in the explanation that he is not a lawyer.

"The agreement of sale will give the city complete control of the streets, crossing and all," Controller McCarthy assured the council.

"Will underground franchises be included?" Controller O'Neill asked.

"They are," he replied. Controller McCarthy replied, and there was laughter when he added, "Come in with us and get them included."

Ald. Wickett insisted that the underground situation would prove the big advantage to Sir William Mackenzie.

Ald. Wanless and Cameron were the only voters in favor of Ald. Wanless' motion when it was put. All the other members voted "No."

Then Controller Church's motion to abandon the negotiations for a clean-up of the franchises was slaughtered by the following vote:

Ayes—Church, O'Neill, Rowland, Meredith, Graham, Maguire—6.

Nays—McBride, Dunn, Robbins, Cameron, F. S. Spence, Wickett, Whetter, Singer, Hiltz, Smith, Maybes, Risk, Simpson, Hocken, McCarthy—19.

Controller Simpson, at the council meeting yesterday, made an admirable presentation of the recommendation that each controller specialize in one branch of civic government. His strongest plea was that the responsibility is now too general for giving required information to the council, and for collaborating in the work of the board of control.

Controller Church, the one controller who is in mutiny over the reform, made a lengthy harangue on things in general.

Ald. Graham moved that the recommendation be struck out, but only five voted for his motion—Controller Church, Ald. Meredith, Rowland, Graham and Maguire.

Ald. Wanless moved for the reappointment of the transportation committee, and that Ald. Whetter and F.

BUSY COUNCIL MEETING DID A DEAL OF ROUTINE

Arthur Lepper Honored for Brave Rescue—Leave of Absence for Cameron.

At yesterday's council meeting, Arthur Lepper of the civic health department, was presented by Mayor Hocken with a Royal Humane Society bronze medal for bravery. On the night of Aug. 20 last three young men were in bathing off Fisherman's Island, when a storm blew up and they were unable to get ashore. Mr. Lepper swam out to them and dragged them ashore, one after another. One of the rescued was too far gone to be resuscitated. Alex. and John Lapp are the rescued who survived.

Revive Committee. Ald. Dunn moved that the committee on legislation and resolutions, abolished two years ago, be revived. The vote was favorable to the introduction of a bill.

Commissioner Harris wrote that the civic survey officials have in their report upon the works department not presented complete information in their possession and have made statements not in accord with facts.

These bills were passed: To acquire land for extension of Earl street westward to Jarvis street; to issue debentures for purchase of Mimico Radial line, and to round the corners of King and Queen streets at Sunnyside for the approach of the new radial.

Ald. Cameron was granted a month's leave of absence.

Treasury Board Augmented. Two more members of the council are to be appointed to the treasury board.

A further grant of \$2000 was given the Social Service Commission. The department of health is to be given a \$4500 Russell ambulance.

Mrs. George Nixon was given \$1092, a year's salary of her husband, a sewer inspector, who was killed.

Pension for Civic Employees. Controller O'Neill's motion that a pension and sick benefit fund for civic employees, was adopted.

Controller Simpson's motion that a special committee confer with the Retail Merchants' Association upon having the hours of retail clerks reduced, was adopted.

Instead of buying the new supply of lumber by contract, it is to be bought in the open market.

McCauley street widening south of Anderson street is at the proportion of 25 per cent. to the property owners, was adopted.

Education Commission. Referring to the report of Judge Winchester upon the accounts and contracts of the board of education, Ald. Wickett suggested that the council endeavor to have a commission substituted for the board.

Ald. Maguire put thru a motion that the railway board be asked to order night service on the Metropolitan in North Toronto.

Ald. Wanless and Wickett were appointed to the treasury board.

PURCHASE AGREEMENT COMPLETED NEXT WEEK

Mayor Hocken Expects to Have Signatures to Documents in a Few Days.

Mayor Hocken expects that the agreement of purchase for the clean-up of the franchises will be completed and signed next week, and he is considering the advisability of calling a special meeting of the council as soon as the agreement is signed.

"If the Ontario Hydro Commission approves the agreement, and I believe they will, the bylaw will be carried," Mayor Hocken declared.

MOOSE FACTORY BEST TERMINUS FOR ONTARIO GOVERNMENT ROAD SAYS COMMISSIONER ENGLEHART

Clay Bottom Provides the Finest Anchorage on James Bay—Alternative Proposals as Regards the Placing of Line With Respect to Waterpower and Directors.

