If 'Tis Your Wish

To be well dressed at a moderate cost you'll do well to buy your clothes from us—not that we sell the cheapest by any means—but because we sell reliable clothes — garments that are made right and that we are not afraid to stand behind and back—the kind of clothes that brings you back from year to year — that's our sort. Whether it be an overcoat or suit for this fall we have a splendid showing. The cool breezes suggest heavier clothing, and "'tis our wish" to see you well and comfortably clothed with "our make."

Come in and chat it over anyway . . .

Hats and Shoulders above all competitors. OAK HALL Canada's Best Clothiers. King St. East, Opp St. James Cathedral. J. Coombes Mgr.

TWO-CENT PASSENGER RATE

Continued From Page 1.

cure for the people that which they are legally entitled to."

Repeated, Says Fitzpatrick.

The amendment found no favor in the sight of Charles A. Fitzpatrick. The Minister of Justice said that if the clause in question was not repealed by direct legislation it was repealed by implication. Under the charter the company was required to give a first-class passenger rate of 3 1-3 cents a mile, a second-class rate of 2 1-2 cents and a third-class rate of 1 2-3 cents. The no third-class rate was given, the company charged only 3 cents for first-class and 2 cents for second-class service. It was therefore imposing a better rate than it was legally bound to give.

Mr. Maclean replied that if there was not a third-class service between Toronto and Montreal there should be. Mr. Fitzpatrick refrained from giving a definite opinion on this point, but he insisted that the amendment proposed by Mr. Maclean was not good legislation. It would be improper, in fact, to impose conditions on the Grand Trunk Railway Company while dealing with the Grand Trunk Pacific.

People Entitled to It.

Mr. Maclean said the people were entitled by law to a penny a mile rate, and if the government would not take the matter up he would go to the courts and do the work that the government was paid to do. The Grand Trunk could well afford to fulfil its obligations in this respect. The public had some vested rights and one of these rights was a penny a mile rate between Toronto and Montreal. Are those rights to be enforced or dismissed? he asked. If the Grand Trunk did not want the bill before the House disfigured let it voluntarily undertake to comply with its agreement.

Charlton is Wrong.

John Charlton said no railway in America gives a third-class passenger rate, and neither Mr. Maclean nor any other self-respecting citizen would ride in third-class cars.

Mr. Maclean replied that he had been in Europe and had travelled in third-class. Only dukes and Americans traveled any other way in Europe. He had traveled second-class and was not ashamed of it. True, a second-class passenger did not have the company of dukes and millionaires, but that was not a serious objection.

Jabel Backs It Up.

Jabel Robinson warmly endorsed the amendment. He had talked over the two-cent a mile passenger rate with the people and found everyone in favor of it. TWO-THIRDS OF THE GOVERNMENT SIDE OF THE HOUSE WOULD SUPPORT MR. MACLEAN'S AMENDMENT IF THEY DARED, DECLARED MR. ROBINSON.

Sir Wilfrid Laurier suggested that Mr. Robinson misapprehended the amendment, at which the member for West Elgin shook his head.

The Premier made the gratuitous observation that among those who professed to be friends of the people the most clamorous were not the most effective. Mr. Maclean was like a certain Hot Place that was paved with good intentions.

"When were you there?" asked Mr. Maclean amid loud laughter. Sir Wilfrid did not deign an answer. He went on to suggest that the amendment was out of order. Even if the amendment did pass it could not be enforced.

Out of Order.

Without more ado the chairman ruled the amendment out of order. Mr. Maclean, while accepting the ruling of the chair, continued with his argument. He was interrupted with frequent points of order, but persisted until the amendment was declared lost. For the chairman's ruling Mr. Maclean said others must take the responsibility. He contended that the contract before the House should not be ratified until the Grand Trunk fulfilled its obligations. The Grand Trunk was behind the scheme, he declared, and the Grand Trunk Pacific was only fiction. The question was not whether the amendment was germane to the question, but whether parliament was in favor of rectifying a serious grievance. It was the highest duty of parliament to rectify grievances, and it was certainly no duty of the Premier's to raise quibbles to prevent an expression of opinion. But the the question might be dismissed now it would come up again. The demon would not die. Mr. Maclean promised to make another fight on the third reading of the bill, and if necessary on the stump.

