What the Experts Say of Electric and Railway Purchases

BUY THE SYSTEM, SAYS ARNOLD IF CONDITIONS ARE AMENDED SIR WILLIAM SAYS HE'S WILLING

Toronto Railway Company is Valued at Twenty-Two Million Dollars, and Toronto Electric Light Company at Six Millions—Many Benefits Would Accrue to the City as a Whole—Complete Details Presented to Council by Mayor Hocken.

Mayor Hocken's report to the city council yesterday on the valuation of the rapid transit and electric light and power properties is proof that the price asked by Sir William Mackenzie is not greater than the value. Elon J. Arnold, one of the valuators of the Toronto Railway Company property and other rapid transit properties and franchises in the city's limits, wrote as follows to Mayor Hocken:

"There are many arguments that can be made on both sides of the question of your city's acquiring the property under the conditions outlined, but, taking the most unfavorable view of it from the city's standpoint, the city is not paying an excessive amount over and above the real value of the property in order to possess itself of a clear right of way, both legal and physical."

The valuation is as follows:—

Toronto Railway.

Physical assets	$ 9,894,482.66
Intangible value	10,713,553.00
Total value	$20,608,035.66

Metropolitan Railway.

Physical assets	$ 64,354
Intangible value	193,649
Total value	$258,003

Other Roads.

Physical assets, Kingston road	$ 27,300
" " Toronto Suburban	51,144
" " Lake Shore Road	75,000
Total value	$153,444
Total value of all railways	$21,019,482.66

Toronto Electric Light.

Physical assets	$6,132,754
Franchise and good will	1,867,246
	$8,000,000

Sir William Mackenzie's price is thirty million. The valuation of the property is so near to that amount as to, in the opinion of the valuators, justify the purchase.

Mayor Hocken's report to the council is as follows:

The Mayor's Statement.

"Gentlemen of the council: I lay upon the table today the reports of the experts engaged by resolution of this council to value the physical assets, the franchise value, and real estate of the Toronto Railway Company, and the Toronto Electric Light Company, and the franchises of the Toronto Suburban Railway Company, and the York Radial Railway, which lie within the limits of the City of Toronto. I accompany these documents with a tentative basis of agreement contained in a letter from myself to Sir Wm. Mackenzie dated July 21, along with a report from Messrs. Arnold and Moyes as to the sufficiency or otherwise of that letter as the basis for an agreement to be drafted, as well as a subsequent letter from myself to Sir Wm. Mackenzie, and a reply from Sir Wm. Mackenzie to myself in which he suggests that the legal officers of the city prepare an agreement.

"In laying these documents before the council I desire first to express to the members my profound sense of the kind and considerate treatment accorded to me by them during the progress of the negotiations and the preparation of these reports. I appreciate more highly than I can find words to express the confidence which the members of the council have shown in me. No man who has ever sat in the chair which I occupy at this time has been given more loyal support than I have received at your hands. I would be ungrateful indeed if I did not appreciate fully and deeply your trust in me. I assure you that this thought has been with me continually from the hour that I first presented the matter to the council until today, and it will be a matter of gratification to me as long as I live that my colleagues in this council have almost unanimously paid me this high tribute of unreserved confidence.

Thanks the Press.

"To the press of the city I am equally indebted. The editors have suspended judgment until the proposal assumed definite shape, and this has made it possible to proceed to the point we have reached. Their consideration in this regard deserves my gratitude.

"The task in which I have been engaged is one that has involved a vast amount of work of the most exacting character, and only the knowledge of the enormous benefits to the citizens that must come from the acquisition of these properties upon reasonable terms would have led me to assume so great a burden.

"I hope that you will bear with me if, before attempting to discuss or explain the reports, I take the time to point out the difficult position in which the City of Toronto is today with regard to its transportation, that you may get my viewpoint as to the wisdom of acquiring a monopoly of transportation and electrical distribution, if that can be accomplished on terms fair to the citizens of Toronto.

