THE WARD HEELER IN LUCK

Does He Get All the Work on Day Labor Jobs?

WHAT ARE "JANUARY 1" MEN?

How a Controller Marches Up His Voters in Battalions

And the Foreman Has to Give Them Work to the Exclusion of All Others—The Property Owners Pay the Piper—City Engineer's Estimates Exceeded by 25 Per Cent. When the Work is Done by Day Labor—Some Specimen Cases Quoted—Scathing Arraignment of the Methods of Carrying on Civic Works.

At the meeting of the Board of Works yesterday afternoon Ald. Crane took advantage of the opportunity afforded him by the discussion of a report of the City Engineer agreeing to a proposal that he should put in a tender for all civic works by day labor in competition with other contractors. At the outset Ald. Crane made it clear that he could see no reason why the day labor system could not be carried out with advantage to the property owner and the city provided the City Engineer was not interfered with by aldermen who forced upon him their favorites. Unfortunately, however, the day labor system is made use of as a means towards an end by certain aldermen. The others are not in it. Last year the patronage by the day labor system was controlled by the Board of Control and the men who got the work were not the honest men who gave an honest day's work for a fair day's pay, but the "1st January men," who delivered the full measure of votes when the time came.

COLONEL AND CONTROLLER.

He had given a man who applied to him a letter to a foreman in the West end to get work—the man did not belong to his ward and was not one of his heelers—[laughter]—but he came back and said it was no use; he could not get work as a Western Controller had brought down his battalion of men on the day the gang was changed and compelled the inspector to put them on, to the exclusion of everyone else. The next time the men were changed the same Controller brought down another battalion, and had them put on. He then quoted from the Treasurer's returns to show that in every case where work had been done by day labor recently the cost had been largely in excess of the Engineer's estimate. They had found out a little in regard to Richmond-street, but that street was better than many other streets, although it was bad enough. The schedule of cost of day labor work was as follows:

	Engineer's Estimate.	Actual Cost.	Per ct. Increase.
Sheppard-st.	$ 520	$ 719 21	38 1-2
Temperance-st	715	1,241 00	67 1-2
Jarvis-st.	1,400	2,196 96	60

All the above were macadam pavements, and on the first two the men were changed frequently in order to give employment to as many as possible, which, as the Engineer reported, would increase the cost.

THE SERVICE DEBAUCHED.

This was not the case with Jarvis-street, as the same men were employed steadily on that job, but they were all men who were put on by the Eastern Controller and that other Eastern Controller who has two votes. [Laughter.] But they were every one of them "boys" who work on 1st January. The public service of this city is, he declared, demoralized; that word was not strong enough. It is debauched, both in the City Hall and outside. He made the statement advisedly, and it was the knowledge of this fact that made the property owners refuse to have work done. All this had gone on without the Engineer reporting the facts to the committee. Neither had the Board of Control, which was appointed to look into all these things.

Ald. Allen: Oh, they are no use!

Ald. Crane: But they want to grab the salary all right.

THE CONTRAST.

Continuing, Ald. Crane, by way of contrast, pointed out that in almost every case where the work had been done by contract the cost had been considerably below the Engineer's estimate, as the following examples show:

	Engineer's Estimate.	Actual Cost.	Percentage Below Estim'te
Brunswick-ave ..	$11,370	$9,898	13
Henry-st.	6,700	5,754	14
Baldwin-st.	2,360	1,784	25
Sullivan-st.	2,460	1,844	25
D'Arcy-st.	4,076	3,161	22
Beverley-st.	16,800	9,973	—

The last named work is not yet finally completed, but the contract price was 25 per cent. less than the Engineer's estimate. In conclusion, he repeated that work had been done in this city cheaper by day labor than by contract, but that was when the Engineer was not compelled by aldermen and Controllers to put on men whom they would not otherwise employ. Certain alderman manned all the civic jobs with their own men—the ward-heelers and men who know that if they get work on the city jobs they must deliver a certain number of votes.

Ald. Woods thought no argument had been brought against the day labor system, but rather against the method of carrying it out, and the employing too many bosses and too few laborers.

Ald. Hubbard pointed out that the day labor system had been adopted largely for the purpose of giving employment to men who would not otherwise get it.

Ald. Crane: That is no reason why you should make the property owners on any particular street pay more than they could get the work done for by contract.

At Ald. Gowanlock's suggestion, all the particulars quoted by Ald. Crane were referred to the Special Committee of Investigation into the management of the City Engineer's Department.

THE JOHN-STREET BRIDGE.

Ald. Gowanlock argued strongly in favor of referring back the City Engineer's report recommending that tenders be asked for material for filling in at the south end of John-street. He suggested that the present proposal to fill in with earth was a mistake, and that it would be better to build another span, supported upon steel pillars and stone piers. This will enable the Works Department at any time to get at the conduit pipe for repairs or other purposes without having to make a very deep excavation.

