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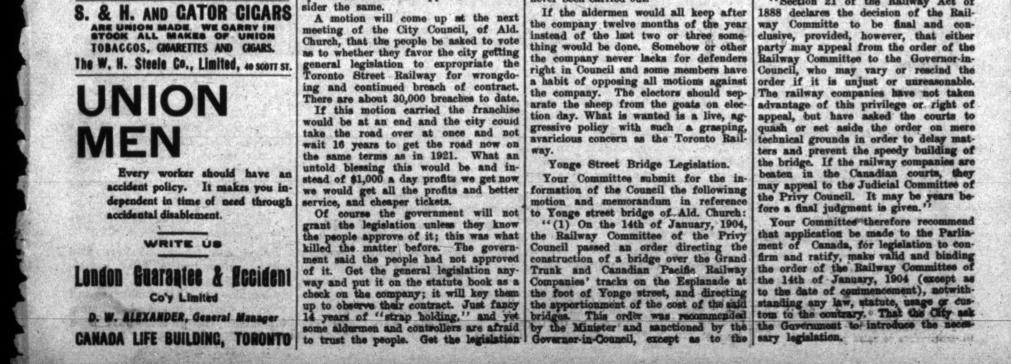
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Ald.

and air your grievances. The Council adopted this motion:

REPEAL OF ASSESSMENT ACT.

following notice of motion by Ald. Church, which has ben referred to them

by the Council, viz.: "That this Council apply to the Leg-islature of Ontario at its next session,

for the repeal of the present Assessment Act (1904)."

It is recommended that the Asse

ment Commissioner be requested to sub-mit a full and comprehensive report on the working of the said Act, and that a special committee be appointed to con-sider the same.

Your committee have considered the

The legislature offered Kingston the chance to expropriate on fair terms. Why not Toronto, a city which has al-ways been loyal to the government.

The City Council had another meeting last Monday. Some of the Council think that now is the time for election motions and talk. This was well illustrated when the street car matters came The engineer asked for more street up. car extensions and a cross-town route, but Council passed the street car ex-tensions but refused the cross-town route. The company have always ignored this clause of the contract. The contract says the company shall extend when told to do so by the engineer, backed up by a two-thirds vote of Council, but the company have ignored this clause all along and the very Gerrard street extension named in the act of 1891 has never been carried out.

never been carried out. If the aldermen would all keep after the company twelve months of the year instead of the last two or three some-thing would be done. Somehow or other the company never lacks for defenders right in Council and some members have a habit of opposing all motions against the company. The electors should sep-arate the sheep from the goats on elec-tion day. What is wanted is a live, ag-gressive policy with such a grasping.

be completed by the 15th of April, 1905. 'Paragraph 1 of the Committee's or-der reads as follows: 'The Committee regards the immediate construction of a bridge over the railway tracks in ques-tion as necessary for the protection of the travelling public,' and Section 9 of the said order says, 'The Committee are of opinion that the cost of the whole undertaking should be borne by the Grand Trunk Kailway Company and the Canadian Pacific Railway in equal shares.' shares.

shares." "(2) Up to the present time no effect has been given to this order. The bridge has not been commenced nor has any attempt been made by the railway companies to obey the order of the Rail-way Committee, although the danger to the public is increasing as the population of the city increases, and will be still further increased by the construction of more tracks, which the Grand Trunk propose to lay on the Esplanade. "Section 21 of the Railway Act of

"Section 21 of the Railway Act of 1888 declares the decision of the Rail-way Committe to be final and con-clusive, provided, however, that either party may appeal from the order of the Railway Committee to the Governor-in-Council, who may vary or rescind the order if it is unjust or unreasonable. The railway companies have not taken