

A GRIST OF IMPORTANT BUSINESS FOR NEXT YEAR.

(Continued from page 13.)

THE UNION STATION.

So far the city has not had any official communication about the new union station, for which the T. H. & B. has been busy this year buying up property, but it is understood that plans are being prepared, and the scheme will be in shape to proceed with next year. If this is true it will be one of the most important matters to be dealt with next year. City Engineer MacCallum is of the opinion that the new station should be located at the intersection of the street railway tracks at James street. There is an upgrade from the tunnel and by dropping, this a subway could be easily managed, it is believed. The erection of a large station such as talked of would be a great "boost" for the city and the aldermen will likely do all they can to facilitate matters.

NEW RAILWAYS.

In this connection it is interesting to note the new railways that will enter the city next year. The Canadian Northern, the Mackenzie & Mann road, which has been busy all year on its plans, has given the city a semi-official intimation that it will be running from Toronto to Hamilton by the early summer, and before the end of the year will have Hamilton connected with Niagara Falls. As already reported the company will use the power line right of way from Toronto, switching off near the Brant House and skirting the north shore, crossing near Carroll's point on the bridge over the Desjardins canal and joining the T. H. & B. tracks at the western city limits.

The new Hamilton, Waterloo & Guelp Highway, which Hamilton has been waiting for so patiently, will be under way the first thing in the spring. John Patterson has the scheme financed, the right-of-way purchased and everything in shape to get the road completed to Galt by the end of next year. The following year it must be completed to Guelp under the company's charter.

This will open up a fine new territory for the city and will divert much business that at present goes to Toronto. It should prove especially profitable for the large stores, and viewed from every point should prove one of the best "boosts" imaginable for the rapid growth of Hamilton.

THE NEW CANAL.

Talking of schemes for "boosting" Hamilton, that new Erie-Ontario canal project sounds about the best advanced yet. It is doubtful, though, if there is a possibility of Hamilton securing it. It will be for the controllers and aldermen next year to get out and hustle. If Hamilton could get this great waterway it would undoubtedly make this a great city in a very short time. The city at present has an engineer gathering information as to rock and earth excavations and so forth, and the city officials hope to gather enough material to induce the Department of Railways and Canals to at least send its own engineers up here to investigate the possibility of the scheme. The project as advocated by Hamilton will have the

hearty support of Brantford, Selkirk and the people who live along the line of the proposed survey.

THE POWER QUESTION.

No one expected for a minute when the Council voted last month to make a contract with the Hydro Commission for a supply of one thousand horse power that the power question was settled for good. It was merely temporary relief. The fact that the Council has power question will both up again. By that time the city hopes to be in a position to know exactly what the power is likely to cost Hamilton. Unless the aldermen who have so carefully investigated every phase of the situation and fought to protect Hamilton's rights are very much mistaken, Hamilton will be quite content to do with the thousand horse power. The fact that the Council is only given until the end of next year to say whether it desires to share in the whole scheme looks like a trap to force next year's Council into bolting the entire scheme, even if the cost is high. Such a move would be sure to provoke another bitter struggle over the power question.

In connection with this there is a possibility of Hamilton facing a very big lawsuit next year. The Cataraugus Company insists that the contracts made by last year's Council is valid, and unless the Council can arrange to take the minimum amount of power from it, called for in the contract, Hamilton may be stuck for some heavy damages and the Council will have to take up early in the year.

STREET RAILWAY EXTENSIONS.

Another matter that will be up for consideration late next year will be street railway extensions. The company has no intention of making any extensions next year. In fact, the aldermen are quite pleased with its decision to reconstruct the balance of the old system and put new double track cars on some of the routes, judging by the way the company's receipts are growing, though, and the fact that new tracks all over the city and new cars are likely to make it increase much more, it is believed that the officials will be ready next fall to consider the question of extensions. A cross line in the north end, running over Ferris to Westworth street or Sheridan avenue is badly needed. The need of another loop in the southeast end is also felt. It is expected that Hamilton's new citizens down in Crown Point, and that district by 1912 will want a cross line. The aldermen would also like to see a cross line over Bold or Duke streets, and the York street line connected by way of Garth street with the Locke street tracks. Another extension looked for is to carry the tracks over Herkimer street and back along Alder avenue to Queen street.

