

LITTLE BREEZE RE WORTLEY ROAD

Aids. Armstrong and Saunders Have Little Tiff.

A GRIST OF COMMUNICATIONS

Come Before City Fathers and Are Dealt With—Many Matters of Importance.

The only breeze at last night's session of the council was between Ald. Armstrong and Ald. Saunders regarding the Wortley road.

Ald. Armstrong said that the road was in a serious condition, and that the board of works was not in any hurry to remedy conditions.

Ald. Saunders came back with a biting retort, but the matter was settled without any serious debate.

Ald. Armstrong wanted to know when No. 2 committee was going to attend to the Wortley road.

The Grand Trunk had finished its work, and it was now the duty of the board of works to put the road in good condition.

Chairman Gerry informed Ald. Armstrong that the committee had not taken the matter up as yet, as it was waiting to see what the Grand Trunk was going to do. He thought that it was a matter to be arranged between the Grand Trunk and the London street railway.

Definite Answer Wanted.

"Why cannot I get a more definite answer to my question?" asked Ald. Armstrong.

"I cannot compel the chairman to give me more information than he has given," answered Mayor Stevely. "I cannot see why Ald. Armstrong is in so great a hurry," said Ald. Saunders. "Unless it be that he wants some earth for his lawn. We are attending to our work just as carefully as No. 3 committee."

"I do not think it is fair to impute motives to me," retorted Ald. Armstrong. Then Mayor Stevely poured oil on the troubled waters, and peace reigned.

"I have heard many complaints about the Wortley road," declared Ald. Ferguson. "There is no doubt that it is a disgrace to the city."

He moved that the board of works put the road in good repair as soon as possible. Ald. Armstrong seconded the motion.

Opposed Motion.

Ald. Booth opposed the motion. The Grand Trunk had put the street in its present condition, and it should put it in repair. The city should not be called upon to expend money on this road at present. When the city's liability in the matter was finally settled, something could be done. The street was not the worst in the city, and it would remain as it was for some time at least.

The motion was lost on a vote of 7 to 5.

Many Communications.

There were many communications presented. Some of them were very important.

The city will be represented at Ottawa when the Grand Valley Railway route is considered on Wednesday next. The Eva street sewer matter was laid over for further consideration.

L. K. Jones, secretary of the department of railways and canals, informed the council that the application of the Grand Valley Railway, to cross the tracks of the London and Port Stanley Railroad, would come up for hearing on Wednesday next.

Ald. Booth pointed out that this matter was of vital importance to the city of London, and it should be represented at Ottawa when this matter came up. It could not be referred to the London and Port Stanley board as a former notice had been with regard to the derail on Ottawa avenue, with the result that the city had been badly treated.

It was a serious matter to have the streets crossed by another railway, as the thoroughfares were already sufficiently dangerous. As the meeting of the railway committee was to be held on Wednesday, he would move that the mayor either represent the city, or see that the city was represented when this question came up for settlement.

The motion was seconded by Ald. Beattie, and was carried.

Shunting of Cars.

Ald. Moorhead asked if there was any means of preventing the shunting of cars on Adelaide street by the C. P. R. Many complaints have been made about this matter.

Mayor Stevely thought that City Engineer Graydon should be instructed to notify the C. P. R. of the conditions prevailing.

Ald. Moorhead moved that the city engineer be so instructed, and it carried.

Col. Gartshore and G. A. Somerville petitioned for a cement walk on the east side of Carfax Crescent from Grand avenue to Horton street.

Mr. E. Weld, clerk of the surrogate court, sent a copy of the grand jury's presentment. Filed for reference.

City Hall Lighting.

City Engineer Graydon informed the council that the bill for lighting the city hall in March was \$35.92. He declared that at least \$25 of this expense was contracted on behalf of societies using the hall free of charge. He suggested that a charge for lighting be made on all occasions, saying that it would save at least \$200 a year. No. 1.

Robert T. Jones and others complained of the disgraceful condition of the sidewalk through the G. T. R. archway on Thames street. They asked that the London Electric Company be compelled to keep the walk clear, and that it be prevented from loading coal on the street, thus blocking the walk. The petitioners also asked that the company be prevented from dumping ashes at the foot of Horton street. No. 2.

Band Concerts.

Bandmaster Slater, of the Seventh Regiment, asked that the band be given favorable consideration in the matter of band concerts this summer. He spoke of the increased efficiency of the band, and thought that it could render better music than ever. No. 1.