"We find ourselves with a monopoly of the surface transportation in the hands of a company enfranchised twenty-two years ago upon such terms as make it impossible for the municipal administration to economically or satisfactorily provide transportation for nearly one-half of the present area of the city. This company has a franchise terminating eight years hence with no inducement to maintain an efficient service, but with every reason from the standpoint of the shareholders to deteriorate both the service and the equipment. I believe that I am within the mark when I say that hardly a single thoughtful citizen expects from the present company reasonable consideration of their needs during the remaining period of the franchise.

"This puts us under the necessity of spending some millions of dollars in establishing a civic system which is necessarily disjointed and costly to operate, if we would attempt, however inadequately, to provide transportation for nearly one-half of the city. And even in doing that we must subject those who live beyond the limits of the city, as it was in 1891, to the burdens of a double carfare—a burden which increases in importance when we remember that those affected form a large proportion of the working population of Toronto.

Other Difficulties.

"In addition to these considerations, we have other difficulties to contend with in the shape of railway franchises granted by other municipalities which formerly embraced a large area of what is now the City of Toronto. The claim is made by those holding such franchises that their rights are in some cases perpetual and exclusive. Whether their claims could be substantiated before the privy council is a question which I do not pretend to decide. But it is apparent that to get possession of these lines involves prolonged litigation and heavy expense. We have, for instance, the Metropolitan branch of the York Radial operating for approximately three miles to the upper part of Yonge street. As long as that franchise exists it will be impossible to serve that section of the city efficiently or economically, for it must be borne in mind that whatever we may do in the way of constructing railway lines parallel to Yonge street, that is the main thorofare, and by general consent, the proper location for a street railway. What it will ultimately cost to extinguish the rights that the York Radial Railway has with regard to Yonge street is at the present moment a matter of speculation, but this is a situation that must give concern to those who are responsible for the development of the transportation facilities of the city.

"In the east, the Scarboro branch, and in the west the Mimico branch of the York Radial Railway can now be taken over by the city. The acquisition of these small portions will involve a considerable outlay, in fact the award for a little over a mile of the Mimico line is something over $75,000.

Suburban Franchises.

"There are also to be considered the rights and franchises of the Toronto and Suburban Railway Company, which operates a line from the C. P. R. tracks at Bathurst street along Davenport road into Ward Seven, small portions of the lines running to Weston and Lambton, besides franchise rights which cover the whole of Ward Seven. At some time or other these ends of railways and franchises must be dealt with, if the City of Toronto is to have an adequate street railway system.

"There was a further consideration in my mind in trying to put the transportation system of the city under public ownership, and that was to make it possible to admit the radial railways which might come to the borders of our city from any direction. I have been aware of efforts to construct at least three extensive radial railway systems, which proved futile because of the one fact that it was impossible to secure an entrance to the heart of the city. With the system now operated by the Toronto Railway Company in the hands of the city, the way would be opened for the entrance of radial railways, whether constructed by private capital or by a union of municipalities.

Radial Railways.

"For twenty years past the advisability of getting radial railways to the centre of the city has been discussed almost continuously. The accomplishment of this highly desirable object has been prevented by the character of the franchise held by the Toronto Railway Company, and only by the acquisition of that franchise by the municipality can we succeed for the next eight years in bringing about this much desired end.

"The aim with which I started was to get control of transportation only. I found that impossible. Sir William Mackenzie refused to separate the two properties, which have become intimately related since falling under one management. Notwithstanding this condition I thought it wise to continue my negotiations to ascertain whether the transaction was one which it would be in the interest of the citizens to carry out. I had this advantage, that for the first time a definite price was fixed for the properties. Upon no other condition would I have attempted to acquire the Toronto Railway system.

"It was well understood between Sir William Mackenzie and myself from the first interview that the essential feature of the purchase was to be that the city should secure absolute control of transportation and electrical distribution within the limits of the city. And in the first draft that was made by me, looking to the fixing of a basis, there appears this clause: On the part of the city the whole purpose of these negotiations is that the municipality will secure absolute control of the transportation within the boundaries of the city, and take absolute control of the distribution of the electric light and power within the City of Toronto.

"Whether the phraseology of the memorandum of July 21, on a critical analysis, bears this interpretation in every point, the fact remains that at no time did we admit anything less than that to be our intention. To assure ourselves that this purpose would be accomplished, the memorandum of July 21 was placed in the hands of Mr. Arnold and Mr. Moyes, when they received them instructions to report on the physical and intangible assets, in order to secure from them a report as to the sufficiency of that document to carry out our intentions.