WORK IN THE ANNEX.

The City Engineer's department has been busy mapping out a plan for the improvements in the new annex. The immense amount of work to be done down there will keep the construction department humming. First there will be the big trunk sewers to be laid out and constructed. Then there is the question of a water system. Hundreds of applica-

tions for connections with sewer and water mains are already waiting to be filled. It is expected that there is enough work down there to keep several large gangs busy until well on into the fall. The chances for much road work or other improvements being done there next year are slim. However, the residents will probably be well satisfied for the first year to get water and sewer connections. A number of new are lights will be installed and arrangements will be made to give them some police protection by having mounted men patrol the district.

WORK IN THE CITY.

The immense amount of work to be done in the city will probably make it necessary for the city to engage some expert assistance for the engineer's department. City Engineer MacCallum thinks it pays to have good men on all big jobs and to watch them closely every minute until they are completed. He points out that a very costly mistake can easily be made, while it is easily avoided if the work is being superintended by capable men.

The biggest work in the city will be the construction of permanent pavements in connection with the street railway work. This is the programme that is mapped out, providing the people vote the money.

Estimated cost.	
John street, King to Barton.	\$ 9,910 00
Hughson street, Rebecca to Gore streets.	868 00
Locke street, Main to Herkimer streets.	26,074 20
James street, Stuart street to Burlington Bay.	32,352 70
Wellington street, Main to Young streets.	5,398 50
Merrick street, MacNab to York streets.	5,976 50
Park street, York to Merrick streets.	989 60
York street, Queen street to cemetery gate.	38,143 40
King street, Bay to Garth streets.	33,100 10
Canon street, MacNab to Wellington streets (not including Ferguson avenue to Elgin).	16,911 00
Bay street, King to Napier streets.	3,160 20
Hughson street, Main to Hunter streets.	3,336 80
Walnut street, King to Jackson streets.	2,262 50
Main street, Ferguson avenue to Walnut.	2,518 25
King William street, John to Canon street.	2,367 80
Wellworth street, Wellington to Canon streets.	15,007 80
Charles street, King to Main streets.	5,836 00
Park street, King to Main streets.	3,333 00
Better pavement on James street, Barton to Stuart streets.	1,960 00
	\$211,017 45
Less amount on hand from paving fund, 1900.	15,000 00
	\$196,017 45

the portly doctor's breast, and he impresses one with the fact that he yearns for the time when he will adorn the Mayor's chair. He would not be averse to brushing Mayor McLaren off his seat this year; in fact, he offered to undertake the task if the power question had not been settled. A majority of over 2,000 had no terrors for him.

There sat the doctor all year practically as mum as an oyster until the power question loomed up. Then every time "power" was mentioned he made quick drive for his ammunition box, and fired broadsides at the Mayor. He will trust himself to ward 6 again this year.

THE WORKS CHAIRMAN.

Alderman Allan, Chairman of the Board of Works, promises to be a keen contender in the Board of Control race. This is his second year in the Council. He represents Ward 4. No alderman in this year's Council has spent more time looking after the city's business than Ald. Allan, and his committee has accomplished a lot of good work. He personally overlooked the road work in connection with the street railway reconstruction, took a prominent part in the negotiations which led up to a settlement of the street railway trouble, and has served on the different committees which handled the power question. Ald. Allan speaks in the Council only when he has something worth while to say.

ALD. CREERAK.

