ABOUT THE GRATUITY FUND.

Mr. R. H. Tomlinson Submits Some Facts and Figures and Concludes That the Usefulness of the Scheme Has Been Destroyed,

Editor World: This matter having become a subject for public discussion, may I trespass upon your space to lay before your readers, many of whom may not be in possession of all the facts relating to its organization, the true position of the scheme from its inception and leave them to form their own opinion of its usefulness or otherwise, and whether it has proved a failure or not?

The principles upon which the scheme was founded are, briefly, as follows: Any member of the Board of Trade, at the time, regardless of age or physical condition, was eligible for membership and entitled to all the benefits of the gratuity fund, so long as he continued to pay his annual dues to the Board ($10) and the mortuary assessments of $3 for each death occurring in the membership. Out of these assessments the beneficiaries of the deceased members were to receive an aggregate sum equal to $1 from each member, with an addition of $100 for each year the deceased was a subscriber to the scheme, the other $2 to be set apart to form a reserve fund. The necessary legislation having been obtained, the bylaws giving effect thereto were adopted by the Board of Trade on June 29, 1886, and the subscription books opened. Sixty days thereafter 733 members had paid their subscription, and on Sept. 3 the subscribers met and elected their board of trustees, and then the scheme was fairly launched. To enable your readers to see at a glance how the scheme has worked during the ten years it has been in operation, I have prepared from the trustees' annual reports the following table, from which I think it will be seen that the scheme has not proved such a disastrous failure as some of its members are endeavoring to make out.

Year.	No. of members.	Deaths.	Avg. Ages.	Benefiries.	Avg. amt. paid.	T'l. amt. paid.	Expenses Fund.	Reserve Fund.
1887	798	6	48.33	30	$849 12	$5094 86	$893 83	$12246 31
1888	812	9	53.11	49	949 15	8542 38	701 75	20435 35
1889	826	5	44.75	10	1034 29	5171 45	651 15	35298 85
1890	834	16	46.00	61	1178 00	18862 32	823 52	50774 83
1891	843	4	54.00	13	1276 00	5104 00	793 85	59159 70
1892	850	7	60.00	76	1376 29	9634 00	749 65	63061 14
1893	851	15	50.00	63	1469 80	22039 00	1025 03	81599 50
1894	851	8	61.00	59	1539 70	15597 00	1043 36	90516 90
1895	849	10	63.00	55	1663 70	19964 46	1453 76	98011 92
1896	814	9	61.00	54	1766 76	15900 00	2292 16	101716 03
1897	648	18	57.16	85	1856 66	20350 00	2178 03	103462 54
	107			509		$146239 47	$12905 65	

It will be seen that 107 deaths occurred, that $146,259 has been paid over to 509 beneficiaries, and a surplus fund of $103,462 accumulated, after paying expenses of management, amounting to $12,605. The opponents of the scheme claim that it is like all assessment schemes of life assurance, unscientific, and cannot be worked out successfully. It should be borne in mind, however, that this scheme was never intended to take the place of, or be considered in the light of, life assurance. It was intended to relieve the families of those members of the Board who might be left in destitute circumstances and save the members from being obliged to pass around the hat, as had been the custom formerly. It is quite evident that a mistake was made in not limiting the mortuary benefit to $1500, or perhaps a less sum, in the first place. This, in connection with the fact that the gratuity scheme has been obliged for the last six years to carry the Board of Trade, is, to my mind, the cause of nearly all the prevailing dissatisfaction. It will be remembered that the annual dues of the Board of Trade at the time the scheme was introduced were $10 and the mortuary assessments $3. In the year 1891 the asssesments were reduced to $2.50 and the annual dues advanced to $17.50. This was done to augment the income of the Board and assist it in meeting the heavy expenses and interest charges it had incurred in connection with its ambitious building scheme, to which nearly, if not all, the Board's disappointments and troubles may be charged. This increase in the annual dues also had the effect of keeping down the membership; indeed, if it had not been for their interest in the gratuity scheme, the members would have left by scores at that time. In proof of this assertion, I need only refer to the fact that as soon as it became known that there was some doubt about the scheme being continued on the original basis and that the surplus, if divided up, would give each member only $150, or such a matter, 139 members sent in their resignations, or allowed their membership to lapse last year, and, if one can form an opinion from the feeling manifested at the meeting last Friday, a much larger number will drop out this year. Now, I do not want it to be understood that I am finding fault with the Council of the Board of Trade, or with the trustees of the gratuity scheme, further than that I think they have paid too much attention to expert theories regarding life assurance. It is only a little over a year ago that we were told, on what was represented to be the very highest actuarial authority (cost $200), that, under certain conditions, $1500 could be paid in gratuities. Now we are told, on what is claimed to be vastly higher authority (cost not given), that we cannot do anything of the kind, and that we can have the option of a certificate for $150, payable at death, carrying 3 1-2 to 4 per cent. interest, provided we are good boys and continue to carry the Board of Trade as we have been doing in the past. Rather than accept this proposition, I shall vote for Mr. Paul Campbell's motion to wind up the scheme (its usefulness having been destroyed) and divide the surplus equitably between the persistent members when the necessary legislation enabling the Board to do so has been obtained.