Some Particulars.

"Concurrently with the presentation of their report, and under date of Sept. 20, they forwarded to me a letter setting out several particulars in which they thought the memorandum of July 21 should be amended. Without delay this document was submitted to Sir William Mackenzie, and he was asked to give us a statement as to whether its terms were satisfactory. In reply to that you have, in the correspondence laid on the table today, a letter from him, in which he says that he believes he can meet the views of the experts, and leaves to the city's legal department the drafting of an agreement upon these lines.

"I submit to you, gentlemen of the council, that my colleagues and I have taken every precaution that a due sense of our responsibility for the safeguarding of the public interests could suggest; and, as a result, we are in a position today to lay before the council the reports of the experts, which will enable you to form an intelligent judgment upon the merits of the proposed transaction, and at the same time to leave this council with an absolutely free hand to deal with the proposition as in their judgment seems best. We have been careful not to attempt to commit the city in any way. We have endeavored to carry on these negotiations so as to bring the proposal before you in a way that would be easily and clearly understood by every citizen of Toronto.

"An examination of the report of Mr. Arnold and Mr. Moyes shows the net present value of the physical assets to be $9,894,482.66, after allowing for depreciation the sum of $3,407,204.01.

"In dealing with these physical values the report will show that the most exhaustive examination of these assets was made, the depreciation running as high as 60 per cent. on some portions of the plant, and the discarding, without value, of 135 cars, which are now operating upon the streets of the City of Toronto. Not only so, but the experts have declined to allow the cost values of new cars, upon the ground that they lack some of the latest appliances for the best and most modern type of street car.

Value Depreciated.

"As I have studied this phase of their work, I am forced to the conclusion that they have, in every instance, depreciated the value of the physical assets in such a way as not to leave ground for criticism. In addition, they show the intangible value of the property to be $10,713,553.00, that being the value of the surplus profits of the Toronto Railway Company, after making the necessary allowances for interest charges and deducting from the profits $4,000,000 for additions to the equipment.

"The value of the physical assets of the Metropolitan division is fixed at $64,354—and the Toronto and Scarboro division $27,300. The intangible value of the Metropolitan division is placed at $193,649, or a total for the Toronto and York Radial Railway of $285,298

"The present value of the physical property of the Toronto Suburban Railway Company is fixed at $51,144, or a total value of the Toronto Railway and York Radial Railway and the Toronto Suburban Railway of $20,944,478.

"May I point out that in this computation no account is taken of the Toronto and Mimico division, which, under arbitration, has been determined to be worth something over $75,000.

"Nothing is allowed for the franchise value of the Toronto and Suburban Railway Company, which includes the Davenport Road line, portions of the Weston and Lambton lines, and the franchise which covers all West Toronto. Also, the intangible value of the Metropolitan Railway is fixed upon the basis of its earnings, and absolutely without regard to the peculiarly favorable franchise which is held by the York Radial Railway Company over that portion of Yonge street within the city.

"There are other elements of value which must be taken into account to reach a sound conclusion. For instance, the real estate of the Toronto Railway Company is fixed at $2,141,434.

"I have asked Mr. Forman, the assessment commissioner, to give me an estimate of the increment upon this real estate covering a period of eight years from this date. His reply to me, under date of October 11, states that this is a very difficult problem to answer with any substantial accuracy, and all I have been able to do is to give the best thought I could. I have not increased the value of the buildings, assuming the company's property will be kept in a perfect state of repair, and, all things considered, I cannot increase such valuation. I have gone over the different items of the land value, and have placed the various probable percentage increases on the same, and the result is to place the value of the said companies' property at the total sum of $2,768,469, or an increment in value, between now and 1921, of $627,035.

The Civic Cars.

"I have likewise requested the commissioner of works to prepare for me a statement showing the probable deficiency in the operation of civic car lines during the next eight years, upon the present basis of fares. He has worked this out with the greatest care, and the result is to show a net total deficit in the operation of the Gerrard street, St. Clair avenue and Danforth avenue lines of $1,341,773.72. It is a fair assumption that at the outside one-half of this sum would be sufficient to meet the cost of operating these lines if added to the existing system and brought under one management. This leaves a net deficit of $670,886.