Provincial Health Inspector Hodgins, of Toronto, wrote, offering to give an exhibit in London regarding tuberculosis, its prevention, mode of treatment, etc., the details to be arranged here. Special hospital committee. No. 2.

J. F. Faulds, on behalf of William Marsh, 66 Egerton street, notified the council that he would hold the city responsible for injuries received by the said William Marsh by falling at the Egerton street crossing of the Grand Trunk. No. 2.

Dr. C. S. Eby, organizing secretary of the Ontario Association for the Prevention of Tuberculosis, asked for a delegate at the organization meeting to be held in Toronto April 27. No. 1.

Jones & Glasco, Montreal, also wrote re producer gas plant. No. 3.

The Gas and Electric Power Company also wrote for particulars regarding the installation of a producer gas plant here. No. 3.

Against Sidewalk.

The Canada Southern Railway lessees of the real property fronting on the south side of Bathurst street, protested against the laying of a vitrified brick sidewalk on Bathurst street, between Colborne and Waterloo streets. No. 2.

The Shedd Forwarding Company also protested against the laying of the vitrified brick walk on Bathurst street. No. 2.

The Dymond Gas and Engine Company, Toronto, wrote asking for particulars regarding the establishment of a producer gas plant for civic lighting in the city. No. 2.

The Brantford Board of Trade asked that the co-operation of the London City Council be given it, to petition the Provincial House of Parliament to take measures to prevent floods on the Grand and Thames Rivers. No. 1.

Stuart M. Dobinson, who fell on York street, Feb. 17, breaking his arm, applied for assistance. No. 2.

Inspector Sanders notified the council that Norah Nesbitt was committed to the Alexandra School for Girls on account of wayward conduct. No. 1.

Union Wages.

H. Hollingshead, secretary of the Trades and Labor Council, drew the council's attention to bylaw No. 924, which provides for the union scale of wages on all city contracts. He suggested that contractors furnish a statutory declaration, or some other equally as effective means, to insure that the bylaw has been complied with. No. 1.

Petitions.

William Gurney and others petitioned for a cement curb and gutter on Princess avenue between Ontario and Quebec streets. No. 2.

William Procter and others petitioned for a tile sewer on Pall Mall street, between Adelaide and Maitland streets. No. 2.

James D. Long and others petitioned for a tile sewer on Richmond street between Cheapside and Victoria streets. No. 2.

George W. Blood and others petitioned for a cement walk on South Layard street, between Drenay avenue and Inkerman street. No. 2.

D. H. Gillies petitioned for a cement walk on East Adelaide street, between Bathurst and Horton streets. No. 2.

W. F. Johnston and others petitioned for a cement walk on Queen's Place. No. 2.

E. A. Woodward and others petitioned for a cement walk on East Grace street, between Oxford street and the north limit. No. 2.

T. C. Johnston and others petitioned for a cement walk on East Johnston street, from Railway street to Pipe Line road. No. 2.

John F. Madden petitioned for a cement walk on East Thornton avenue, between St. James and Grosvenor streets. No. 2.

Charles Dunn and others petitioned for a cement walk on West Ridout street, between Elmwood and Duchess avenues. No. 2.

J. Dunkin and others petitioned for a cement walk on West Wortley road, between Duchess and Tecumseh avenues. No. 2.

Claim for Damages.

Meredith, Judd & Meredith, on behalf of Mr. E. Robertson, Rectory of York streets, notified the council that they held the council responsible for flooding his barn, destroying grain and injuring a horse. No. 2.

Mrs. J. W. Thorpe, on behalf of the Companions of the Forest, applied for the free use of the city hall, April 28. Granted.

A. C. Wheatcroft, of the Tecumseh Baseball Club, applied for the free use of the city hall to hold a dance April 20. Granted.

W. F. Begg, on behalf of the Anchor Athletic Club, applied for the free use of the city hall to hold an "At Home" Friday, April 24, for the benefit of the club. Granted.

Major Beattie, M. P., acknowledged the council's communication regarding the Dominion Exhibition, and said he would wait on the Minister of Agriculture at the earliest possible moment, and press London's claim as strong as possible.

R. A. Mitchell, secretary of Chorazin Lodge, No. 190, I. O. O. F., asked for the use of the East End Hall for a lodge meeting on April 15. Granted.

The Somerville Baseball Club applied for the use of the East End Hall April 17. Granted.

Eva Street Sewer.