R. H. Tomlinson.

Dec. 9, 1897.

THE LATE WILLIAM BELL.

Great Concourse at the Obsequies Yesterday—Large Funeral in Toronto for Several Years.

The funeral of the late William Bell, ex-alderman and school trustee, which took place from his late residence 16 Foxley-street, yesterday afternoon, was one of the largest funerals ever held in Toronto. There were upwards of 100 carriages, and about 400 members of Orange Lodges on foot.

The casket was enshrouded by a large Union Jack, the tribute of the Army and Navy Veterans' Society, of which deceased was a member, and by the banner of the Orange Lodge with which he had been long connected.

Laying Tributes.

There were many floral tributes, amongst which were a large pillow of white roses, with the words inscribed, "Toronto Fire Department"; a pillow of white roses, from the family, inscribed "Our Father." St. George Lodge of the Masonic Order, to which deceased also belonged, sent the society's emblem in yellow and white roses; and King Solomon's Royal Black Preceptory Orange Lodge sent the lodge emblem in pure white roses. There were also wreaths from the Sons of England and other societies.

The pall-bearers were his six sons, William, Henry, George, Arthur, Frederick and James Bell.

An Imposing Procession.

After the service at the house, conducted by Rev. E. E. Rowe of Euclid-avenue Methodist Church, and Rev. Mr. Laker of the Crawford-street Methodist Church, the funeral procession left the residence on Foxley-street, headed by the Army and Navy Veterans, in command of President Tyler and the veterans of '66, in command of Capt. Musson. Then came the A.O.U.W., in command of Master Workman J. Cusler, followed by the Sons of England, L.O.L. 478, in command of John M. Dixon; Loyal Orange County Lodge of Toronto, in charge of W. D. McPherson, and last, with the largest number, came his own lodge, the King Solomon R.B.P. 344, in command of W. Chenery.

The Mayor and City Council were followed by the Public School Board, St. George's Masonic Lodge, and some of the oldest members of the Orange Order in carriages. Following them were over a hundred carriages containing some of Toronto's oldest and most respected citizens.

The interment was in St. James' Cemetery.

Supreme Court Judgments.

Ottawa, Dec. 9.—Judgments were delivered in the Supreme Court this morning. Ontario appeals ruled upon were:

Haggert v. Brampton, dismissed, with costs.

G. T. R. v. Washington, allowed, with costs.

Hogaboom v. Receiver-General of Canada, re Central Bank, dismissed, with costs.

Burns v. Wilson, allowed, with costs.

Small v. Thompson, allowed, with costs.

Maloney v. Campbell, dismissed, with costs.

Bank of Hamilton v. Halstead, dismissed, with costs.

Sons of England.

Brighton Lodge, No. 7, S.O.E.B.S. has elected the following officers for 1898: President, G. Hewitt; P. pres., F. E. Baker; vice-president, T. W. Rycroft; chaplain, C. W. Watson; secretary, W. Pugh; treasurer, F. Packham; 1st guide, J. Pendrel; 2nd guide, H. Miller; 3rd guide, R. Studholme; 1st guard, W. Cottrell, sr.; 2. guard, B. Jarvis; surgeon, Dr. Hodgetts; G. L. delegates, Dr. Hodgetts; lodge trustees, Bond, Webb and Humphrey; hall trustees, Hayward and Packham; auditors, Tallton, Belcher and Bond; marshall, J. R. Grant.