A north end switch that will connect the electric and steam roads with the water front and build up Hamilton's shipping business is the pet scheme of Ald. Creerak, who is spending his second year in the Council, representing Ward 2. Early in the year Ald. Creerak succeeded in getting the Council to arrange for legislation by which the city would own and operate an electric switch. Ald. Creerak's scheme is to carry the switch over as far as Brown's wharf, at the foot of MacNab street, to begin with, and, perhaps later, around to Bay street. He figures that this switch can be built without interfering with the North End Park, and connected below the same line with the T. H. & B. The Radial and Grand Trunk. More will be heard of this scheme next year. Ald. Creerak has been a consistent supporter of the local power company in the long-drawn-out struggle. He was the only one to raise his hand in opposition to the Hydro contract going through the night the Council decided to enter into the scheme.

ALD. ANDERSON.

Ald. Anderson is the only one of the Labor candidates elected three years ago who is still in the Council. He is a brother of Building Inspector Anderson and Chairman of the House of Refuge Committee this year. His remarks in the Council are always brief and pointed. He has been a strong Hydro supporter, and an ardent temperance advocate. He will run on the temperance ticket as an alderman in Ward 7 again this year.

ALD. COOPER.

This is Ald. Cooper's first year in the Council. He was elected in the temperance ticket, and will have the backing of that following in the Board of Control race next year. Ald. Cooper is Chairman of the Fuel Committee, although he is seldom heard of in that connection, as the committee meets only about twice a year. He was a very active member of this year's Finance Committee, and will have the power question, being in favor of the Council entering the scheme without restriction. He holds his own with the best of them in debate and always has his facts nicely arranged. In politics he is a Conservative, and one of these days he will be a Mayorality candidate.

ALD. FORTH.

Alderman FORTH, another first year man, elected on the reduction ticket in Ward 3 last January, whenever he has a package to open always cuts the string promptly. Twice this year he has been in the limelight. The first time was last summer, when he said some things about the ward foremen being bribed. The charge fell flat, however. His second appearance under the rays of the sun came in the Hydro clinic in the City Hall, refusing to remain there when he found out the object of the meeting. Ald. FORTH was later made the target for threats. He insisted, however, that he can't be scared with a shot gun.

A TEMPERANCE LEADER.

From Ward 1 comes Ald. Morris, who has been mixed up in municipal affairs before. He served as alderman and once engaged in a three-cornered mayoralty fight. This year he rode in on the temperance ticket. As soon as the Council this year disposed of the question of license reduction Ald. Morris turned his attention to the power question. He has

been a very strong Hydro supporter. He had charge of the committee which revised the new waterworks by-law.

Ald. Morris believes in taking his time in considering matters that come up in committee. He can never be induced to break into a gallop at committee sessions, preferring to move along slowly and pick up all the details as he goes.

ALD. ROBSON.

Another temperance representative is Ald. Robson, of Ward 7. Mr. Robson, although he does not do a great deal of talking in the Council, has managed to get a lot of improvements for his ward in the way of new streets and sewers. He will run again in Ward 7.

ALD. FARMER.

Ald. Farmer, representing Ward 2, is spending his second year in the Council. He presides over the Court House Committee and has been a very active member of the Finance Committee this year. He runs on the Conservative ticket. Ald. Farmer was one of the men who supported Mayor McLaren in his demand for a square deal for Hamilton on the power question.

AID. ELLIS.

Another first year man is Ald. Ellis who was elected this year to represent Ward 4. He will run in the same ward again next year. Mr. Ellis is the man who objects to the city having its knee to the "Carnegie god of gold." In other words, he does not think the city should accept Mr. Carnegie's gift of \$75,000 for a library. He is a Hydro man, although at the time the Cataract contract was submitted last June he declared it was the best proposition the city ever had placed before it.

REASONS WHY

They Kissed and Kissed and Got Married.

(Punch.)

I.—Kissling.

I kissed him—

Because he told me he was an orphan.

Because he looked so unhappy.

Because he gave me a good cry.

Because Elizabeth kissed him.

Because it was bank holiday.