C. B. Heyd With Figures.

C. B. Heyd marshalled some statistics to show that only four or five Canadian railways are earning money from their passenger traffic under existing freight. Parliament might as well compel millers to sell flour that costs four dollars a barrel at two dollars as accept Mr. Maclean's amendment.

Mr. Maclean replied that it was not unreasonable that Canadian railways should carry Canadians as cheaply as they carry Americans.

Sir Wilfrid Laurier asked the House to pin its faith to the Railway Commission, which would do more to adjust passenger rates than any act of parliament.

Sproule to Heyd.

Dr. Sproule showed that the statistics supplied by C. B. Heyd were misleading, inasmuch as they did not take account of revenues from freight and express. The Grand Trunk Railway Company had entered into a definite agreement to give a third-class passenger rate of a penny a mile, and why should the company not be held to this agreement? It would be only fair to go further and compel the Grand Trunk Railway Company to pay back the fifteen million dollars which it owes the country.

Mr. Maclean said that in the Crow's Nest Pass deal the government had adopted the principle of securing concessions in consideration of aid granted to the railway. That principle should now be applied to the Grand Trunk Railway, which is behind the Grand Trunk Pacific Company scheme and will reap the benefit of the subsidies.

Bob for 2-Cent Rate.

Bob Johnston of Cardwell strongly supported Mr. Maclean's amendment. Dr. Reid and others showed the inaccuracy of the figures supplied by Mr. Fitzpatrick in the matter of passenger rates between Toronto and Montreal. The Minister of Justice explained that he had received his information from the solicitor of the Grand Trunk Railway. He finally admitted that in some cases the local rates exceeded three cents a mile.

Mr. Northrup moved an amendment providing that work on the eastern divison should not be commenced until specific plans, tenders and contracts should be submitted to the Grand Trunk Pacific Railway Company and that work on the western division should not be commenced until similar information was submitted to the government. The amendment was declared lost.

Lost, But Not Forgotten.

Mr. Northup moved another amendment providing that in case of the suspension of the work of construction the Grand Trunk Pacific Railway Company should have no claims against the government because of failure to proceed with the work. The amendment was declared lost, but Mr. Fitzpatrick promised to look into the question and perhaps introduce an amendment along similar lines if it was deemed necessary.

The Minister of Justice took the same attitude towards an amendment moved by S. Barker, which would prevent the Grand Trunk Company from holding preferred stock bonds or debentures of the Grand Trunk Pacific Railway Company without the consent of the Governor-in-Council. Another amendment was proposed by S. Barker which had for its object the proper proportioning of accounts between the Grand Trunk Pacific Railway Company and the Grand Trunk Railway Company in the matter of interchange of traffic. It provided that separate accounts be kept for the eastern and western division. The amendment was lost.

S. Barker moved a third amendment, providing for the inspection of the accounts of the Grand Trunk Railway Company, as well as the Grand Trunk Pacific Railway Company. This amendment was also voted down.

Dr. Roche Heard.

Dr. Roche moved that on the transportation of traffic to or from points on the western division by way of Lake Superior, whether such traffic be between points in Canada or export or import traffic the rates of transportation to be charged by the Grand Trunk Pacific Railway Co. shall not exceed the lowest rates then being charged by the Canadian Northern Railway on like traffic by way of Lake Superior between the same or corresponding points. The motion was defeated.

Mr. Fitzpatrick moved an amendment which makes more rigid the clause preventing members of the Senate or House of Commons from becoming shareholders in any construction company, or taking an interest directly or indirectly in any contract connected with the Grand Trunk Pacific Railway.

Own Telegraph System.