"If these two items of increment in land values and the deficiency on civic car lines are added to the amount which Mr. Arnold and Mr. Moyes say represents the value of the Toronto Railway Company, we get the sum of $22,242,405.73.

"I submit that it is a fair and reasonable process in estimating the value of the property to the city, to take into account both these items as it is absolutely certain that that amount of money will have to be met from the revenues of this city, between now and 1921, inclusive of the acquisition of the railway at that time.

"Bearing in mind the difficulty of eliminating the radial franchises in 1921—when each must be dealt with separately—it is clear that the cost will then be several times what it is today. This is another factor in the case that should receive careful consideration.

"There is a further point that by acquiring the Toronto Railway the city opens its gates to every legitimate radial railway enterprise for which money can be found, and makes it possible to create in Toronto what is found in Detroit, Indianapolis and other cities, a great radial terminal. This would become a centre for the distribution of farm produce in good condition, and by bringing the producer and the consumer closer together, should immediately affect the prices of the commodities which the farmers and gardeners within seventy-five miles of Toronto have to sell.

Another Advantage.

"Another subsidiary advantage would be the ease with which the city could couple up such lines as Lansdowne avenue with St. Clair, the Bathurst street line with St. Clair avenue, provide additional tracks thru Ward One, which are so necessary, and, in short, put the municipality in a position to give to the citizens a better service than they can possibly hope to get during the lifetime of the present franchise.

"One portion of the city, which presents extraordinary difficulty to the administration, under existing circumstances, and which could be adequately and quickly served if the city acquired the railway, is Ward Seven. The proposal before you removes every restriction for the construction of additional tracks, and gives to the people who reside there, and who own property there, a substantial return for the taxes which they pay to the municipal treasury. I desire to point out also that there is no other way by which Ward Seven can be adequately served with transportation, at one fare, than the method which is proposed of purchasing the Toronto Railway Company.

"In order that I might have before me definitely the views of the experts as to the wisdom of the purchase, I wrote to Mr. Arnold and Mr. Moyes asking them, if the company accepts the conditions of your letter, would you advise the city to make the purchase?

"Mr. Arnoldi's reply, under date of Sept. 30, contains the statement: Taking the most unfavorable view of it from the city's standpoint, the city is not paying an excessive amount over and above the real value of the property in order to possess itself of a clear right of way, both legal and physical.

"Mr. Moyes also answers the question in the affirmative.

"As to the purchase of the Toronto Electric Light Company, I am free to say that the city is not in so difficult a position as with regard to the question of transportation.

"The creation of the Hydro-Electric system affords competition, which compels the company to give a good service at reasonable rates, or lose its business. Because of this there are many citizens who believe that it would be better for the city to meet the company on the basis of competition, than to secure a monopoly of electrical distribution. That is an attitude with which I have no quarrel. In reaching a decision on the question one may be perfectly justified in taking either position.

"I am free to admit that had it not been for the desirability of getting control of transportation there would be no proposition at this time to take over the Toronto Electric Light Company. But as the two properties must go together, it is our duty to ascertain whether there are any disadvantages in taking over the electric light plant that would nullify the undoubted benefits of putting our street railway system under public ownership.

Using Caution.

"We have endeavored to exercise caution in this respect. In addition to the report obtained from Mr. R. A. Ross, we have instructed Mr. Couzens, the general manager of the Hydro-Electric system, to advise us as to the value of the Toronto Electric Light system when amalgamated with the Hydro-Electric system, so that with regard to this branch of the transaction, as with the railway, every reasonable precaution has been taken to secure reliable data to enable this council and the citizens to reach a conclusion of the merits or the demerits of the proposal.

"Personally, I take the ground that it is worth something to this city to secure a monopoly of electrical distribution, because it would put an end to the duplication in much of the city of today, and in all of the city of the future, which must ultimately work out enormous economies, the full benefit of which will accrue to the people, because the whole system would be operated on a cost basis. I am a firm believer in the benefits of public ownership of such utilities. Therefore, if it can be shown that the price asked for the Toronto Electric Light Company is not excessive, it would seem to me to be in the interests of the people of Toronto to acquire that system.