Because he was going away for ever.

Because he came back for ever.

Because he had such nice curly hair.

Because he was a very virtuous man.

Because he joined the Territorials.

Because he didn't like Dorothy's hat.

Because he was a very clever man.

Because he dared me to.

Because he'd been bitten by a lion in the circus.

Because he made a hundred, not out.

Because he was a sailor.

Because, well, just because.

I kissed her—

Because she said no man had ever kissed her.

Because she was so kind to her mother.

Because our Christian names began with the same letter.

Because we both loved Marie Correll.

Because he had red hair.

Because it was his chance I had.

Because she was so sensible.

Because I always had kissed the girls in the family.

Because it was the first time I'd seen her with her hair up.

Because she was a simple.

Because she dared me to.

Because I heard some one coming.

Because I was a very clever man.

Because, well, on general purposes.

II.—Marriage.

I married him—

Because he was the only girl he ever loved.

Because he was a vegetarian, a total abstainer, and a non-smoker.

Because he didn't want to get him.

Because I was tired of living at home.

Because he thought he understood women.

Because I thought I understood men.

Because he didn't know what I was aiming at, until I was too late.

Because he was a clerk in the war office.

Because I wanted to reform him.

Because my father forbade me to.

Because he had a thousand a year.

Because I thought he'd be easy to manage.

Because he was the first man that proposed to me.

Because his brother was already married.

Because he read Alfred Austin's poems so beautifully.

Because he looked so romantic.

Because I was thirty-four.

Because, well, I often ask myself why I did.

I married her—

Because she was the first white girl I met after three years in Zululand.

Because I didn't know her mother before we were married.

Because she had five thousand a year.

Because she was the daughter of a cabinet minister.

Because I proposed to her one night on the river.

Because she didn't talk silly rot about art and music.

Because she was such a jolly good sort.

Because I wanted to settle up.

Because I wanted to help himself with that kind of a girl.

Because I thought she understood me.

Because she was a very clever man.

Because she wanted to put that blank stare on my face.

Because she told me she wasn't of a jealous disposition.

Because, well, here it all, I really don't know why I did.

TWO LITTLE STOCKINGS.

(By Sarah Kobbles Hunt.)
Two little stockings hung side by side,
Close to the fireplace, broad and wide,
"Now," said Saint Nick, "I've come to see,
Loaded with toys and many a game,
"Ho-ho!" with a laugh of fun,
"I'll have no cheating in my house,
I know you dwell in this house, my dear,
There's only one little girl lives here,
So be crept up close to the chimney place,
And measured a sock with a sober face,
Just then a wee little note fell out,
And I entered in the list about
"Aha! what's this?" said the man in surprise,
As he pushed his speckled up close to his eyes,
And read the address in a child's rough pen,
"Dear Saint Nicholas," so it began.
"The other stocking you see on the wall,
I have hung for a little named Clara Hall,
She's a poor little girl, but very good,
So I thought, perhaps, you kindly would
Fill up her stocking to-night,
And help to make her Christmas bright.
If you're not enough for both stockings there,
Please put all in mine, I shall not care."
Saint Nicholas brushed a tear from his eye,
And "God bless you, darling," he said with sigh.
Then softly he blew, through the chimney high,
A note like a bird's as it soars on high,
When down came two of the funniest mortals
That ever were seen on this side earth's portals.
"Hurry up!" said Saint Nick, "and nicely prepare
All a little girl wants where money is rare."
Then, oh, what a scene there was in that room!
Away went the elves, but down from the gleam
Of the sooty old chimney came tumbling low
A child's whole world of joy and merriment,
How Saint Nicholas laughed as he gathered them
And fastened each one to the sock with a pin.
Right to the toe he hung a blue dress,
"Shall I think it came from the sky, I guess,"
Said Saint Nicholas, smoothing the folds of blue,
And tying the hood to the stocking, too,
When all the warm clothes were fastened on,
And both socks were filled and done,
Then Saint Claus tucked a toy here and there,
And carried a way to the frosty air,
Saying: "God pity the poor, and bless the dear child
Who clings them too, on this night so wild."
The wind caught the words and bore them on high,
Till they died away on the midnight sky,
While Saint Nicholas flew through the icy air,
Bringing "peace and good will" with him everywhere.