Another amendment proposed by Mr. Fitzpatrick empowers the company to construct a telegraph system on its eastern division, the cost of the system to be added to the capital cost of the railway upon which interest is to be paid. The company is authorized to do a local telegraph business to a limited extent. Both amendments carried. The committee then rose and the bill was reported.

Ostend's Vicissitudes.

Some statistics have just been published which show how Ostend has been shaken to its financial foundations by the effects of the new gambling law closing the Kursaal. Last year the Kursaal paid to the municipality £62,000 in rent, £20,000 as a tax on the so-called "club," and £36,000 as a personal tax at £4 per head on the 9000 visitors who joined the "club." With this large subvention of £118,000, the town's municipal receipts last year were £320,000. This year not a penny has been forthcoming from the sources named, and the civic resources are crippled to a corresponding degree. The falling-off in visitors represents £480 a day in the larger hotels, among which the season's losses are estimated at £240,000.

Royal Grenadiers.

The regular weekly parade was held at the Armouries last evening and the turnout was 479 of all ranks, including 41 recruits. Lieut.-Col. Stimson was in command and put the regiment thru a series of battalion movements, which were well executed. Twenty-one men were taken on the strength of the regiment and seven struck off. The annual regimental rifle match will take place at the Long Branch ranges on Saturday, Oct. 10. There will be no practice for the regiment on the next two Saturdays, owing to the ranges being occupied by the Q.O.R. and Highlanders' annual matches. The commanding officer has been pleased to make the following promotions: To be corporal, Lance-Corporal J. H. Dundas; to be lance-corporals, Pte. J. Virtue and W. Hogan.

Personal.

Dr. Barr, M.L.A., is at the Walker House.

M. K. Cowan, M.P., is stopping at the King Edward.

Miss Florence Walton, A.T.C.M., has been appointed soprano soloist in College-street Presbyterian Church.

J. P. Whitney, leader of the opposition in the legislature, is a guest at the Queen's. He is here to confer with leading Conservatives.

Mrs. C. C. Reed of London, Eng., one of the best workers in the British Women's Temperance Association, is paying a hurried visit to Canada with her husband. She is expected to be in Toronto on Oct. 5.

A maid got a speck in her eye,
And at once proceeded to crye.
"Dear," said Jack, "I've no doubt
I can kiss the thing out."
"All right," sobbed the maid, "you may try."

—Chicago Tribune.

Speyer and Company to Act Solicitor Leaves for Sault

Central Trust Company, Their Trustees, Send a Man to Take Possession of the Consolidated Lake Superior Properties.

The information was joyfully received yesterday that the celebrated Vickers-Maxim Corporation, gunmakers of England, were negotiating for the purchase of the Soo properties, and that there was every prospect that they would take over the industries and operate them. Representatives of the company were in the city on Wednesday and left with Mr. Clergue for New York, whence they will sail for England today. They visited the Soo and had a look over the works, and go back to England to lay what information they received before the big corporation. The representatives of the Vickers-Maxim Company are A. R. Harvey of Liverpool, F. C. Tulick and Arthur Wilson of London. The object of their visit to the Premiers of Canada and Ontario was, it is said, to ascertain whether pressure could not be brought to bear on the bondholders to delay matters until they could return to England and interest the Vickers-Maxim Corporation in the great enterprise.

Mr. Clergue's intention when he left Toronto Wednesday was to accompany the Vickers-Maxim representatives to England, there to continue his efforts to secure British capital.

Long Interested.

The Vickers-Maxim Corporation have long been interested in the Soo development. About a year ago they were in a position to give the Lake Superior Consolidated a large order for steel, having inspected the areas and found them adapted to their requirements; but the Lake Superior Company could not fulfil the order at the time. They were, however, getting into such shape rapidly, and if the industries are rehabilitated the chances of a steady and paying connection between the two corporations are good.

Will Take Possession.

