

Chas. E. Chambers Appointed Toronto Park Commissioner

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Ontario Power Co. at Niagara Falls. While engaged in this capacity, he had taken charge of the parks there, and had put them back into shape in accordance with the power company's agreement with the municipality. It was here Mr. Hogg had co-operated with the late Mr. Wilson, who was parks commissioner at that time. He pointed out that Mr. Hogg had been engaged on railway construction in connection with which work he showed exceptional engineering ability. He had youth, technical training, experience, all on his side.

Mr. Hogg, the man. "I think if the members of this council would meet Mr. Hogg, they would decide," said Controller Hocken. "But there is a feeling in the council that Mr. Hogg is not the man (hear, hear). The members of this council have been canvassed by the bankers of this city on behalf of Mr. Hogg."

This statement caused trouble and the controller was asked to name the members. He refused to do this, but stated that two members had informed him that they had been canvassed in this way.

Ald. Graham, chairman of the parks committee, said he was amazed at the poor case Controller Hocken had made out for Mr. Hogg. He did not dispute that Mr. Hogg was a scholar but scholarship and executive ability were two different things. He agreed with Controller Hocken that the parks department should have an engineer, but the department has already an expert engineer in Mr. Evans, who, like Mr. Hogg, has exceptional experience. The department at the present time had men who could look after all the different details of the work.

Mr. Chambers Proposed. The alderman then put up the name of Charles Chambers, the present acting parks commissioner, who he claimed, was eminently qualified for the position. Mr. Chambers, he said, had done excellent work, and had all the necessary qualifications. The members of the board and parks committees, he pointed out, had unanimously endorsed him, and those members had an opportunity to advise themselves with his work. The board of control, he thought, should have concurred in the recommendation of the committees. He pointed out that the principle of promotion had never failed in the city hall, and would not fail in this instance. Mr. Chambers then moved that Mr. Chambers' name be substituted on the board of control's recommendation.

Ald. Wanless said this appointment would mean the success or failure of the parks department for the next 25 years. The man who ought to fill this position should be an architectural engineer, he said. "I believe in the office solicitor," he said, "I don't feel that I can support Mr. Chambers, because I have not heard good arguments put forward on his behalf, but I will support the man who think either of the two names submitted are suitable."

Ald. Weston moved that Mr. Chambers should be given a chance. Other things being equal the principle of promotion should be followed, Mr. Chambers said, and the bill in chambers capacity. He was a good manager, a good office man, and understood the situation perfectly. Give Mr. Chambers a chance," he said, "I will support Mr. Hogg."

Controller Foster said the board of control had sent forward "a big man—a man with youth on his side and all the necessary ability." He pointed out that Mr. Hogg's work was his best recommendation.

In his speech Ald. Maguire read a recent editorial in The Telegram which accused him of lobbying on behalf of Mr. Chambers. He pointed out that The Telegram's editorial putting forward the qualifications of Mr. Hogg had given him credit for work which he had never done, and which he acknowledged he had never done. Mr. Chambers, he said, was recommended for the position by those aldermen who knew his work. He claimed that Mr. Hogg had been supported by some newspapers and that some of the members of the council were influenced by these editorials rather than investigating for themselves. The board of control, he said, had sent on the name of Mr. Hogg without even knowing the man. "They never spent ten minutes in discussing the application of Mr. Hogg," he said.

Controller Church said that Mr. Chambers was formerly just a clerk in the department, and his qualifications were at yet an unknown quantity. Controller McCarthy moved, he agreed with the recommendation of the board of control. The only qualifications of Mr. Hogg which he was aware of, he had learned by reading The Telegram. According to Mr. Hogg himself these were misrepresented. Mr. Hogg had acknowledged this in a letter, and the controller claims that in view of this fact he could not conscientiously support the board's recommendation. The vote was taken on Ald. Graham's amendment that the name of Charles Chambers be substituted for that of Thomas Hogg. It carried by 15 to 7.

For the amendment—Ald. Austin, Dunn, Graham, Hilton, Maguire, May, McPride, McBurn, McMurich, Rowland, Ryding, Sitte, Spence, Weston and Yeomans—15. Against—Controllers Church, Foster, Hocken, McCarthy, Ald. Wanless, Chisholm, Mayor, Denton—7.

Fellowes, he argued, was a good engineer, but not a good manager. After a comparatively short discussion, the council referred the matter back to the board of control by a vote of 15 to 7.

The recommendation to appoint the New York firm of traffic experts, Ford, Bacon & Davis, in order to secure a report on the city's transportation problem, came up in the board of control's report, and discussion was opened up by Ald. McBride's motion that the matter be referred back.

Ald. Maguire stated that the report would only constitute a brief to the Toronto Street Railway, who would use the information to squeeze money dollars out of the citizens. He thought that the experts might merely recommend the city to buy more trolley franchises. He asked what the trolley experts had done. "They recommended that the city purchase the street railway," he said, "and the same thing might happen again."

Mayor Gray said that from three to seven thousand dollars had been spent for years in an effort to get evidence to present to the railway board, who, then, the city had brought up the street railway matter, had asked for suggestions as to improving the system. He told of the recent visit to New York, when the matter was discussed with the experts who explained what the report would consist of. The mayor said that he believed that the street railway was making a mistake of their service because they had not sufficient data to base their calculations upon, nor experts capable of dealing with the problem. "They have not a traffic manager in the whole crowd," he said.