A business firm advertises a short without notices. That's no rivalry. Many a butcher has worn them for years.

BIG QUESTIONS HANDLED BY ALDERMEN THIS YEAR.

(Continued from page 13.)

Serving two years as Chairman of the Board of Works, succeeding T. J. Stewart after the latter was elected Mayor, Ald. Sweeney was all through the power fight, and up on the firing line when the battle raged heaviest. With an eye on the Board of Control next year, he decided to serve quietly in the ranks this year, and relinquished the Chairmanship of the Board of Works to Ald. Allan. Ald. Sweeney is confident he will have the support of dog owners. With Ald. Creerak he rushed to their rescue recently and got the Council to amend the by-law so that dogs will have their liberty for five months of the year.

THE FINANCE MINISTER.

On the strength of the city's financial showing this year Ald. Peregrine is deserving of a place on the Board of Control next year. He was one of the three Board of Trade candidates elected three years ago, and has been in the Council ever since. His chief aim during his municipal career has been to cut out overdrafts and run the city on economic lines. Early this year, when he took charge of the Finance Committee, he rounded the slogan, "No overdraft," and it has been strictly adhered to.

Alderman Peregrine is one of the best finance chairmen the city has ever had. Certainly he has more joy in subscribing his name to a statement for which Mayor McLaren called him to account in the Council. Mr. Wright will ride the power horse for a controllership in January.

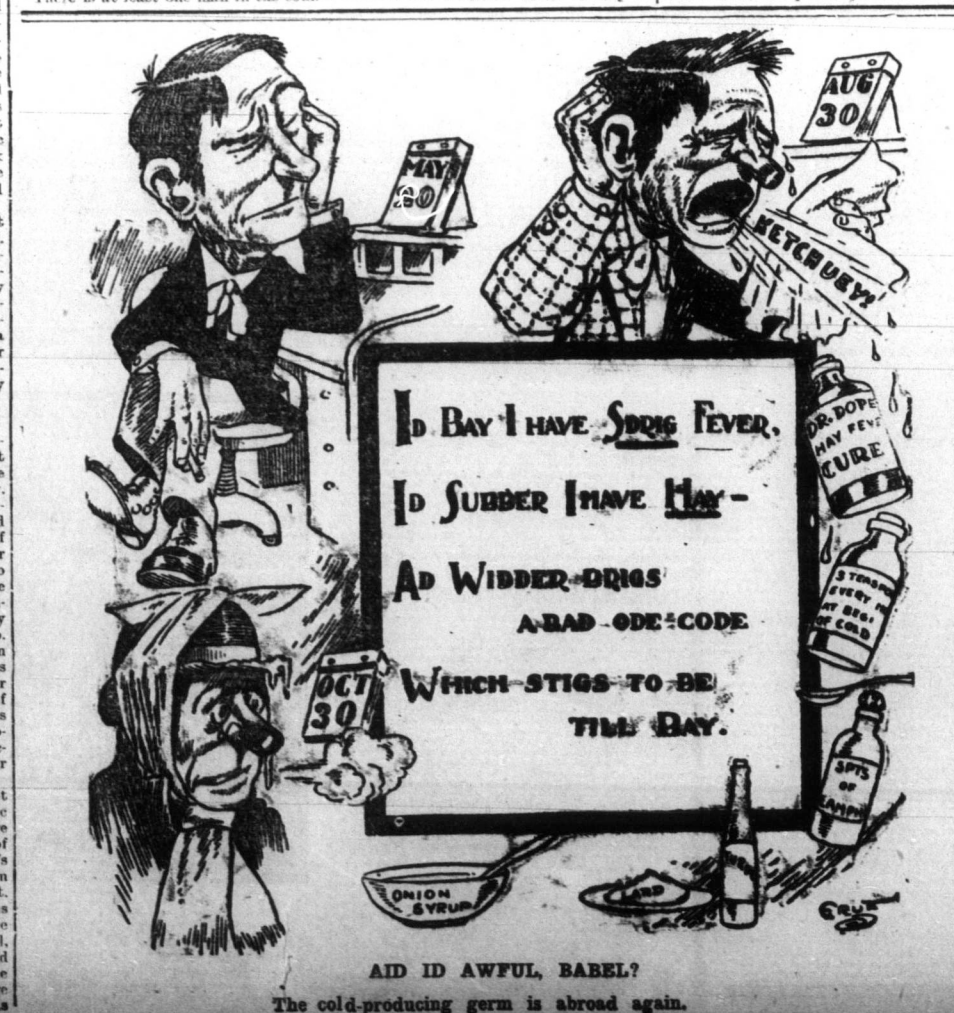
A CAPABLE ALDERMAN.