James Bicknell of the law firm of Laidlaw, Kappele & Bicknell, left yesterday for Sault Ste. Marie to take possession of the works of the Lake syndicate wanted was their money, clients, the Central Trust Company of New York. The Central Trust Company are the active litigants in the present crisis, as trustees for the syndicate of bankers represented by Speyer & Co., who hold the mortgage of $5,050,000 on the properties. Steps will be taken to take title and sell the property, but this measure need not cause any unnecessary alarm, as such action is the proper course to pursue under the circumstances. A representative of the Central Trust Company assured The World that all the Speyer syndicate wanted was their money, and the taking possession of the industries would not in the least interfere with the efforts of the company to keep the concern afloat. He ridiculed the cry of freeze-out which has been raised in many quarters, assuring The World that the syndicate had not the least intention of preventing the consummation of the reorganization plans.

Mr. Bicknell will take possession of nearly all the works of the Lake Superior Company. On two of the properties, however, the Central Trust Company do not hold first mortgages—the Sault Ste. Marie Transit Company and the Tagoma Water and Light Company. In the case of the transit company the town holds a first mortgage, and an arrangement exists in the case of the Tagoma Water and Light Company, whereby the local parties must be satisfied before the Speyer syndicate can realize a dollar.

Stopped by Clergue.

H. C. Hamilton was to have gone to New York yesterday, but a telegram from Mr. Clergue stopped him as he was about to leave for the train. Mr. Hamilton had a long talk with Mr. Clergue over the long distance wire last night, but he declined to give out the substance of the interview.

He declined to either deny or confirm the story that the Vickers, Maxim Corporation were negotiating for the taking over of the works.

Asked the meaning of the move made by the Central Trust Company of New York in sending Mr. Bicknell to the Soo to take charge of the works, Mr. Hamilton said he did not know that such a proceeding had been taken. He did not think Mr. Bicknell had any authority to take possession, but it would depend on the nature of the securities held by Speyer & Co.

Mr. Hamilton will leave for New York to-day.

Will Work Both Ways.

A gentleman who is in close touch with the Soo people told The World yesterday that it was essential that every encouragement be given to the collapsed company in order that they may realize their hopes of securing the necessary British and Canadian capital to continue the operation of the works. He said the game of freeze-out being played by the big moneyed interests of the United States made it impossible for the company to get funds in that direction, and as a result Mr. Clergue and his associates are now looking to the financial men of Great Britain and Canada. It was essential, he said, that the people of Canada should let the Speyer syndicate understand that if any skin game is played during the present crisis they will be up against the strictest enforcement of the contracts with the Dominion and Ontario governments, which would considerably depreciate the value of the enterprise, and that they are liable to the confiscation of the property, in the event of a breach of any of the numerous agreements with the representatives of the Canadian people, if they should attempt to shut out the Canadian unsecured liabilities.

"Prizes" with common soaps are dearly paid for at the expense of clothes and hands.

SUNLIGHT SOAP REDUCES EXPENSE

Ask for the Octagon Bar. 843

SOO LOOKS DARKER

Continued From Page 1.

transportation facilities are such that the idle men could not be forced into the city in such large numbers that outside sources could not absorb them. The citizens point out that the Consolidated Company has nothing to lose and much to gain by provoking disorder. The worst damage a mob could do to the big steel plants would be to destroy a few windows, and the militia was counted on to overcome them with a rush. Just what effect on the stock market the reports of bloodshed and destruction of company property at the Soo would have can easily be imagined, as pointed out by a prominent citizen. These are the methods of the stock-jobbing inside gang now in control of the company, as stated by the average citizen of the city and the town generally.

Rank Extravagance.

In addition, it is no secret here that the rankest extravagance has marked the different stages of the work in the different plants of the subsidiary companies composing the parent company. A prominent business man observed to The World to-day that an office force had been maintained here out of all proportions, even to the huge industry being operated. He declared that if was sufficient to conduct the Pennsylvania Railroad and the Canadian Pacific combined, and each employe allied to some of the inside stockholders drew salaries out of all proportions to services rendered. In spite of the ruthless looting of the property the resources of the big industries involved have been so great that, as told by the citizen, the company was able to make a net profit in those turning out finished products.