The attention of the Ontario Government is being directed to Moose Factory as the James Bay terminus of the Timiskaming & Northern Ontario Railway. In this regard, J. L. Englehart, chairman of the T. & N. O. Commission, says: "If there is a harbor on James Bay or Hudson Bay, that harbor is at Moose Factory, the only true harbor, notwithstanding what our friends to the east of us say. The bottom is good clay, and nothing is better for anchorage than clay."

A report on the extension of the T. & N. O. Railway to James Bay has just been issued. Two routes have been investigated. One of these is described as the east route, and the other as a west route.

The east route is the most direct. By it it will be possible, as far as present information goes, to follow very closely the Sudbury-Nipissing boundary. To reach a port on the south shore of James Bay, the line would be kept east of the west branch of the French River. This is the shortest possible route. Compared with any other there would be a great saving in bridges, the only one of importance being the Abitibi crossing near Jaw Bone Creek.

This line, keeping so far to the east, would be at a considerable distance from all the large water power sites. The last sixty miles would be thru very wet muskeg, as the drained area along the lower part of the French River extends out 100 to 500 feet from the bank of the river. There would be a very limited supply of timber. The local supply is very scanty, and the line is too far away from the larger rivers to permit their use in driving logs from better timbered areas to the south.

There would be two summits between Jaw Bone Creek and Little Abitibi, and between Little Abitibi and French River. These being higher than any points on the west route, would not call for any gradients.

Must Either Build Many Bridges or Else Acquire Running Rights Over the Transcontinental Road.

The west route is longer than that to the east of the Abitibi, but would come closer to the water powers on the Mattagami and the Abitibi.

The first problem in connection with this route is to get from Cochrane to the plateau between the Abitibi and the Mattagami. Two plans were considered. The first contemplates the construction of a new line from Cochrane, involving expensive bridges across the Frederickhouse, Deception Creek and Driftwood River.

The alternative is to run over T. C. R. to point west in eleven miles, then turn north and join the line as originally planned at the north boundary of the Township of Colquhoun. This would avoid all the heavy bridges, but would make the distance from Cochrane to Colquhoun thirty miles, of which only eleven miles would be new line, compared to twenty-seven miles by the first route. The distance to Moose Factory by the first route would be 181 miles, of which twenty-two miles would be over the T. C. R. and 159 would be new line.

The entire route may be conveniently divided into four sections: From Cochrane to the north boundary of Colquhoun, twenty-seven or thirty-three miles, according to the route followed; from Colquhoun to the northern limit of good agricultural land, forty-three miles; thru the transcontinental area, fifteen miles; and across the coastal plain, 100 miles.

Plenty of Good Spruce for Piling and Bridge Work Grows Along Proposed Line to James Bay.

Speaking of the resources along the proposed route, the report says: "There is plenty of good spruce suitable for piling and bridge work along the banks of the streams, and on the dry ground of the higher ridges there is a good growth of spruce, whitewood and some jackpine."

Hudson Bay Company's Ships Discharged Their Cargoes at Moose Factory Harbor Many Years Ago.

Regarding the depth of the water in James Bay in the vicinity of Moose Factory the report states: "The radius of soundings is eleven miles, of channel between outer buoy and Sandy Island may be summarized as follows: Four miles of from six to twelve feet and one mile with from sixteen feet of water off the end of Middleboro Sands to twenty-four off the point of Sandy Island."

"The shallowest water occurs at the bar one mile inside of the outer buoy, five and three days before she could over the outer bar, and in two years she had to wait nine days, in three years four days, in four years two days, in five years one day. The number of days elapsing between the departure of the ship may be taken as the time lost in waiting for a sufficiently high tide to enable her to pass over the bar."

"Out of a total 68 years in which the records of the departures are complete, the ship was enabled to pass out the same day in 7 different years, on the next day in 9 years, on the second day in 18 years, on the third day in 8 years, on the fourth day in 7 years and in from five to eight days after the packet was put aboard in the other 9 years, while the thirty day in 8 years, was once delayed for eight days in getting out, twice delayed for six days and twice for five days, three times for four days, five times for three days, five times for two days and four times she went out the same day the packet was delivered. This represents a delay in getting out of the Moose River of 67 days in 22 years, or an average of three days per voyage. The delay occasioned the Lady Head when entering the Moose River in 21 years totals 70 days, or an average of 3 1/3 days per voyage."

BRICK MANUFACTURER'S CONVENTION

The Canadian National Clay Products Association open their Convention in King Edward Hotel, Rooms F and G, Jan. 27th.

10.30 a.m.—Registration, Room F.
2.30 p.m.—Opening. Welcome by President Charles Millar, by City Controller J. O. McCarthy; response, J. S. McCannell. Welcome to Toronto, D. A. Lochrie; response, W. H. Freeborn.