There is at least one man in the Council

who never rises to speak unless he has something to say, and then he always makes it short. He is Ald. Milne from ward 1, one of the most capable aldermen in this year's Council. Mr. Milne served in the Council years ago, and ward 1 returned him this year on the temperance wave. His wide experience in municipal affairs has served him in good stead. He is a man of broad views, and he never opposes the spending of money when he is sure the city will get a fair return. Ald. Milne will run again in ward 1, and will undoubtedly be elected.

A FURNACE OF AMBITION.

Within a few feet of the reporters' table in the council chamber sits Ald. Hopkins. It is his first year in the Council, but ambition burns fiercely in



NORTH END MEN.

Aldermen Jutten and Wright are protagonists of the North End Improvement Society, or, rather, they were when the society was in the heyday of its glory. The North End Society was a very valuable organization for many years, and did a lot of good work for that end of the city, but like a lot of many other excellent bodies it met its Waterloo when it got fiddling in politics. Some time ago it was reorganized on a non-political basis, but it was never very strong on its feet after the first crimp. Alderman Jutten has always taken an active interest in the bay front. As chairman of the Sewers Committee for the last two years he has been one of the hustlers in the Council. He was prominent in the street railway negotiations, which finally resulted in success and also had a hand in the power negotiations.

Alderman Wright, when he is not blowing a horn in the Hydro-Electric "band," is generally busy with the sledge hammer brigade, which never tires of attacking the Cataract. Ald. Wright's three years in the Council have been fairly interesting—for Alderman Wright. When ex-Ald. Farrar did his famous acrobatic stunt last year, giving the Conservatives control of the Council, when the aldermen were evenly divided politically, Alderman Wright got the Chairmanship of the House of Refuge Committee. This year Ald. Wright was

B-L-A-W-O.

For raising \$200,000 for permanent roadways.

Whereas it is desirable and necessary to substitute permanent asphalt pavements for certain worn-out roadways set forth in the schedule attached hereto, and whereas the said roadways to be laid wholly with asphalt and part with concrete blocks and asphalt.

And whereas, it is estimated that the cost of such permanent pavements, including the cost of the street railway Plant and the loss on the sale of debentures to be issued under this by-law, will amount to the sum of \$200,000, and the said sum shall be raised by the sale of debentures.