There is much discussion as to the legal aspects of a government investigation into the waste that has been carried on in the Consolidated Company, but there is no dispute as to the authority of the government to require an accounting for the gross manner in which the laboring men have been treated by the management, and the high-handed operations of the stock jobbers in attempting to acquire at small value the holdings of the minority interests.

Curran Has Courage.

The proprietor of The Daily Star of the Soo absolutely refused to publish the first statement issued last week by the company, and in explanation declared it was too inflammatory and clearly intended to provoke riot and disorder. In spite of these determined efforts of the management to cast a gloom over the entire community the business of the city continues in very fair shape. Manager Lyons of the Imperial Bank told The World to-day that many of the workmen had very substantial deposits with his savings department and could not be seriously crippled if they had no work all the winter. Further, he asserted that the condition of things generally was not at all alarming, and expressed amazement at the attitude of the element sending out alarming reports.

A large number of Italians who arrived from the woods to-day congregated in little Italy, the Italian quarter to-night, and made things lively for a time. These foreigners have money, and following the custom of their race carry it with them, and each is armed with a murderous dirk. Serious apprehension is felt from this source, but to-morrow they are expected to leave for different sections of Ontario, where they have been offered employment.

Bushmen So Angry.

A large majority of these discharged bushmen are young Canadians, strapping six footers inured to the hardships of the lumber camp and capable of reasoning out the present situation without resort to violence. At the same time they are disposed to use very strong language about the treatment accorded them and the failure of legal redress at their command. A bunch of husky young Canadian boys talking with The World to-day declared that they had been forced by the company to pay cash for their board in the woods on pain of being notified to quit work, while at the same time they had the company's time cheques in their possession, showing they were entitled to some thirty to fifty dollars back pay. These were not accepted for food, neither were they good for transportation, and the young workmen were forced to pay the company to bring them out of the lumber camps. In contrast to the abuse of this branch of the employes, these men charge with some degree of reason that the office force of highly paid relatives of the majority of stockholders have been paid all that is due them, and are still retained on the payrolls, drawing their money when due.

Only One Instance.

Here is the way one man who arrived on the Minnie H. to-day explained his case to The World: "I have been working in the woods for the company all summer. I have a family of five here in the Soo. I am paid according to the quantity of wood I get out. Last month my wages were $55 in excess of the provisions I bought from the company, as I keep "bach" with two companions. I send my surplus home, and am paying for a home on the instalment plan. In the middle of September, it is customary for all the men to lay in their winter's supplies from the company's stores. It was the 15th that I purchased food and clothing incident to work in the woods to the value of $200. For this I paid cash to the company storekeeper and three days later was notified to quit work and take my time cheque. As the two thousand bushmen working for the company were all taking out their supplies at that date we feel that the company managers were under some obligation to prevent us making these investments when they knew they were about to close down, and that the investment would be a clear loss to all of us unless work is resumed.

"We know violence will only make matters worse and feel that for some reason not clear to us the management actually desires trouble, but I think most of the men are more concerned in securing work for the winter at other places that are lying near the Soo."

Paralysis.

This is the sentiment that animates the Canadian laborers, and any trouble that develops must come from the Scandinavians and foreign element involved, at least that is the general impression here. In the meantime the colossal industrial system, the fabric reared by the genius of Clergue, is paralyzed on both sides of the river. The splendid physical condition of the various plants is a guarantee to the people of both cities that after the stock jobbers have finished their manipulation, no matter which faction is victorious, operations will in the natural order of things be resumed, and the steel mills, the power plants, railroad system, street railway plants and the multitude of productive works involved be added to the resources of the community. These acres of costly buildings and modern machinery cannot be dismantled, nor will the railroad systems and other industries be left long idle. But it is the element of uncertainty as to just when the resumption will occur, and how long will be required for the minority shareholders in the organization to be jarred loose from their present position, that is disturbing the balance of this section and contributing to the fear of shopkeeper and workman alike as to what the future holds for the two Soos.

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GERMAN TRADE PANIC?

Country in Throes of Serious Commercial Depression.