The petition against the construction of the Eva street sewer was read, and Ald. Moorhead moved that it be referred to No. 2 committee. There had been considerable difference of opinion regarding the construction of this sewer, and it was nothing but right that those opposed to the sewer be given an opportunity for stating their views. He would ask that the bylaw be laid over. There was no objection to this, and the Eva street sewer will come up for recommendation at the next meeting of No. 2 committee.

Albert E. Hughes applied for privilege of selling goods in the city without a license. Hughes had lost one arm, and had only partial use of the other. Referred to mayor with power.

Sophia Frank and others applied for crossing over Wellington road at Clark street. No. 2.

Niagara Power.

The pro forma contract of the hydro-electric power commission was submitted, and was referred to a special committee composed of No. 3 committee and Ald. Beattie and Ald. Gerry. Those present were Mayor Stevely, Ald. Beattie, Ferguson, Stevenson, Parsons, Armstrong, Booth, Moorhead, Greenless, Saunders, Stewart, Gerry, Rose and City Clerk Baker.

NEARLY EIGHT MILLIONS REQUIRED TO RUN ONTARIO'S BUSINESS

Supplementary Estimates Placed Before the Legislature Yesterday.

[Special to The Advertiser.]

Toronto, April 7.—The supplementary estimates, as laid on the table of the Legislature yesterday afternoon, provide for the expenditure of \$4,073,320, which will bring the total estimated outlay for the year up to \$7,909,206.

The largest single item, and the one possessing the most widespread interest, is the grant of \$100,000 toward the national battlefields park and monuments at Quebec.

Agriculture gets another good slice, the grant being \$46,752, not counting \$7,750 for new buildings at the Guelph O. A. C. The Port Arthur and Fort William exhibition gets \$1,000, the Guelph winter fair \$1,000, and the eastern live stock and poultry show \$2,100, the latter being divided as follows: Overdraft of past two shows, \$1,200; poultry coops, \$500; expenses of next exhibition, \$1,400.

For pure seed exhibitions at Guelph and Ottawa \$375 is given. The sum of \$5,000 is set aside for the purchase of work, while in connection with the taking over of the Ontario Veterinary College, \$10,000 is to be paid for museum and good will, and \$70,000 for staff, rental and contingencies.

The Manxey Indian Agricultural Society gets \$75.

In civil government the only item of importance is \$2,000 for the tuberculosis campaign, the money to be expended for literature, transportation of exhibit and attendants, etc. For

administration of justice the total is \$5,595, of which nearly half, or \$2,500, is for the new judicial district of Fort Frances.

Education gets \$19,605. Of this \$2,000 is for plans for technical education at Hamilton, and \$5,000 at Sault Ste. Marie. The Macdonald consolidated school at Guelph gets \$1,200; and \$1,000 goes to the principal of the Ontario Normal College for special services. For a night watchman at the Normal School, London, \$300 is provided.

The hospitals at New Liskeard and Thessalon get \$500 each. The Brockville Asylum is to have a \$10,000 assembly hall, while the ground for the new Central Prison, Toronto, will cost \$20,000. Public works will absorb \$13,500 for bridges and drainage. For the Hardy Creek drainage works, in Adelaide and Metcalfe Townships, the sum of \$2,500 is appropriated. Colonization and mining roads will take \$21,432. The additional charges on crown lands are set at the considerable figure of \$46,752, divided as follows: Fire ranging, new railways \$15,000.00; Forest ranging, estimating re-

forests, 10,000.00; Forests, 5,000.00; Booth & Lumsden, for timber cut and used by T. and N. O. Railway, 3,750.00; Grand Trunk Pacific block survey, 4,150.00; Alder Lake and Islands survey, 2,500.00; Outlines, Mississauga reserve survey, 5,000.00.

The miscellaneous expenditures include expenses of elections, \$90,000; South African monument, \$500; and purchase of antiquities for provincial museum, \$5,000.

ber a separate riding. If the city should have twelve members, then make twelve ridings. The people were willing to give Toronto fair play; everyone was satisfied that Toronto should have at least six members, but if Toronto intended to usurp the rights of other portions of the Province, it would be worse for Toronto.

Unfair and Unjust.

Mr. Clarke said he would leave the criticism of the rearrangement of Mid-West riding to the six Liberal seats which had been made safer in order to make another riding easy for the Tories.

Mr. Clarke concluded with the claim that the redistribution was unfair, unjust and not in accordance with British fair play.

