

THE ESPLANADE IN 1853.

MR. KIVAS TULLY'S PROPOSAL TO HIS WEDNESDAY MAYOR BOWEN.

The Chief Engineer of the Public Works Department is of the same opinion. Mr. Bowen, then Mayor of Toronto, regarding the Esplanade. There was then, as now, an "Esplanade difficulty," which has remained all on the books ever since.

Mr. Tully's communication to Mayor Bowen is as follows, and ought to prove of most interest to the citizens, since it does from such an eminent source.

In my communication dated Feb. 18, 1853, and laid before the council, I stated that, with the prospect of a considerably increased traffic, additional accommodation would, of course, be required, and this could only be supplied by extending the long-extended Esplanade, with the wharves and slips attached also.

Two or three plans have been suggested, but none of them have been officially recognized by the council, and with all respect for the skill of the engineers, I do not think any plan that has yet been proposed is so satisfactory, in all respects, and suitable to the general public.

My nearly sixteen months since I first commenced to give to the council, as well as to the public, the history of the Esplanade, and the various proposals that I have made, and the reasons therefor, I have not been able to do so, owing to the fact that I have been so much occupied with other duties.

Carrying out the views which I then entertained, I claim the right of having proposed the extension of the Esplanade, and the various wharves and slips attached thereto, and also claim the important consideration of the council in reference to a plan which I adopted, and which was approved by the council, and which was carried out.

In the Esplanade, I would recommend that the original plan, with the wharves and slips attached thereto, be carried out, and that the Esplanade be extended to the water's edge, and that the wharves and slips be constructed on the Esplanade, and that the Esplanade be paved with asphalt, and that the Esplanade be lighted with gas lamps.

The Esplanade, which is 100 feet wide, I propose to divide equally, and to appropriate the southern half for railway purposes, and the northern half for public use, and to construct a railway line on the Esplanade, and to construct wharves and slips on the Esplanade, and to construct a public walk on the Esplanade, and to construct a public garden on the Esplanade.

MARKETS AND EXCHANGES.

RECAPITULATION OF THE RESULTS OF TRADE TRANSACTIONS.

There was a falling and a general feeling of confidence on the local stock exchange. The list showed no weak point, and several stocks were strong and advancing, especially Commerce, Com. sold up from 125 to 127 at the close and Commerce without dividend sold from 125 to 127. Transactions totaled 200 shares. Quotations are:

Table with columns: MARKET, LAST, 1/2, 3/4, 1/8, 1/16, 1/32, 1/64. Includes entries for Montreal, Toronto, and various commodities.

Transactions: In the forenoon of Oct. 29, 1913, the following securities were traded on the Toronto Stock Exchange: 100 shares of Canadian Pacific Railway Co. at 125, 100 shares of Canadian National Railway Co. at 125, 100 shares of Canadian Government Bonds at 125.

Money market: Money is plentiful, and the rate of interest is low. The rate for 90 days is 4 1/2%, for 6 months is 5%, and for 1 year is 5 1/2%.

Grain market: The price of wheat is 1 1/2% higher than last week, and the price of barley is 1% higher. The price of oats is 1/2% higher, and the price of rye is 1/2% higher.

Stock market: The price of Canadian Pacific Railway Co. is 125, and the price of Canadian National Railway Co. is 125. The price of Canadian Government Bonds is 125.

Commodities: The price of sugar is 10 cents, and the price of coffee is 15 cents. The price of tea is 20 cents, and the price of rice is 25 cents.

Exchange: The rate of exchange for London is 100, and the rate of exchange for New York is 100. The rate of exchange for Paris is 100, and the rate of exchange for Berlin is 100.

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NIAGARA FALLS LINE.

THE FAVORITE STEAMER.

EMPEROR OF INDIA. Will leave Goddard's wharf daily at 8 o'clock up to and including Oct. 31, making close connections for Niagara Falls, Buffalo, New York, etc.

WINTER TOURS. Bermuda, Nassau, Cuba, California, West Indies, etc., Florida. Barlow Cumberland, S.S. Agt. 72 Yonge-street, Toronto.

GRAND TRUNK RY. The old reliable route to Montreal, Detroit, Chicago, and all principal points in Canada and the United States. Only line running Pullman Palace coaches, Buffet and Parlor cars, etc.

Intercontinental Railway of Canada. The direct route between the West and the East. The only line between Montreal and Halifax daily direct, and runs through without change between these points in 30 hours.

Canadian-European Mail and Passenger Route. Passengers for Great Britain or the Continent leaving Montreal on Thursday morning will arrive in London on Saturday morning.

White Star Steamer TETONIC sailing from New York on the following dates: Montreal, Oct. 29, 30, 31, Nov. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Dec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Jan. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Feb. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Mar. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Apr. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, May 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, Jun. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 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