Washington, D.C., Sept. 24.—Germany is now in the throes of a commercial depression, the existing conditions being similar to those prevailing in the United States during the panic of 1893. Consul-General Hughes at Coburg, in a communication to the Department of State, says thousands of men are unemployed, wages are being reduced, industrial institutions are closing their doors, prices are failing, and stagnation manifests itself everywhere. Mr. Hughes says:

"The tide of commercial prosperity which has been steadily rising in Germany from 1895 to 1899 began to ebb in the spring of 1900. Mining and smelting industries were affected seriously. Then there were symptoms of a decline in the textile and building trades. As a consequence of the great activity in former years, prices of sites had risen and money was in demand, the Imperial bank's rate of discount ranging between 7 and 5 per cent. during the first seven months; hence little building was done and failures had to be chronicled here and there, as in Dresden and Munich, where builders had continued operations on the same scale as during the doodlibe times. In Berlin, on the contrary, a house famine occurred, and landlords reaped a rich harvest because of the disproportion between the demand and supply.

"This inactivity naturally influenced the iron market. Beginning with April, complaints were loud of the lack of orders for girders. Consumption in iron and in machine industries also fell off, and then came the turn of the carriage, cycle, and electric branches. In June the demand in Germany had never been so weak as at that time. For awhile the iron foundries and coal mines did a good business, but towards the close of the year the ebb touched them, and the Rhenish-Westphalia Coal Syndicate announced that from Jan. 1 the output would be decreased by 10 per cent.

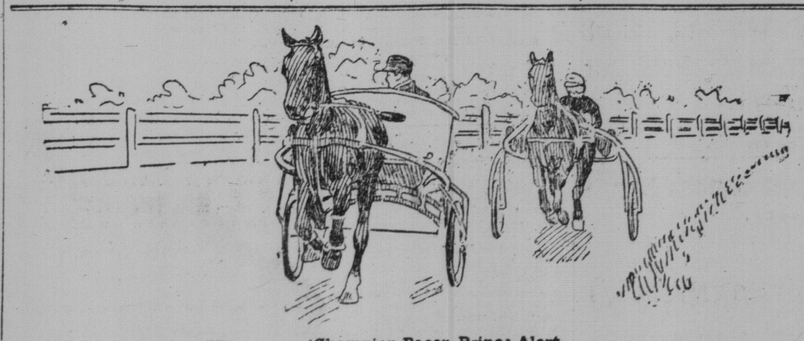
"Things grew worse in 1901," says Consul General Hughes, "and the crisis was sharpened by the disproportion between the prices of raw material and manufactured products. Raw stuff syndicates charged as before, and refused to recognize the altered conditions. The ever increasing competition shackled the manufacturers; no new industrial concerns of any importance were founded in the spring, nor did a revival in the building trade take place. Stagnation manifested itself almost everywhere. Wages fell, and diminution of the output was the order of the day.

"In the mining branch, a reduction of 20 per cent. was certified; in the smelting industry, 35 per cent.; in the textile industry, from 20 to 40 per cent.; in the paper industry, 10 per cent., and in the wool industry the minimum output. The number of unemployed increased to such an extent that the Prussian, Bavarian, Hessian and Baden governments separately instituted inquiries into the matter. Altogether, at the end of 1901, some 20 per cent. of Germany's workmen were without employment. The number of applicants for every 100 vacancies during the year ranged from 165 during the early months to 223 at the end of the year.

"At the beginning of 1902 the crisis became still further intensified by the collapse of the coal mining industry and the consequent discharge of a great many miners. One district alone witnessed the dismissal of 10,000 men in the course of the first few months. The iron trade was kept going by forced sales abroad. Smelting companies did business with the United States at prices admitting of no profit. Upper Silesian and Rhenish-Westphalian iron was sold at a loss. Works in Rhenish-Westphalia—smaller and more loosely constructed works—were forced to take orders at almost any prices to keep fires in their furnaces."