Ald. Hubbard also expressed the opinion that it was not right for any official in his report to suggest that the Grand Trunk Company would deprive the city of its access to the Main Pumping Station, and moved to strike out that clause of the report.

The motion carried, and Ald. Gowanlock's motion to refer back was also adopted.

CITY GOT THE WORST OF IT.

Ald. Shaw objected to the expenditure of $3000 in making the roadway on Dundas-street, from Bloor to Humberside. There are, he said, 38 miles of macadam pavement in the city, and the appropriation for keeping them in repair last year was $5000, and yet they proposed to spend $3000 upon repairing a short piece of road. He was sorry to say that the city generally got the worst of it in the agreements made with the county, and wanted to know who made this absurd agreement anyway.

Ald. Gowanlock intimated that Ald. Shaw was chairman of the Board of Works at the time. He fought hard for the adoption of the report, but unsuccessfully.

A discussion ensued in reference to the extension of the street railway tracks over York-street bridge to the city wharf on Yonge-street. Ald. Shaw could see no necessity for incurring any expense, but the sense of the committee was overwhelmingly in favor of the extension.

The Engineer reported in reference to a dispute between John F. Conley, an employe of the Toronto Engine Works Company, respecting $18.02 wages which he claimed due. This gave rise to a discussion, during which it was stated Mr. Perkins admitted that he had not paid the claimant the union rate of wages, as called for in the contract. The report was referred back.

Ald. Shaw's protest against the Engineer's recommendation of pavements on the initiative, especially in so far as it applied to Jameson-avenue, where the city at large is called upon to pay $3320 out of a total cost of $9480, was ineffective.

LEGISLATION AND EXEMPTIONS.

The Committee on Legislation and Reception also met and discussed various matters respecting the proposal to allow the city to spend $5000 in advertising the city, which was struck out of the report at the last meeting. It was decided to again recommend it.

An offer from the Canadian-American Publishing Company of Chicago to advertise the city by publishing an illustrated edition of 100,000 copies of that journal, to be circulated in 150 cities of the United States, was received.

Dr. Sheard addressed the committee in reference to the proposal to register maternity hospitals for the protection of the public. He asserted that the majority of the inmates of these institutions came from the United States and left their offspring behind to be adopted and ultimately, in many cases, to become a charge upon the city. He advocated that the registration be in the hands of the police. It was decided to ask for legislation.

Ald. Carlyle, chairman of the subcommittee on tax exemptions, reported advising that a conference of the representatives of municipalities in Ontario be held in order to endeavor to secure united action in urging the Government to abolish exemptions.

The committee endorsed the report and sent it on to Council.

The city's bill, as prepared by the City Solicitor, was discussed and approved of.

NAVIGATION NOT OBSTRUCTED.

A communication received by the City Engineer from Collingwood Schreiber, Government Engineer, gives a severe set-back to those gentlemen who have been basing thir opposition to the erection of a swing bridge at Queen's Wharf upon the dangers and obstruction which it would cause to navigation. Mr. Schreiber states that there are 24 swing bridges across the Welland Canal. Of this number only one has a width of 112 feet, one has 53, another 52 feet and 21 have only a passage of 46 feet in width.

Another letter which contains information strongly endorsing the ground that there will be no obstruction to navigation is that from James F. Pardee, City Engineer of Cleveland. In that city there are 20 swing bridges over the Cuyahoga River. The river is quite narrow, having an average width of only 200 feet. Owing to the great length of the boats now in use for lake traffic the city is now changing the piers from the centre to the side of the channel, leaving a clear channel of 100 to 130 feet. In reply to the enquiry of City Engineer Keating, Mr. Pardee writes that in the case of Toronto, with a channel 260 feet wide, he would not consider it a serious obstruction to navigation to erect a stone pier in the centre of the channel, leaving a passage of 160 feet clear on each side, unless the channel took an abrupt turn at that point.

MUST PAY PROMPTLY.

A communication from Angus MacMurchy solicitor for the Canadian Pacific Railway, complains that the city has not been promptly paying its share of the cost of the York-street bridge, and notifying the City Engineer that Mr. Leonard has given instructions to stop the work unless the city makes payments promptly according to the agreement in future. The letter demands payment at once of $8582.26, balance due from the city on this account. Assistant Engineer Rust, in explanation of the letter, stated that the City Treasurer had held back the payment for July until January on a contra account, and that there had in another instance been a delay on account of the railway company's engineer neglecting to certify to the correctness of the account.

A GOOD IDEA.