Dry Theory. Controller Church said that the proposed report would be nothing but dry theory, and would amount to nothing. He claimed it was useless to present evidence to the Ontario Railway Commission, which showed no disposition to do anything for the city. Toronto would only get relief from the street railway board, who would pay \$50,000 which the city would not only be wasted. He claimed that the city has no position to use the information.

Controller McCarthy said that Mr. Dreyfus was in no position to give the railway board what the city needed, and he had no such report. He had no data to prove his contention. The only hope for relief was through the railway board, and from this board there was no appeal. The city wanted to be in a position to put forward a cure for the present conditions, and wanted to substitute them by incontestable statistics. When the report was received, he said, it will be viewed upon which the whole transportation system could be based. This is a sane, wise proposition, and we must not make the mistake now of falling down when we have our case won."

The motion referred to the board of control was carried by a vote of 15 to 2, only the mayor, Controller McCarthy and Ald. Wanless opposing the motion.

Proposal to apply for legislation to limit the board of education's expenditure to five and one-half million on the dollar was referred back to the board of control for further information. The members had not made up their minds as to the wisdom of the step and was almost no discussion on the question.

Humber Valley Scheme. Controller Church moved that the council send a request to the Ontario Railway Board that the Humber Valley private railway bill be referred back to the private bills committee. He claimed that when the bill came up the proper was not given, and hence the city members, he said, were not present when the bill was taken up. The city had power to build an electric railway on the Humber Valley, and the legislature should have given the city this power. If the railway it would, he said, be a bad precedent. The council unanimously passed the motion.

Ald. Maguire moved that a by-law be passed providing that all buildings on Broadview-avenue from Spadina to Hogarth-avenue should be kept back 20 feet from the street line. He claimed that a fully signed petition had been presented and the council gave the by-law its third reading.

The board's recommendation that application be made to the Dominion Railway Board to secure a suburban service within a radius of ten miles from the Union Station was passed without discussion.



BEULAH POINTER In "A Kentucky Romance," at the Grand next week.

DID EARL GREY'S OVER-ARDOR BRING NE TEMERE TO CANADA?

Former Governor-General's Warm Desire for Fusion of English and French in Canada is Said to Have Stirred Clerical Forces Into Sternly Repressive Measure.

MONTREAL, March 19.—(Special.)—Those who are well posted in political and religious questions in this province, and especially here in Montreal, declare that Earl Grey, formerly governor-general of Canada, is responsible for the promulgation of the new marriage decrees and another act. Earl Grey, when he came to Canada, conceived the idea of creating a better understanding between English and French-Canadians, and in this city he never lost an opportunity of dilating upon his favorite hobby. One day he wanted a greater degree of social intercourse and another day a closer intermarriage between the two races; in fact, the clergy became

The Time Spirit in China

Followers of Emperor and President Ca use Astonishment by Respective Methods of Abdicating and Assuming Office.

The wonderful stoical spirit of Chinese—and when speaking of the race in general, the Manchus are naturally included—is shown by the manner in which the Wing Dynasty abdicated recently. It is said that the court retired into seclusion, and that all the pomp and splendor of a coronation, while the new provisional government assumed office with such stately and ceremonial effect as to lead one to believe that the officials themselves were obeying an imperial edict issued by the emperor. "The 'Son of Heaven' has abdicated, the Manchus dynasty reigns no longer. The oldest monarchy in the world is constituted a republic," says the London Times. "History has witnessed few such surprising revolutions, and none perhaps of equal magnitude, as this has been carried out in all its later stages with so little bloodshed. The transfer of authority from the hereditary emperor and his house to the new rulers of the Middle Kingdom has been accomplished with a unison of feeling which is highly characteristic. The whole science of art of 'making' has been cultivated by generations of the Chinese until they have attained a development unknown to the outside world; but it may be questioned whether they have ever been applied on so grandiose a scale as in the transmission of sovereign rights from the last of the Manchus to the present president of the Provisional Republic."

ORANGEMEN AT KINGSTON.

KINGSTON, March 19.—(Special.)—This evening the Grand Black Chapter of Ontario met in the Orange Hall, when fully 150 members were in attendance. Sir Knight James Batten, grand preceptor of Peterboro, presided. The meetings will continue till Wednesday afternoon, when grand lodge of Ontario East will meet in the city hall. On Wednesday evening there will be a big Orange parade to St. Paul's Church, when the grand chaplain will preach. There are about 400 outside members of the Orange order here for the meetings.

Three Historic Edicts.

The genius for etiquette which has marked the negotiations throughout inspires the final edicts which have been promulgated. They are three in number. The first approves the arrangements made for the dynasty which vacates the throne; the second exhorts the people to accept the revolution peacefully in accordance with the imperial will; and the third, which proclaims the Manchus renunciation of power, commands that Yuan Shih-kai shall establish a provisional republic in government in conjunction with the Provisional Republic Government of Nanking. In the stately fashion, as the obeying no impulse but its own imperial will, the dominant power of three centuries passes from the scene.

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