President and Secretary-Treasurer's reports and reports of various committees.
Election of Officers.
Theatre Party at Shea's—8.15.
Let all clayworkers attend this Convention.

CHAS. A. MILLAR, Pres. JOHN R. WALSH, Sec-Treas.

LABOR SITUATION IS NOT OVERBAD

Those in Close Touch With Unemployed Say Hysteria Has Been Active.

NO SUGAR IN COFFEE LAWSUIT IS INVOLVED

Yonge Street Mission is Criticized—Good Work Goes Begging.

Agents and others in close touch with the unemployed situation in Toronto at the present time, claim that it is no more acute this year than others, but give as a cause for the difficulties of the unemployed, the fact that last June, July, August and September were bad months for the workers.

From some of the men in the various employment agencies comes the story that at the present time there is a great deal of hysteria connected with the unemployed situation, and that the outlook for a good year beginning about the middle of February is very bright.

Mission Criticized. Some severe criticism has been indulged in concerning the work of the Yonge Street Mission. It was stated by some of the city's best known employers that mustard sandwiches and coffee without sugar at the mission, The treatment of the men by the Salvation Army, however, has come in for much praise.

It was reported at the Union Station yesterday that a contractor who visited the city for the purpose of hiring men to go to the lumber camps had offered 15 men \$2 per month and board, and had been refused.

More Work is Promised. It has been announced that the parks commission will supply work for 250 men today, while the department is taking on more men every day.

A demonstration of the unemployed will be held tomorrow, when the men will assemble at the armories, and after marching thru the principal streets of the city, return to the starting point. A mass meeting will then be held.

BANANA GROWERS OBJECT TO REDUCTION IN PRICES

Jamaica Planters Say Trading Companies' Course is Unfair to Them.

KINGSTON, Jamaica, Jan. 26. (Can. Press).—Jamaica planters are protesting against the action of banana companies trading here in reducing prices by five dollars per hundred bunches. They declare that the freight rates and market prices do not warrant this reduction from the annual contracts heretofore existing.

The contracts now offered by all the fruit companies are identical and the planters allege this denotes a combination to control prices.

UNCLE WAS WISE BOUGHT UP LAND

Bay Street Property Once Easily Acquired, Now Worth a Fortune.

NO ONE SEEMS TO KNOW WHO OWNS IT NOW UNCLE IS DEAD.

An injunction is being asked before Justice Middleton in the non-jury case, to restrain the executor of the will of the late Thomas A. Snider, Toronto, the Canadian executor of the will of the late Thomas A. Snider, Toronto, the Central Trust and Safety Deposit Co. of Cincinnati, the American executor, to restrain them from placing a mortgage of \$1000 on the building at 79 Bay Street, Toronto.

While the action is in the form of an injunction, it was made for the express purpose of obtaining a correct reading of the will of the late Thomas A. Snider, who is an uncle to Harry C. Snider and Mrs. Carlton.

Mrs. Carlton and her brother, T. E. Snider, were the heirs to the estate, each receive one-half. Mr. Snider went deeply into debt and in order to pay it off gave his right of ownership in the estate to his uncle, Thomas A. Snider. The latter erected a building on the land and received an annual rental of \$1000. He gave Mrs. Carlton \$800 as her share each year, and finally gave her \$20,000 in consideration of her right to half the estate. At that time the property could not sell for \$4000, but it is now worth \$100,000.

Since that time the uncle has made many wills. Mrs. Carlton claims that she still is heir to half the estate, and it is because of this that the injunction has been asked. She has already placed one mortgage of \$1000 on the building.

The case will continue today.

WILFRED WARD'S LECTURE

Noted Biographer Will Speak at Loretto Abbey on Friday.

The public will have an opportunity on Friday afternoon next of hearing Wilfred Ward, the biographer of the late Cardinals Newman and Manning. He will give a lecture at Loretto Abbey to students, and his subject will be "The Four Cardinals." It will be a rare opportunity for those who can hear this great English writer. The lecture will commence at 3 p.m.

Women will find more news of interest to them in The World's magazine page every morning than in any other paper.

4% on Savings

Interest Compounded Quarterly-Yearly
Deposits subject to Withdrawal by Cheque

Paid-up Capital	\$2,247,297	Reserve	\$600,806
Assets	\$6,106,686		

The deposit of Trust Funds with this Company is especially authorized by Order-in-Council

The Great West Permanent Loan Company

Office Hours: 9 a.m. to 5.30 p.m.
Ontario Branch Office: 20 King St. West, Toronto. W. McLeish, Manager.

That Son-in-Law of Pa's

Copyright, 1913, by Newspaper Features Service. Great Britain Rights Reserved.