And whereas, pursuant to an Act of the Legislature of the Province of Ontario, passed in the ninth year of the reign of His Majesty King Edward VII., being Chapter 60, and Ontario, 1896, the Council of the City of Hamilton, by By-law No. 846, passed on the 28th day of April, 1909, authorized the issue of debentures for the sum of \$125,000 to pay the City's share of the cost of construction of, and improvements to permanent pavements on James street, between Herkimer and Barton streets, on Barton street, between James street and Sherburne avenue, and on Herkimer street, between James street and Queen street, and of the proceeds of such debentures there will be in the hands of the City of Hamilton the sum of \$15,000 after the completion of the improvements and pavements mentioned in said By-law No. 846, and body payment therefor, owing to such improvements and pavements having been completed at less than the estimated cost thereof, and it is expedient that the said sum of \$15,000 be applied towards the cost of the pavements to be constructed pursuant to this by-law, and to raise the sum of \$200,000 by the issue of debentures of this municipality in the manner and upon the terms and conditions hereinafter specified.

And whereas, the amount of the whole ratable property of the City of Hamilton, as assessed for the year 1909, is \$29,271,625, exclusive of the value of the school taxation only and exempt from general taxation.

And whereas, the amount of the existing debt of the municipality is \$5,344,042.42, exclusive of local improvement debts secured by special rates or assessments, which debt no part of the principal or interest is in arrear.

And whereas, the sum of \$300,000 is the debt intended to be created by this by-law, and it will require the sum of \$5,000.00 to be raised annually for the period of twenty years, the currency of the debentures to be issued under and by virtue of this by-law, to pay the interest of the said debt, and the sum of \$6,736.35 to be raised annually during the same period for the forming of a sinking fund for the payment of the said debt, making in all the sum of \$11,736.35 to be raised annually, as aforesaid.

And whereas, the sum of \$11,736.35 shall be raised and levied in each year during the said period of twenty years, and the said sum shall be levied on all the ratable property in this municipality.

Therefore the Council of the Corporation of the City of Hamilton enacts as follows:

1. It shall be lawful for the Mayor of the City of Hamilton and the Corporation to raise, by way of loan upon the security of the debentures hereinafter mentioned, from any person or persons, body or bodies corporate, who may be willing to advance the same upon the credit of such debentures, a sum of money not exceeding the sum of \$200,000, and to cause the same to be paid into the hands of the Treasurer of the City of Hamilton for the purposes and with the objects aforesaid.

2. It shall be lawful for the Corporation of the City of Hamilton to cause such number of debentures to be made for such sums of money as may be required for the purposes aforesaid, and to be issued in the name of the Corporation, payable in gold coin, for not less than one hundred dollars currency, or twenty pounds sterling each, and not to be redeemed before the said sum of \$200,000, and the said debentures shall be sealed with the seal of the said Corporation, and countersigned by the Mayor and countersigned by the Treasurer of the said City.

3. The said debentures shall bear date the first day of April, 1910, and shall be made payable on the first day of April, 1920, or currency or sterling, for the purpose of the said debentures, and shall have attached to them coupons for payment of the said interest, which coupons shall be payable on the first day of April, 1910.

4. The said debentures shall be payable at the office of the Treasurer of the said City of Hamilton, and shall be levied annually, by special rate on all the ratable property in the City of Hamilton, the said sum of \$11,736.35, for payment of interest on the said debentures, and the said sum of \$6,736.35, for payment of the principal of the said debentures, shall be levied on the first day of April, 1910.

5. The moneys realized upon and from the said debentures, and the moneys realized upon and from the said coupons, shall be deposited by the City Treasurer in the name of the Corporation, and shall be applied to the payment of the said interest and principal of the said debentures, and shall be paid out of the said fund by the City Treasurer on the first day of April, 1910.

6. The moneys realized upon and from the said debentures, and the moneys realized upon and from the said coupons, shall be deposited by the City Treasurer in the name of the Corporation, and shall be applied to the payment of the said interest and principal of the said debentures, and shall be paid out of the said fund by the City Treasurer on the first day of April, 1910.

7. The moneys realized upon and from the said debentures, and the moneys realized upon and from the said coupons, shall be deposited by the City Treasurer in the name of the Corporation, and shall be applied to the payment of the said interest and principal of the said debentures, and shall be paid out of the said fund by the City Treasurer on the first day of April, 1910.