If Aldermen Spend Money Without

Having Legal Sanction for

Handing It Out.

Watching the Reception Committee

-The Lever Soap Factory and the Site Needed-Civic Gossip.

onsiderable size to bridge before Sunlight Soap is made in Toronto. The negotiations are now in a position approaching a dead-

t night at Stewart City. We week in March. I washed a n, some very fine gold and us were sluicing out coarse

Creek is now staked. Only

te panning averages \$1.50 ligher percentage than the t away into 10 tons a day kers," \$39x10—\$390 per

miliar with placer mining, r day. (The working day f gravel weighs from 75 to alifornia, Idaho, Montana,

, 61 Victoria St., with the required de-

mited.

h), to the account of

the above named ss number upon the the amount on re-

ey may approve.

1899 esday, 5th April, and

The Street Railway Company are further announced to have declined to operate the proposed new Belt Line, of Church, Bloor. Avenue-road, Dupont and Bathurst-streets, but have offered again to run a line through Queen's Park and down University, connecting along Dupont-street and Avenue-road with the Union Station.

Payement Works.

Payements are recommended as follows: Pavements are recommended as follows: Asphalt-Prince Arthur-avenue, Huron to

Stick to Their Hobby.

are now in a position applicating a detail cock. It appears that Mr. Lever will accept no other site than the one already stipulated and that his price is somewhat removed from the figure placed upon it by the Smith estate. The Board of Control talked informally and secretly over it yesterday with Messrs, Fleming and Rust, and are quite acquainted with the difficulties. It is not just clear to them why the company should be so desirous of obtaining this site, especially when the shipping facilities, which the company claims to require, could be so much easier obtained by buying a bay-front site. As it stands, the company propose to locate up the Don and to require the city to diredge it to the mouth. It is understood that this would cost \$30,000, although the City Engineer's estimate is kept discreetly quiet. With the bank-raising and road macadimizing, it is calculated the total cost would be \$50,000, which is a further difficulty in controllers' minds.

The Board of Control will meet again today and so will the Board of Works. It is probable that each committee will have the matter laid before-them.

A Citizen Getting After Them.

The furlous attack on the profound and proderous dignity of Chairman J. J. Gra-

A Citizen Getting After Them.

The furious attack on the profound and ponderous dignity of Chairman J. J. Graham of the Reception Committee on Wednesday has aroused grave questions. It recalls the fact to Ald. Crane that section 520 of the Municipal Act, limits the expenditure of this committee to \$5000 per annum. It provides that it must be devoted only to reception of distinguished visitors and to payment of traveling expenses of deputations, who go forth outhe city's business. J. J. Graham and the promiscuous spenders had better beware. Ald. Crane warns them that a reputable and responsible gentleman, "on the outside" is watching the various grants, and if a demanded return shows that they have spent in excess of the statutory finalt, he will issue writs holding the aldermen personally liable. Every alderman is liable, it is claimed, who does not divide Council in opposition to grants enough to form the excess.

Block-street Extension Advised.

In his fortnightly report to-day before the Board of Works, will be found an important grist of Street Railway matters. City Engineer Rust recommends that the Toronto Railway Company be required to extend the Bloor-street tracks from Lansdowne-avenue to Dundas-street, as called for in the agreement. The new track allewance he would pave with brick on concrete, to cost \$9500. The Railway Committee of the Privy Council would of course have to apportion the cost of protections at level railway crossings.

They Won't Do What They're Told. He notifies the committee of the protect of "owners" of Yonge-street wharf against the laying of tracks on Lake-street. Exclusive of land damages, he estimates the cost of extending Bloor-street, Danforth-avenue, at \$240,000. It would require two bridges, one 1200 feet, and the other 1400 feet, over ravines. This cost is exclusive of land damages and must be a damper to Ald. Frankland and Frame, whose proposition it is.

Stick to Their Hobby.

The Street Railway Company are further

St. George, estimated cost \$2080; city's share \$050. Bay-street, Front to Esplanade, estimated cost \$4550; city's share \$1613. Mick—Orde-street, Murray to University-avenue, estimated cost \$5180; tity's share \$1270. Concord-avenue, Bloor-street to Hepburn-avenue, estimated cost \$5130; city's share \$1270. Huron-street, Grauge-avenue to St. Patrick-street, estimated cost \$2250; city's share \$700. Elm-avenue, Sherbourne to Glen-road, estimated cost \$3720; city's share \$1090. Celar Block—West Adelaide. Bay to York-streets, estimated cost \$2270; city's share \$370. Macadam—Sword-street, Gerrard to Spruce, estimated cost \$2270; city's share \$370. Macadam—Sword-street, Gerrard to Spruce, estimated cost \$2270; city's share \$277. Maple-adam—Sword-street, Gerrard to Spruce, estimated cost \$3620; city's share \$100. Elm-avenue, Glen-road to Nanton-crescent, estimated cost \$4440; city's share \$100.