To England for Christmas—The Last Ship

It is expected that the American Line steamship St. Louis, sailing Wednesday next, Dec. 15, will carry a larger list of passengers than have been going at any time since the Jubilee. She will arrive at Southampton Dec. 22. London two hours by rail. First cabin $77.75, second cabin $45, steerage $27. Special return rates. Barlow Cumberland, General Agent, 72 Yonge-street, will reserve berths for any of the passages. Application should be made at once, so as to ensure traveling by the St. Louis in time for Christmas.

NOR FEAR NOR FAVOUR NOR AFFECTION

TREASURER'S

Sale of Lands

IN ARREAR

For Taxes

IN THE

Town of North Toronto

Town of North Toronto, County of York, To Wit: By virtue of a warrant issued as subjoined by the Mayor of the Town of North Toronto, dated the 22nd day of November, 1897, and to me directed, for the collection of the arrears of taxes due upon the under-mentioned lands in the said town, together, with the fees and expenses thereon, all such lands being patented lands.

I give notice that unless the said arrears of taxes and costs be sooner paid, I shall, on Monday, the 14th day of March, 1898, at the hour of 2 o'clock in the afternoon, and upon the following day or days, until the sale is completed, at the Town Hall, in the Town of North Toronto, proceed to sell by public auction the said lands or such portions thereof as shall be necessary to pay such arrears, together with all charges thereon.

Treasurer's Office, Town Hall, North Toronto, 22nd November, 1897.

W. J. DOUGLAS, Town Treasurer.

First published in The Toronto World, Friday, the 3rd day of December, 1897.