Mr. Rathbun (East Hastings) thought the Province at large would not favor Toronto having so many members. His own riding since Confederation had been represented alternately by Liberals and Conservatives, but more often by the latter.

Another Sure Thing.

The last election, when he was returned had no bearing on the matter, and his own majority was no criterion of the political aspect of the riding. He was at a loss to know why the riding had been interfered with. East and West Hastings had each populations of 17,900 and 17,000 respectively, and had about 20,000. It was quite unnecessary to make any change in East Hastings. If the bill went through as it stood, East Hastings, instead of being anybody's riding would be a plum for whoever could get it.

Mr. Clarke, in closing, declared that for the first time since entering the House, he would have to oppose the Government or vote against the bill.

The House rose for dinner, and on resuming in the evening the debate was continued by Mr. Duff (W. St. George). Mr. May will make inquiry of ministry. Is Dr. James S. Freeborn, of Magnetawan, crown land agent for that district, or any other district of this Province?

Is he also vice-president of the Ontario Bark Producers' Association?

BRANKSOME HALL REUNION

Pleasant Event at This Toronto School By the Students.

A pleasant reunion was held at Branksome Hall, Toronto, on Friday evening, April 3, when many of the senior third and fourth form students of the past five years were entertained by the principals and staff. The formation of an Alumni Association was discussed and a committee was appointed to carry on the work of organization.

The chief feature of the evening's entertainment was a very successful presentation of Goldsmith's "She and Her Governess" by several of the resident pupils. The following were the cast: Mr. Hardcastle, Edith Anderson (Winnipeg); Tony Tumpkin, Mabel Richardson (Kingston); Sir Charles Marlow, Kathleen Hagley (Toronto); Young Marlow, Agnes Baird (Winnipeg); George Hastings, Campbell (Chatham); Landford, Hilda Smith (Cornwall); Mrs. Hardcastle, Gladys Whyte (Winnipeg); Miss Harmsworth, Jean Mickleborough (St. Thomas); Miss Neville, Vera Playter (New Market); George Hastings, Grace Morris (Pembroke). After the play refreshments were served, and an opportunity afforded of reviving old memories and of making new acquaintances. Miss Lillie Shannon kindly favored the company with a vocal solo.

CITY WILL HAVE EXTENSION

Continued from Page One.

to No. 1 committee to arrange an agreement, if possible, with the Street Railway Company, for the construction of a street railway line in the North End of the city and other matters.

Company Objects.

Before it was put, Mr. Ivey, solicitor of the street railway, asked to be heard on the matter.

He declared that the street railway was at a loss to know what to do. He and the officials of the company had acted in good faith when this matter was apparently settled a few weeks ago, and had gone ahead and ordered the "T" rail. Some of the order was lost on its way to the city. Now that by-law is rescinded, and in its stead is

Clark's Meats in Tins

save all the waste of ordinary butchers' meats. Just prime Canadian meat, and the best of it, ready to serve. Try them.

Lorne Stoneberg, Walter Munro and Joseph Lepesance were arrested in Windsor yesterday charged with stealing merchandise from a Pere Marquette car. All three are switchmen in the C. P. R. yards, and were caught with a quantity of the goods stolen on them.

Headache

Biliousness, sour stomach, constipation, and all liver ills are cured by Hood's Pills

The non-irritating cathartic. Price 25 cents. Of all druggists or by mail of C. I. Hood Co., Lowell, Mass.

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FAIR AND
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Smallman & Ingram
THE SATISFACTORY STORE—PHONE 655

Tuesday,
April 7



AGAIN IN STOCK

"Priestley's" Black Wool Voile, \$1.00 and \$1.25

"Heatherbloom," Black, 36-Inch, for Drop Skirts, 50c Yard

We have been promising these lines to inquiring customers for some days, and many orders left are now being filled from the part shipments which have arrived, and we hope to have these in stock continuously now for the rest of the season, as repeats have been cabled, to make sure of quick delivery.

However, if you contemplate having a NEW BLACK VOILE or Dropskirt of "HEATHERBLOOM," make sure. Select from our present stock and avoid the possibility of being inconvenienced by waiting for delayed shipments later, as the values we are offering (coming direct from the weavers) strongly commend themselves to shrewd and careful buyers.