The reunion held by the Royal Templars of Temperance in the Temple Building last night was a most successful affair. Dr. J. Fisher was in the chair and an entertaining program was given by Misses W. Walsh, Maud McAvoy and Grace Farrow, and Andy Laughlin, vocalists, and Miss Winifred and Mrs. Emily Skeath-Smith, Miss Violet Bennett and Miss Blanche Minor in instrumental music. Harvey Lloyd, the humorist, also gave some excellent selections. The hall was crowded and a most enjoyable evening was spent.

The Fire Department responded to three alarms yesterday, but the only damage done amounted to $15, when a pan of grease in the kitchen of the Rossin House took fire.



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JAMES BREBNER, Registrar.
4623

UNIVERSITY COLLEGE
SESSION 1903-1904.
The work of registration will begin on Friday, September 25th, of enrolment on Thursday, October 1st, and of instruction on Monday, October 4th.
Information as to boarding houses may be obtained at the Registrar's Office.
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In the Township of Scarboro, County of York.

TO WIT:

By virtue of a warrant, issued by the Reeve of the Township of Scarboro, and bearing date the 31st day of August, 1903, and to me directed, commanding me to proceed with the collection of the arrears of taxes on the lands hereinafter set forth, together with fees and expenses, I therefore give notice that unless the said arrears of taxes and costs are sooner paid, I shall, on Saturday, the 12th day of December, 1903, at the hour of 1 o'clock in the afternoon, at the Halfway Hotel, on the Kingston-road, Scarboro, proceed to sell the said lands, or as much thereof as may be sufficient to pay such arrears of taxes and charges thereon. All the following lands patented.

PLAN 1003.

Lot 27, Concession C.

Lot.	Block.	Acres.	Ars. of taxes.	Costs.	Tl.
1—	2, A,	25x104ft.....	$1.78	$1.40	$3.18
2—	4, A,	25x104ft.....	1.78	1.40	3.18
3—	5, A,	25x104ft.....	1.78	1.40	3.18
4—	7, A,	25x104ft.....	1.78	1.40	3.18
5—	8, A,	25x104ft.....	1.78	1.40	3.18
6—	11, A,	25x104ft.....	1.78	1.40	3.18
7—	12, A,	25x104ft.....	1.78	1.40	3.18
8—	26, A,	25x104ft.....	1.78	1.40	3.18
9—	39, A,	25x104ft.....	1.78	1.40	3.18
10—	56, A,	25x104ft.....	1.78	1.40	3.18
11—	57, A,	25x104ft.....	1.78	1.40	3.18
12—	58, A,	25x104ft.....	1.78	1.40	3.18
13—	69, A,	25x104ft.....	1.78	1.40	3.18
14—	1, B,	25x104ft.....	1.78	1.40	3.18
15—	2, B,	25x104ft.....	1.78	1.40	3.18
16—	6, B,	25x104ft.....	.64	1.40	2.04
17—	15, B,	25x104ft.....	1.78	1.40	3.18
18—	27, B,	25x104ft.....	1.78	1.40	3.18
19—	67, B,	25x104ft.....	1.03	1.40	2.43
20—	85, B,	25x104ft.....	1.78	1.40	3.18
21—	93, B,	25x104ft.....	1.78	1.40	3.18
22—	1, C,	25x104ft.....	1.78	1.40	3.18
23—	2, C,	25x104ft.....	1.78	1.40	3.18
24—	9, C,	25x104ft.....	1.78	1.40	3.18
25—	21, C,	25x104ft.....	1.41	1.40	2.81
26—	24, C,	25x104ft.....	1.78	1.40	3.18
27—	25, C,	25x104ft.....	1.78	1.40	3.18
28—	50, C,	25x104ft.....	1.78	1.40	3.18
29—	59, C,	25x104ft.....	3.17	1.40	4.57
30—	67, C,	25x104ft.....	1.78	1.40	3.18
31—	68, C,	25x104ft.....	1.78	1.40	3.18
32—	86, C,	25x104ft.....	1.78	1.40	3.18
33—36,	D,	25x104ft.....	1.78	1.40	3.18
34—	43, D,	25x104ft.....	.69	1.40	2.09
35—	16, E,	25x122ft.4½in..	.69	1.40	2.09
36—	31, G,	34ft. 2½in.x100 ft. 7½ in.	1.99	1.40	3.39
37—	32, G,	54ft. 2½in.x100 ft. 7½ in.	1.87	1.40	3.27
38—	13, H,	25x104ft.....	1.85	1.40	3.25
39—	17, N,	25x104ft.....	2.01	1.40	3.41
40—	47, N,	34ft. 4 in.x104 ft. 6 in.	1.93	1.40	3.33
41—	16, O,	25x104ft.....	2.01	1.40	3.41
42—	4, P,	25x123ft. 9in..	2.00	1.40	3.40
43—	5, P,	25x123ft. 10in..	2.00	1.40	3.40
44—	6, P,	25x123ft. 10½in.	2.00	1.40	3.40
45—	15, Q,	25x94ft.....	1.86	1.40	3.26
46—	21, Q,	25x104ft.....	1.19	1.40	2.59
47—	22, Q,	25x104ft.....	1.19	1.40	2.59
48—	23, Q,	8ft.x104ft...	2.48	1.40	3.88
49—	30, Q,	W 1ft.x104ft...	3.11	1.40	4.51
50—	31, Q,	E 1ft.x104ft...	3.11	1.40	4.51
51—	41, Q,	25x104ft.....	.69	1.40	2.09
52—	58, Q,	1x104ft.	.55	1.40	1.95
53—	59, Q,	1x104ft.	.55	1.40	1.95
54—	60, Q,	1x104ft.	.55	1.40	1.95
55—	12, S,	25x104ft.....	1.91	1.40	3.31
56—	1, Y,	N1x65ft.....	.60	1.40	2.00