Mayor Fleming, when interviewed yesterday respecting the application of the Metropolitan Railway Company for legislation empowering it to run cars over the Toronto Railway Company's tracks to the Union Station, and conferring upon the Toronto company similar powers over the Metropolitan Street Railway tracks to Mount Pleasant Cemetery, said he thought it would be a splendid arrangement if it could be carried out. The city should, however, have some say in the matter in order to retain its control of the streets. There might also be the question of additional charge for mileage involved in the increased traffic resulting from the Metropolitan Railway Company's cars using the railway tracks. He was heartily in accord with the project upon general principles, as it would, he hoped, form the first of many radial electric railways which, centring in Toronto, would be utilized to bring in produce and trade from the surrounding country.

NOTES.

The Ontario Fairs and Exhibitions Association will hold its annual meeting at the City Hall on Wednesday next.

It has been ascertained by Ald. Preston, as a result of enquiry in Montreal, that the charges for cold storage which the agreement with the Dominion Cold Storage Company authorizes are in excess of those at that city. An effort will be made to remedy this in the agreement with the Ontario Cold Storage Company.

Ald. Burns is investigating complaints that Messrs. Bennett & Wright are not paying the union rate of wages to men employed on their contract for the new city buildings.

The Mayor, Ald. Saunders, Preston, Corporation Counsel Fullerton and City Engineer Keating left last evening for Ottawa in connection with the application of the city for permission to construct piling over the conduit pipe in the harbor.

The Property Committee will take up matters connected with Island property this afternoon.

The Earl and Countess in Chicago.

Chicago, Feb. 15.—Lord and Lady Aberdeen, accompanied by Lady Marjorie, their only daughter, and their youngest son, Lord Archibald Gordon, and Captain Wilberforce, arrived in Chicago yesterday afternoon. They were met by Mrs. Potter Palmer, and the party was driven to the former residence in Lake Shore-drive. The distinguished party will leave Chicago this evening for Nashville, Tenn., where Lady Aberdeen's brother, Hon. A. Majoribanks, will be married to Miss Myssie Brown on Wednesday evening.

FISHING IN HAMILTON BAY.

An Interesting Talk With "Cap" Spencer, Captain of the Hamilton Gun Club—A Cold Bath.

Hamilton, Feb. 15.—(Special.)—One of the most popular men in Hamilton is "Cap" Spencer, expert fisher and captain of the Hamilton Gun Club. No man in the city is more worth searching after, for besides the welcome you receive there always is the latest bit of news and accompanying it the last fish story. For 27 years Capt. Spencer has speared pike, bass and herring on the bay, and knowing that the description of this interesting industry by an acknowledged authority would make good reading, The World interviewed the captain regarding it. He had just come up to the Brunswick from the Beach, and courteously acceded to the scribe's request. The captain's figure is familiar to thousands about the city, but to those who have not had this pleasure, you will get some conception of the speaker by imagining a man of about 5ft. 10in. in height, broad-shouldered, some 240 lbs. in weight and beneath a big brown fedora hat a full ruddy sailor face, wearing a small moustache and pointed Imperial, a short business-looking nose and a pair of keen blue eyes that sparkle when the talk is of fish or gun.

"When you've made up your mind to go out spearing," said the captain, "you set to work to get the apparatus. There is the small wooden house, generally about 3ft. by 6ft., which will cost some $5 if you do the work yourself, then the spears, shaped like a fork, running from $2.50 to $5 each, a small stove like you heat irons on, a seat and some boards for flooring. The whole outfit goes out on a sleigh to the fishing grounds, now about a mile out in the bay, and where, in water from 7 to 11 feet deep, some 180 huts are at work. You cut out a hole some two feet across, and put your shanty over it with the stove in a corner. It is quite dark inside, and by the outside light reflecting from under the ice you can see deep into the water when there have been no storms or freshets to disturb it. You play your decoy fish, which is about 5 inches long, in the hole, tie the string on your spear to a nail on the wall, and, holding your weapon in your right hand, look out for sport. Mind you keep your feet still, though," added the captain in a confidential tone, swinging his hat by way of emphasis, "for any noise on the flooring acts just like an electric battery, and will scare the fish away."

Here a friend of the captain's, whom we will call J—, came in, and the speaker broke off to shake a hearty hand with him, and say that he had arranged to have his name also to appear in the interviewing paper. The greeting over the narrative went on. "Looking down the hole you will see the rare game going on. You are playing the decoy slowly for a bass, but with a pike otherwise. At last up comes a big fish ravenously, and in goes your spear, and if you have made a good shot and the spear has penetrated a vital spot, the fish is nonplussed. I've got as big a fellow as 17 lbs.," remarked the captain modestly, "and a good spearman averages about 100 lbs. a day. A man could make a pretty good thing out of it if he could spear all winter, but the thaws we have prevent this. We know, however, when the soft weather is coming on by the run of catfish, a sign I've never known to fail."