Description of Property to be sold for Arrears of Taxes. Lot. Block or Range.	Frontage in Feet.	Amount of Taxes in Arrears.	Fees and Expenses.	Total.
PLAN 563—MONTGOMERY AVENUE.				
Pt. 11.....	W100	$28 84	$1 71	$30 55
12.....	140	37 92	1 94	39 86
PLAN 734—KENSINGTON AVENUE.				
Pt. 5..1....	E 25	20 24	1 50	21 74
5..1....	W 75	60 69	2 51	63 20
Pt. 6..1....	W 50 of E75	35 09	1 87	36 96
9..1....	100	36 19	1 89	38 08
10..1....	100	33 01	1 82	34 83
31..1....	W 50	15 96	1 34	15 30
10..2....	100	33 01	1 82	34 83
31..2....	115.6	39 00	1 97	40 97
40..2....	100	34 84	1 86	36 70
41..2....	100	27 13	1 67	28 80
42..2....	100	27 13	1 67	28 80
43..2....	100	27 13	1 67	28 80
PLAN 734—CASTLEFIELD AVENUE.				
28..3....	100	42 62	2 08	45 70
31..3....	100	21 37	1 52	22 89
11..4....	100	52 59	2 30	54 89
13..4....	100	52 58	2 30	54 88
14..4....	100	52 58	2 30	54 88
15..4....	110.3	46 46	2 14	48 60
16..4....	66	40 58	2 00	42 58
17..4....	100	42 75	2 06	44 81
18..4....	E 76	32 20	1 86	34 00
18..4....	W 24	10 17	1 24	11 41
19..4....	100	35 44	1 88	37 32
20..4....	100	35 44	1 88	37 32
21..4....	100	41 66	2 03	43 69
22..4....	100	41 67	2 03	43 70
23..4....	100	41 67	2 03	43 70
24..4....	100	41 67	2 03	43 70
26..4....	100	39 00	1 97	40 97
E½ 27..4....	50	22 62	1 56	24 18
W½ 27..4....	50	24 39	1 60	25 99
28..4....	100	27 59	1 88	29 27
33..4....	100	25 95	1 64	27 59
34..4....	100	25 95	1 64	27 59
35..4....	100	25 95	1 64	27 59
38..4....	100	19 83	1 49	21 32
39..4....	100	19 83	1 49	21 32
40..4....	100	19 83	1 49	21 32
41..4....	100	18 24	1 45	19 69
42..4....	100	18 24	1 45	19 69
43..4....	100	18 24	1 45	19 69
E½ 44..4....	50	9 92	1 24	11 16
47..4....	100	16 43	1 40	17 83
48..4....	115.6	17 37	1 42	18 79
PLAN M 25—HAWTHORNE AVENUE.				
97.....	100	20 99	1 51	22 50
102.....	100	20 99	1 51	22 50
6E.....	50	43 35	2 07	45 42
6F.....	50	43 35	2 07	45 42
6I.....	51.6	43 41	2 08	45 49
PLAN M25—BRIAR HILL AVENUE.				
6D.....	50	49 71	2 23	51 94
6G.....	50	49 71	2 23	51 94
6H.....	51.10	49 90	2 24	52 14
98.....	100	20 99	1 51	22 50
101.....	100	20 99	1 51	22 50
117.....	100	22 02	1 54	23 56
124.....	100	22 02	1 54	23 56
91.....	100	28 62	1 71	30 33
92.....	100	28 62	1 71	30 33
99.....	100	28 62	1 71	30 33
100.....	100	28 62	1 71	30 33
107.....	100	28 61	1 71	30 32
108.....	107.11	28 61	1 71	30 32
110.....	100	32 63	1 81	34 44
132.....	100	12 45	1 30	13 75
148.....	100	22 02	1 54	23 56
PLAN M25—CASTLEFIELD AVENUE.				
Pt. 225.....	E125	11 92	1 29	13 21
PLAN M107—WOBURN AVENUE.				
34.....	20	8 31	1 24	9 55
PLAN M107—BEDFORD AVENUE.				
648.....	20	5 74	1 24	6 98
1170.....	20	4 00	1 24	5 24
1213.....	20	5 74	1 24	6 98
1214.....	20	5 74	1 24	6 98
1221.....	20	7 73	1 24	8 97
PLAN M108—BEDFORD AVENUE.				
1125.....	20	5 74	1 24	6 98
1126.....	20	5 75	1 24	6 99
1155.....	20	5 04	1 24	6 28
PLAN M108—WOBURN AVENUE.				
69.....	20	5 74	1 24	6 98
94.....	20	4 00	1 24	5 24
555.....	20	4 00	1 24	5 24