Plan 619, Lot 35, Concession A.

57—	3, A,	50x225ft.....	3.24	1.40	4.64
58—	9, B,	N2ft.9in.x200ft.	1.25	1.40	2.65
59—	7, B,	N0ft.4½inx200ft	1.25	1.40	2.65
60—	22, B,	50x200ft.....	3.24	1.40	4.64

Plan 840, Lot 33, Concession B.

61—	2,	30x138 ft. 7 in...	1.46	1.40	2.86
62—	3,	30x138ft. 7 in. ...	1.87	1.40	3.27
63—	4,	30x138ft. 7 in...	1.87	1.40	3.27
64—	5,	30x138ft. 7in. ...	3.18	1.40	4.58
65—	6,	30x138ft. 7in. ...	1.87	1.40	3.27
66—	7,	30x138ft. 7in. ...	1.87	1.40	3.27
67—	9,	30x138ft. 7in. ...	1.87	1.40	3.27
68—	10,	30x138ft. 7in. ...	1.87	1.40	3.27
69—	11,	30x138ft. 7in. ...	1.87	1.40	3.27
70—	12,	30x138ft. 7in. ...	1.87	1.40	3.27
71—	13,	30x138ft. 7in. ...	1.87	1.40	3.27
72—	14,	30x138ft. 7in. ...	1.87	1.40	3.27
73—	15,	30x138ft. 7in. ...	1.87	1.40	3.27
74—	16,	30x138ft. 7in. ...	1.87	1.40	3.27
75—	17,	30x138ft. 7in. ...	1.87	1.40	3.27
76—	18,	30x138ft. 7in. ...	1.87	1.40	3.27
77—	19,	30x138ft. 7in. ...	1.87	1.40	3.27
78—	20,	30x138ft. 7in. ...	1.87	1.40	3.27
79—	21,	30x138ft. 7in. ...	1.87	1.40	3.27
80—	23,	30x138ft. 7in. ...	1.87	1.40	3.27
81—	24,	30x138ft. 7in. ...	1.87	1.40	3.27
82—	25,	30x138ft. 7in. ...	1.87	1.40	3.27
83—	26,	30x138ft.