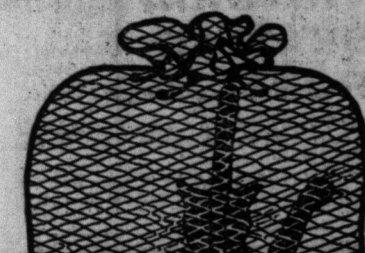


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WOULDN'T BE WISE, SAID MAYOR AND PUBLIC ARE FOILED AGAIN

That New Commissioner Still Velled in Mystery—Street Railway Company Makes Great Promises to Do Good.

"No other business," queried the mayor as the board of control disposed of the order paper yesterday. "There's a little matter of the assessment commission, Mr. Mayor," said Controller Ward.

"Would it be wise to take up that matter today?" replied his worshipful. "It's a long time before council meets, and the matter selected would be bandied about too long."

"But it will be settled before the next council meeting," said Controller Shaw. "Oh, yes, there will be no doubt about that," responded the mayor as the board rose to continue in secret session in the mayor's room.

But just then the cheery countenance of R. J. Fleming appeared in the office and the controllers resumed their seats. The general manager took the precaution to say that his remarks would be without prejudice. The company was not pretending to live up to its engineer's timetable, but was putting out all the cars it had and could be run with the power at disposal. Last year \$150,000 was spent on a power house, which power was expected from Niagara; \$150,000 on a storage battery, and a contract was being let for another power-house, to cost \$100,000. When finished another would be built in the west end. The service during the past month had been improved by about 30 cars. If the weather moderated they probably could use 50 more, and in the spring 200. The service had not been interrupted for more than two hours all winter. Eighty new cars were built last year, 20 being trailers, of which no more would be built. One was being changed into a motor and it successful all would be changed. There was an immense amount of waste mileage in the city, more than in any place he knew. The Broadway route should be along King-street. This year the company intended to build 100 or 120 cars. The time was coming when the city would have to widen the devil strip, which should be 18 inches wider. The gauge should also be changed to 2 1/2 inches wider than in the States. On this account, the trucks were too high off the ground. The rails used were the meanest in America, and whenever new track was to be laid he would advise laying heavier rails. He expected Niagara power here in October.

Mr. Fleming concluded by asking that Mr. Rust accompany him on his trip to the western cities, but the board seemed to fear that it might not be safe to trust them together.

Bylaw the Highest Authority. South Parkdale residents were sent in force to protest against the Davies Co.'s butcher shop at King-street and Cowan-avenue. T. D. Law of Blake & Co. said the company would withdraw if properly recompensed. They had paid \$2000 for the lot, more for value for residential purposes. The bylaw ordering the issuance of such permits to be referred to the board of control was a matter of internal city government, and his clients would not recognize it.

The mayor asked Mr. Caswell what effect the bylaw declaring South Parkdale a residential district had on permits already granted. He said the bylaw would override the acts of any officials, and no building could be erected or used for a laundry, butcher shop or factory.

The board unanimously opposed the building and the question of compensation was referred to the city solicitor for an opinion.

Chief Thompson and Aid Fleming were present to object to the delay in the installation of the auxiliary fire system. Engineer Rust said the plans would be ready in about six weeks.

Controller Spence: The city is not suffering from the lack of the system of fire protection.

Aid Fleming: Perhaps not, but the people who pay the insurance rates are suffering.

The Mayor: What can we do, Mr. Fleming?

"I don't know, unless to prod up the engineer's department once in a while," was the reply.

Controller Hubbard: What progress are you making with your new engine?

Aid Fleming: There will be two engines ready in four weeks. The others cannot be started until the grounds are secured for the new stations.

Chief Thompson said that the three engines, being only of 750 gallons capacity, could be built while the foundations of the new stations were being built.

The property commissioner was asked to report at once on sites for fire stations north of Bloor-street and in the central portion of the city.

R. K. Sprule wrote that the option on the site at Simcoe and Wellington-streets should expire. The price, \$45,000, the board considered entirely too high.

Four the Trend. The execution of the deed conveying 14 feet of Strachan-avenue to the Massey-Harris Co. was signed by the Mayor and Controller Hubbard.

Controllers Shaw and Ward thought the will of council should be carried out.

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LIST NO. 4.

A better opportunity to buy a good Piano for little money can never occur; you will realize that for yourself after inspecting the pianos and learning what you are going to save by buying now.

HEINTZMAN & CO. (Square)..... \$450 \$119

A very handsome 7 1/2 octave Square Piano by Heintzman & Co., rich rosewood case, with carved legs and base, double mounted, etc. The action, keys, hammers, strings and parts, throughout are in A 1 condition.

MASON & RICH (Square)..... \$450 \$127

An exceptionally fine Square Piano, having had the best care and little use. Some of our regular experts have put it in such order that few uprights at even a good market price could compare with it in value.

MEDELSSOHN (Upright)..... \$275 \$205

A surprisingly good Piano—small in size and plain design, Boston full sound, rich tone, in walnut case, with full-length case; three pedals, etc. As good as new. Used less than eight months