556.....	20	4 00	1 24	5 24
569.....	20	4 00	1 24	5 24
PLAN 639—EGLINTON AVENUE.				
21.....	100	18 19	1 44	19 63
PLAN 639—ROEHAMPTON S.S.				
14.....	100	39 27	1 97	41 24
PLAN 806—BROADWAY AVENUE.				
40.....	100	80 19	2 99	83 18
PLAN 1071—BROADWAY AVENUE.				
68.....	25	4 36	1 24	5 60
69.....	25	4 36	1 24	5 60
70.....	25	4 36	1 24	5 60
71.....	25	4 36	1 24	5 60
72.....	25	4 30	1 24	5 54
73.....	25	4 31	1 24	5 55
PLAN 1071—HERBERT AVENUE.				
9.....	25	4 36	1 24	5 60
10.....	25	4 36	1 24	5 60
11.....	25	4 37	1 24	5 61
12.....	25	4 36	1 24	5 60
13.....	25	4 30	1 24	5 54
14.....	25	4 31	1 24	5 55
PLAN 756—ERSKINE AVENUE.				
96.....	W39.7	35 10	1 87	36 97
W½ E½ 97.....	25	20 84	1 54	22 38
PLAN 676—SHERWOOD AVENUE.				
27.....	80	93 95	3 39	97 24
30.....	80	123 78	4 08	127 86
36.....	80	169 31	5 22	174 53
45.....	80	128 80	4 21	133 10
PLAN 691—CRESCENT AVENUE.				
A..B.....	65.7	43 55	1 67	45 22
PLAN 691—FRANKLIN AVENUE.				
6..C.....	50	18 01	1 44	19 45
7..C.....	50	18 01	1 44	19 45
8..C.....	50	18 01	1 44	19 45
9..C.....	50	18 01	1 44	19 45
PLAN 691—SHELDRAKE AVENUE.				
19..D.....	50	13 04	1 32	14 36
20..D.....	50	20 28	1 50	21 78
27..D.....	50	17 06	1 42	18 48
28..D.....	50	17 06	1 42	18 48
PLAN 944—VICTORIA AVENUE.				
20.....	50	11 94	1 20	13 23
PLAN 968—BEULAH AVENUE.				
40.....	28.2	6 08	1 24	7 32
PLAN M5—YONGE STREET.				
6.....	100	162 41	5 05	167 46
PLAN M5—MERTON STREET.				
12.....	100	60 27	2 50	62 77
E½ 148.....	50	38 20	1 95	40 15
124.....	100	49 89	2 24	52 13
76.....	100	20 48	1 51	22 19
70.....	100	22 31	1 55	23 86
PLAN M5—BALLIOL STREET.				
E½ 105.....	50	15 58	1 38	16 96
Rear pt. 109, 110	W60	13 40	1 33	14 73
PLAN M121—BALLIOL STREET.				
16.....	50	7 88	1 24	9 12
PLAN M116—BAYVIEW AVENUE.				
8.....	25	4 39	1 24	5 63
PLAN M116—BALLIOL STREET.				
10.....	25	4 39	1 24	5 63
20.....	25	4 39	1 24	5 63
PLAN M116—DAVISVILLE AVENUE.				
66.....	25	2 75	1 24	3 99
65.....	25	2 75	1 24	3 99
64.....	25	2 75	1 24	3 99
63.....	25	2 75	1 24	3 99
80.....	25	7 01	1 24	8 25
PLAN M116—BAYVIEW AVENUE.				
12.....	28	9 00	1 24	10 24
PLAN M130—DAVISVILLE AVENUE.				
17.....	20	5 57	1 24	6 81
18.....	20	5 57	1 24	6 81
19.....	20	5 57	1 24	6 81
23.....	20	2 52	1 24	3 76
24.....	20	2 52	1 24	3 76
25.....	20	4 27	1 24	5 51
29.....	20	3 83	1 24	5 07
30.....	20	3 83	1 24	5 07
42.....	20	5 90	1 24	7 14
45.....	20	5 90	1 24	7 14
46.....	20	4 16	1 24	5 40
47.....	20	5 90	1 24	7 14
49.....	20	9 89	1 24	11 13
50.....	20	9 89	1 24	11 13
62.....	20	4 16	1 24	5 40
63.....	20	4 16	1 24	5 40
PLAN M130—BALLIOL STREET.				
91.....	25	4 39	1 24	5 63
92.....	25	4 39	1 24	5 63
PLAN 866—YONGE STREET.				
1.....	26.9	39 64	1 98	41 62
2.....	26.6	39 42	1 98	41 40
9.....	26.6	36 04	1 89	37 93
10.....	26.9	36 19	1 89	38 08
PLAN 866—GLENWOOD AVENUE.				
12.....	41.9	18 98	1 46	20 44
14.....	50	28 05	1 69	29 74
16.....	50	27 98	1 69	29 67
24.....	50	28 18	1 69	29 87
30.....	50	15 88	1 39	17 27