Asked if he had noticed any lately the captain replied: "No, not for days."

The next question of the reporter's, as to whether eleven feet into the water was as far down as he could see, made the captain quite disgusted. "Why, bless you," he replied, "I can see a pin 20 feet below the ice."

Asked if he had ever met with accidents while pursuing his avocation, the fisher told of a mishap he had of falling through the ice. He and a comrade, after a hard day's toil, had fallen to sleep in the hut. Their combined weights and the heat of the stove thawed out the spring ice and let both down into the icy water from which only a lively scramble saved them. It is needless to say that the fire was put out without the services of Hamilton's Fire Brigade.

W. C. T. U. Convention.

At the annual tea of the W.C.T.U., Miss Wiggins, a Public School teacher, who is chairman of all the committees for the World's W.C.T.U. Convention, spoke as one having authority concerning the great convention in October. A delegated body, 300 strong, each representing 1000 pledged and paid-up members, will meet in convention here as they did in Boston two years ago, and in London, Eng., last year. The Royal Albert Hall in old London, seating 10,000, was not large enough. There were several overflow meetings. Some of the noted personages expected are: Frances E. Willard, the world's president; Lady Henry Somerset, England's president; Agnes Slack, world's secretary; Agnes Weston, worker in the British navy; Hannah Whitehall Smith, author of "The Christian's Secret of a Happy Life." They will be assisted by many others, who will deepen the interest in temperance.

The children's evening will be unique, 300 children taking part in the fancy drill and singing and temperance recitations. Thirty girls, carrying Union Jacks, will march to the music of an orchestra playing a medley of the national airs of Great Britain, Canada, Australia and the islands of the sea under British rule, while the whole 300 sing "Rule, Britannia." Then, 30 girls, representing the United States, march and sing, while orchestra plays a medley of national airs of the United States. The two first, representing Canada and the United States, cross their flags, and allow the Britishers and Americans to pass under, while the chorus sing "Blest Be the Tie That Binds Our Hearts in Christian Love."

In conclusion, the representatives of all the countries join in singing "Hail to the Land of Our Fathers, God Bless It."

Miss Wiggins urged for the success of the coming event that the citizens help by giving their gold, that all the committees give their suggestions now, and not find fault when plans are matured, but loyally help and support the work. The speakers were very strongly against any who would dampen the ardor of the workers, and not give better suggestions. The true elements of success may be found in prayer and consecrated effort. The speaker concluded by reminding the audience of their motto, "For God and Home and Every Land."

Illicit Whisky.

Orillia, Feb. 13.—An illicit still has been seized on the farm of Mr. Bridgeman, a few miles north from here. An information has been laid before the Police Magistrate, and the case will be heard next week.

Scott's Emulsion of Cod-liver Oil with Hypophosphites brings back the ruddy glow of life to pale cheeks, the lips become red, the ears lose their transparency, the step is quick and elastic, work is no longer a burden, exercise is not followed by exhaustion; and it does this because it furnishes the body with a needed food and changes diseased action to healthy. With a better circulation and improved nutrition, the rest follow.

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Elm-Street Methodist Church.

Dr. Stocks Hammond, organist of St. James' Cathedral, will give an organ recital in Elm-street Methodist Church next Thursday evening, 18th inst., assisted by Master Eddie Cooke, Miss McPherson, Mr. Hutchins and Mr. Tilley. Lovers of music will be glad of this opportunity of hearing Dr. Hammond, as well as the vocalists who are to assist on that occasion.

The Robbery at Fozier's

The three young men, George Ross, Frank Franklin and Frank Edwards, who were arrested on the charge of robbing Fozier's jewelry store, were arraigned in Police Court yesterday and remanded for a week. Most of the stolen stuff was recovered in the pawn shops and in possession of the prisoners.

ESTATE NOTICES.

NOTICE TO CREDITORS.

IN THE SURROGATE COURT OF the County of York in the matter of the Estate of Mary Rutledge, spinster, deceased.

Notice is hereby given, pursuant to the statutes in that behalf, that all persons having claims or demands against the estate of Mary Rutledge, formerly of the City of Toronto, in the County of York, spinster, are required on or before the 10th day of March, A.D. 1897, to send by post, prepaid, or deliver to the undersigned, solicitors for the administratrix of the estate of the said deceased, their names, addresses and occupation, with full particulars of their claims and statements of their accounts and the nature of the securities, if any, held by them.

And further notice is hereby given that after said last mentioned date the administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which notice has been given as required, and the said administratrix will not be liable for the assets or any part thereof to any person or persons of whose names notice shall not have been received by her at the time of said distribution.

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Dated at Toronto this 1st day of February, A.D. 1897. 2222

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