"PRIESTLEY'S" All-Wool Black Voile, 44 and 46 inch, yard, \$1.00 and \$1.25

Same fine weaves in other qualities. Yard, 50c, 75c and 85c

Our Special Heavy Quality Colored Shantung Silks Only 75c Yard

These are extra quality, and so moderate a price. Shown in this season's newest colors, such as Copenhagen, delf, tan, chestnut, navy, champagne, reseda and cream. The most fashionable silk for the coming summer season. Be wise and select your dress while these popular shades are to be had; 24 inches wide and put up in pieces of one dress each. Our price for this superior quality only, per yard, 75c

Pretty French Muslin Dress Goods

These, we are convinced, are the prettiest we have shown. They are the newest Parisian designs, colored and tinted, on fine sheer white muslin, with satin stripes and crossbar. The colorings are in pink, yellow, blue, mauve, and green; also sky, pink, gray and black ground, with daintily tinted floral patterns. Exquisite summer dresses; 30 inches wide, at, per yard, 50c

Chantilly Dress Goods, All-Wool, 50c Yard

These resemble the voile, soft and clinging, in six summer shades, printed in beautiful floral designs; does not crush, and will wash like delaine. See these in Wash Goods Department. 30-inch, at, yard, 50c

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introduced another bylaw which is given two readings and left over indefinitely. If this meant that the company would have to cancel the order for "T" rails it would have to be done at once. It would take some time to get rails if the grove rail was to be used. They did not really know where they were at. He judged from the faces of the aldermen that there was an undercurrent. Perhaps it was owing to what had appeared in the papers. So far as his experience went, the company was always giving away something and getting nothing back. The company always has to give way. He thought that when the seal and dignity of city of London was attached to a bylaw that settled it, but it did not seem so. He could not understand the matter at all.

Major Speaks.

"It was at your suggestion that the former bylaw was given three readings," said Mayor Stevely. It would have been better to have given the bylaw two readings and then to have settled the other matters before it was given a third reading. The company should not anticipate loss by ordering the "T" rails as the council and the company could no doubt come to terms.

The Reason for It.

"I will give you my reasons for introducing the motion I read a few minutes ago," said Ald. Beattie. "When the question of the North End extension was brought up, the company suggested as an off-set the use of 'T' rails on Dundas street. The company wanted to use the present girder rail in use on Dundas street for the North End extension. Now, we are ready to go ahead with the 'T' rail. What is the company going to do about the North End extension? I am afraid to pass the bylaw for fear when the use of the 'T' rail is granted, the company will come to us and say, 'Allow us to use gravel in the Dundas street pavement and we will give you a North End extension.' Now there is only one question to offset the 'T' rail and that is the North End extension. It is not gravel, or a service in the South End or anywhere else. It is simply the North End extension. Now that must be settled before the use of the 'T' rail is finally granted. And let there be an agreement to settle the whole differences. We have committed ourselves to the use of the 'T' rail. What is the company going to do about the North End extension?"

There was no further discussion, and the motion carried without an opposing vote.

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No Change in Ridout Street Cars No Repairs for the East End Hall

City Council Takes Action On Several Matters at Last Night's Meeting.

The Ridout street belt line and the city lighting contract were discussed at some length at the meeting of the council last night, and also the repairs to the East London hall. In none of the matters will there be any change from the present arrangements.

The Ridout street cars were again before the council, when the recommendation of City Engineer Graydon, that the present service on that line be maintained, came up.

Service Not as Good.

Ald. Beattie declared that the engineer's report was no answer to the question he put at the last meeting of the council. There was no doubt that the service was not as good as it was under the old system, and many complaints had been made to him. A petition had been presented last June, asking that the cars be allowed to run as they are at present, but the council refused to grant the request. Thus the engineer was given definite instructions on the matter. His question was why the engineer had defied the instructions of the council and had allowed the cars to run in the opposite direction to that which the council had given definite instructions. All that was necessary to a two-way service was a switch or turn-out on Ridout street.

Ald. Beattie did not think the city engineer had any right to violate instructions given by the council.

Different Opinion.

Ald. Armstrong thought the present service was much superior to the old. There was greater safety, and the cars maintained a better schedule. It was the consensus of opinion, so far as he could learn, that the present service was much the better. He considered it would be detrimental to the citizens along the Ridout street line to change the present service, and he would oppose the amendment.

Ald. Beattie moved that the service as granted by the bylaw passed in June last be resumed. Ald. Parsons seconded the motion.

The amendment was lost on the following division: Ayes—Ald. Beattie, Parsons, Ferguson, Stevenson, Moorhead and Booth. Nays—Ald. Greenless, Armstrong, Saunders, Rose, Stewart, Gerry and Mayor Stevely.

East End Hall