32.....	50	23 05	1 57	24 62
34.....	50	24 76	1 61	26 37
36.....	50	31 77	1 78	33 55
42.....	50	22 22	1 55	23 77
44.....	50	22 22	1 55	23 77
58.....	50	21 23	1 52	22 75
60.....	50	21 23	1 52	22 75
70.....	50	18 22	1 45	19 67
72.....	50	20 65	1 51	22 16
74.....	50	20 64	1 51	22 15
76.....	50	18 36	1 45	19 81
82.....	50	18 36	1 45	19 81
84.....	50	19 17	1 47	20 64
94.....	50	19 16	1 47	20 63
96.....	50	9 93	1 24	11 04
102.....	50	9 79	1 24	11 03
104.....	50	18 34	1 45	19 79
114.....	50	18 33	1 45	19 78
116.....	50	16 78	1 41	18 19
122.....	50	16 76	1 41	18 17
124.....	50	11 80	1 29	13 09
126.....	50	11 80	1 29	13 09
128.....	50	14 90	1 36	16 26
134.....	50	14 80	1 36	16 25
136.....	50	9 79	1 24	11 03
142.....	50	9 79	1 24	11 03
144.....	50	16 94	1 41	18 35
150.....	50	16 94	1 41	18 35
152.....	50	15 97	1 39	17 36
154.....	50	15 97	1 39	17 36
156.....	50	13 67	1 33	15 00
162.....	50	13 67	1 33	15 00
164.....	50	12 20	1 30	13 50
166.....	50	9 42	1 24	10 66
168.....	50	13 74	1 33	15 07
174.....	50	13 74	1 33	15 07
176.....	50	13 73	1 33	15 06
178.....	50	13 73	1 33	15 06
180.....	50	8 18	1 24	9 42
182.....	50	8 17	1 24	9 41
184.....	50	13 42	1 33	14 75
190.....	50	13 42	1 33	14 75
192.....	50	13 12	1 32	14 44
194.....	50	13 04	1 32	14 36
196.....	50	11 31	1 27	12 58
202.....	50	11 34	1 27	12 61
204.....	50	7 65	1 24	8 89
206.....	50	7 63	1 24	8 87
208.....	50	5 79	1 24	7 03
214.....	50	12 08	1 29	13 37
216.....	50	12 64	1 31	13 95
218.....	50	9 44	1 24	10 68
220.....	50	5 74	1 24	6 98
222.....	50	12 56	1 31	13 87
224.....	50	12 56	1 31	13 87
230.....	50	13 59	1 33	14 92
232.....	73.3	13 42	1 33	14 75
234.....	50	24 73	1 51	26 24
235.....	50	24 73	1 51	26 24
23.....	50	26 41	1 55	28 96
29.....	50	25 71	1 63	27 34
31.....	50	23 05	1 57	24 62
33.....	50	21 23	1 52	22 75
35.....	50	21 23	1 52	22 75
41.....	50	21 24	1 52	22 76
43.....	50	21 25	1 52	22 77
45.....	50	21 25	1 52	22 77
47.....	50	21 25	1 52	22 77
49.....	50	18 23	1 45	19 68
51.....	50	18 36	1 45	19 81
61.....	50	18 36	1 45	19 81
63.....	50	20 66	1 51	22 17
69.....	50	20 66	1 51	22 17
71.....	50	18 22	1 45	19 67
73.....	50	18 21	1 45	19 66
75.....	50	15 70	1 38	17 08
81.....	50	18 95	1 46	20 41
83.....	50	17 31	1 42	18 73
85.....	50	17 29	1 42	18 71
87.....	50	17 33	1 42	18 75
89.....	50	19 94	1 49	21 43
91.....	50	16 78	1 41	18 19
101.....	50	16 78	1 41	18 19
103.....	50	19 11	1 47	20 58
109.....	50	18 34	1 45	19 79
111.....	50	19 15	1 47	20 62
113.....	50	19 14	1 47	20 61
115.....	50	9 79	1 24	11 03
121.....	50	9 79	1 24	11 03
123.....	50	16 01	1 39	17 40
125.....	50	18 62	1 46	20 08
127.....	50	16 01	1 39	17 40
129.....	50	16 01	1 39	17 40
131.....	50	11 79	1 29	13 08
137.....	50	11 80	1 29	13 09
139.....	50	14 44	1 35	15 79
141.....	50	14 44	1 35	15 79
143.....	50	15 95	1 39	17 34
149.....	50	15 95	1 39	17 34
151.....	50	10 94	1 41	18 35
153.....	50	14 49	1 35	15 84
155.....	50	8 20	1 24	9 44