City Hall Notes.

Mr. Pink, Chief Engineer at the main pumping station, is off duty for a week or so, having leave of absence.

Ald, Hallam reports at Detroit. Thence he will go to spend ten days at Mount Clemens and will return to Toronto probably at the end of this month.

GREER'S REGUIEST REFIISED.

PAYNE AS AN ORE-SHIPPER

Continued from Page S.

St. Mechordester, Cranage and Code, situated in Deadwood Camp, about three miles from Greenwood. Today, The World's correspondent, through the kindness of Superintendent and mspect the underground workings, which he did, in company with the superintendent and mine manager, Henry Johns. The early development of tunnel, run from near the west side line of the claim. When in a distance of 152 feet from the mouth of this tunnel an incline winze was sunk on the ore to a depth of 100 feet, and from the bottom of the was from near the bottom of the was from near the bottom of the was from near the bottom of the was from early the property and inspect the underground workings, was from an additional and the superintendent and mine manager, Henry Johns. The early development of 100 feet, and is the Mother Lode, situated in Deadwood Camp, about three miles from Greenwood. To-day, The World's correspondent, through the kindness of Superintendent Frederick Keffer, M.E., was able to visit the property and inspect the underground workings, which he did, in company with the superintendent and mine manager, Henry Johns. The early development of the Mother Lode consisted of a 246-foot tunnel, run from near the west side line of the claim. When in a distance of 152 feet from the mouth of this tunnel an incline winze was sunk on the ore to a depth of 100 feet, and from the bottom of the winze an 87-foot cross-cut was run, and it was from near the bottom of this winze and in the 87-foot cross-cut that the best grade of ore, found in these workings, was discovered, thus showing that with depth, good improvement in ore values is gained.

Mr. Keffer informed the correspondent that he has made over 400 assays of the

ARKER & CO., 91 Victoria-Street, Toronto,

Skingstreet Back,

Warning to the second of the month.

Will be secretly over the first of the second of the seco

and Mrs. Pennel and ther fits and Mrs. Pennel and the fits and th

A THE STATE AND ADDRESS OF THE PART OF THE

From Columbia, B.C., Review.

To Arthur W. Ross, born the 25th day of March, 1846. There is no base ore in the composition that goes to A. W. Ross's makeup. He is a free-milling proposition that pays from the grass roots and improves with depth.

Hammond Reef's Machinery. Latest despatches from the superinten-dent of the Hammond Reef, dated March

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-and Pearline is death on dirt. A little box or bottle of Pearline ought to be in every tool-bag. Takes little or now room; is the best thing in the world for mud or grease stains. 579 Beware of Millions NOW Pearline Beware of imitations

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74. 76, 78, 80 and 82 Annette-street, Town of Toronto Junction.

PARCEL III.

Parts of lots 7 and 8 on the west side of Dovercourt-road in the said City of Toronto, according to registered plan 893, more particularly described as follows; Commencing at a point on the westerly limit of Dovercourt-road, distant 5 feet 2 inches, measured southerly along said lot 8, said point being in the casterly production of the centre line of partition wall between the dwellings known as numbers 70 and 72 Dovercourt-road; thence south 74 degrees 31 minutes west to and along said centre line of wall and continuing parallel to the line between said lots 7 and 8, in all a distance of 130 feet to the westerly limit of said lot 8; thence northerly along the westerly limits of said lots 8 and 7 15 feet 2 inches to the northerly limit of the southerly 10 feet of said lot. 7; thence north 74 degrees 31 minutes east along said northerly limit 130 feet to the westerly limit of Dovercourt-road aforesaid, thence southerly along the last mentioned limit 15 feet 2 inches more or less to the place of beginning.

The following is said to be erected on the premises:

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Terms 10 per cent. of the purchase money to be paid down on the day of saie. For balance terms will be made known at the sale.

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BREAKFAST.

SUPPER.

EPPS COCOA

Pattern Makers Win.

The majority of the pattern makers who went out on strike have returned to their labors at the wages they asked for. Owing to the great demand for pattern workers, the firms were unable to hold out against the Increase, and, as a result, they took the men back. A few of the shops still refuse to recognize the men's demands, and they say they will not make any concessions. A mass meeting of the pattern makers who went out on strike have returned to their labors at the wages they asked for. Owing to the great demand for pattern workers, the firms were unable to hold out against the Increase, and, as a result, they took the men back. A few of the shops still refuse to recognize the men's demands, and they say they will not make any concessions. A mass meeting of the pattern makers who