161.....	50	8 17	1 24	9 41
163.....	50	15 14	1 37	16 51
165.....	50	15 14	1 37	16 51
167.....	50	15 13	1 37	16 50
169.....	50	15 13	1 37	16 50
171.....	50	9 42	1 24	10 66
177.....	50	9 42	1 24	10 66
179.....	50	12 12	1 29	13 41
181.....	50	12 11	1 29	13 40
183.....	50	9 46	1 24	10 70
189.....	50	13 90	1 34	15 24
191.....	50	13 41	1 33	14 74
193.....	50	12 90	1 31	14 21
195.....	50	6 58	1 24	7 82
201.....	50	6 57	1 24	7 81
203.....	50	12 13	1 29	13 42
205.....	50	12 10	1 29	13 39
207.....	50	12 10	1 29	13 39
209.....	50	12 10	1 29	13 39
211.....	50	7 63	1 24	8 87
217.....	50	8 13	1 24	9 37
219.....	50	10 41	1 25	11 66
221.....	50	10 42	1 25	11 67
223.....	50	13 63	1 33	14 96
229.....	50	13 63	1 33	14 96
231.....	73.3	13 42	1 33	14 75
233.....				
PLAN 806—BAYVIEW AVENUE.				
235.....	27	9 81	1 24	11 05
236.....	27	10 30	1 25	11 55
237.....	27	3 28	1 24	4 52
239.....	27	10 29	1 25	11 54
241.....	26	4 43	1 24	5 67
242.....	26	5 48	1 24	6 72
PLAN 800—YONGE STREET.				
1..B.....	50	93 06	3 32	96 38
2..B.....	50	93 06	3 32	96 38
3..B.....	50	93 06	3 32	96 38
PLAN 800—SOUDAN AVENUE.				
4..B.....	50	47 25	2 17	49 32
5..B&A...	50	49 81	2 24	52 05
6..A.....	20	20 57	1 50	22 07
PLAN 804—SOUDAN AVENUE.				
Pt. B. C.....	E34	7 77	1 24	9 01
PLAN 653—STEWART STREET.				
7..D.....	50	34 35	1 85	36 20
10..D.....	50	34 35	1 85	36 20
11..D.....	50	34 35	1 85	36 20
14..D.....	50	34 35	1 85	36 20
PLAN 653—GORDON STREET.				
13..D.....	50	11 51	1 28	12 79
PLAN 653—EGLINTON AVENUE.				
3..E.....	50	42 79	2 24	48 03
PLAN 653—STEWART STREET.				
8..E.....	50	31 13	1 77	32 90
9..E.....	50	31 13	1 77	32 90
10..E.....	50	31 13	1 77	32 90
21..E.....	50	22 81	1 56	24 37
24..E.....	50	22 81	1 56	24 37
PLAN 653—EARLE STREET.				
11..E.....	50	32 79	1 81	34 60
23..E.....	50	32 02	1 79	33 81
8..F.....	50	11 57	1 28	12 85
12..F.....	50	11 57	1 28	12 85
PLAN 653—BERESFORD STREET.				
19..F.....	50	9 96	1 24	11 20
22..F.....	50	9 96	1 24	11 20
23..F.....	50	9 95	1 24	11 19
PLAN 694—EGLINTON AVENUE.				
Pt. 4..H.....	W50 of E 100	24 93	1 57	26 50
PLAN 694.				
Pt. 6..H.....	N150	24 68	1 57	26 25
PLAN 978.				
9..I.....	50	21 81	1 54	23 35
10..I.....	50	21 81	1 54	23 35
11..I.....	50	21 81	1 54	23 35
12..I.....	50	21 81	1 54	23 35
PLAN 694—SOUDAN AVENUE.				
14..L.....	50	7 49	1 24	8 43
15..L.....	50	20 03	1 49	21 52
16..L.....	50	20 02	1 49	21 51
30..L.....	50x8150	13 54	1 33	14 87
31..L.....	50x8150	13 54	1 33	14 87
32..L.....	50x8150	13 54	1 33	14 87
PLAN 722—GERTRUDE STREET.				
13..M.....	50	20 00	1 49	21 49
14..M.....	50	20 00	1 49	21 49
23..M.....	50	19 61	1 48	21 09
24..M.....	50	19 61	1 48	21 09
25..M.....	50	19 61	1 48	21 09
26..M.....	50	12 95	1 31	14 26
29..M.....	50	12 95	1 31	14 26
PLAN 722—SOUDAN AVENUE.				
16..M.....	50	19 99	1 49	21 48
31..M.....	50	20 42	1 50	21 92
32..M.....	50	13 67	1 33	15 00
PLAN 722—HUNTER STREET.				
6..N.....	50	10 27	1 25	11 52
7..N.....	50	12 95	1 31	14