"Turning to the report of Mr. R. A. Ross, as to the value of the physical assets, we find that he gives the replacement value of this at $6,358,960, and he places the present value at $5,239,617, to which is to be added the value of the company's real estate, which is $793,137, or a total value for the property of $6,132,754, which leaves the sum of $1,867,246 as the amount to be paid for the franchise and the business.

MANY MOTIONS BEFORE COUNCIL

Ald. Dunn Wants City to Go Into Dead Meat Trade.

SALE OF PARK LANDS

Ald. Meredith Would Prevent the City From Disposing of Any.

Ald Dunn moved in the city council yesterday that the ratepayers vote on the question: "Will the city go into the dead-meat trade, and expend $200,000 thereon?"

"Consumers of meat in Toronto are paying the highest prices, and we have in this city one of the strongest meat combines in the world," Ald. Dunn declared. The motion was referred to the board of control.

Ald. Wanless had several resolutions, which were disposed of. That to have a bureau to receive complaints against civic employes, was voted down. He put thru one requesting the board of control to confer once a week with the heads of departments, with a view to getting the departments working together more closely. His other motions were referred, as follows: To prevent the use in market gardens of fertilizers from pit closets; to purchase quarries and gravel pits for road supplies; to make the school buildings recreation centres; and to have an investigation of how working girls and women are lodged in rooming houses.

Sale of Park Lands.

Ald. Meredith moved that no park lands be sold to the Toronto Housing Company.

Ald. Anderson stated that the parks and exhibitions committee is now preparing a report upon the matter. The motion was withdrawn.

Ald. Anderson moved that these buildings in Exhibition Park be placed at the disposal of the managers of the National Fat Stock Show: Government, transportation, horticultural, administration, dairy, dog, live stock and dining halls, and that the horse exhibit be in the transportation building. This motion carried.

In a letter, the board of the Canadian National Exhibition protested against the use of the government building for any purpose, or the use of the transportation building for the horse exhibit. All other buildings would be available for the show. "We understand that the dates of the show will be in December next year," the letter stated.

Lengthy Discussion.

There was considerable discussion. "The joint committee should have stayed on the job until they settled it, and not have thrown it upon the council," Controller McCarthy said. He moved that it be referred back to the joint committee, and that the city solicitor be asked to report what power the city has under its lease of the buildings to the Canadian National Exhibition. This was lost; 9 for, 13 against.

"The Canadian National Exhibition has been made a great success by a few public-spirited citizens," said Ald. McBride, "and they should have a voice in deciding how the buildings may be utilized at any time of the year. I would sooner be a member of the executive of the C. N. E. than an alderman."

Increased Pay.

Ald. Robbins moved that the employes in the waterworks departments who received no increase in pay this year be given 25 cents per day increase, and it was reported to the board of control.

Ald. Anderson put thru a resolution protesting against the introduction in Kieff, Russia, of blood accusation, a relic of the days of black magic.

Ald. Spence moved for consideration of expropriating for park purposes all or part of the property between St. Clair avenue, Davenport road, Lansdowne avenue and the G.T.R. tracks. The motion carried.

The salaries of the members of the court of revision were increased each from $1200 to $1400.

City Architect.

Ald. Burgess moved that Assistant City Architect Price be appointed city architect.

"I am informed by a reputable citizen that there is no difficulty in getting any plans passed thru the city architect's office if some money is put up," said Ald. Wanless. "We can produce the evidence, if necessary. We want a good man at the head of that department, and we should appoint Prof. Wright. We find behind Mr. Price such men as Louis Girofsky and Ald. McBride—(laughter)—and we find behind Prof. Wright such men as Mayor Hocken and Ald. Wickett. I don't think any alderman will say that the architect's department is in a good condition. The council has been afraid to tackle making a change. Then, none of the newspapers are in favor of appointing Mr. Price, not even The Orange Sentinel. (Laughter.) It is current gossip in the city that the architect's department has been grafting. I'm here as a trustee of the City of Toronto and I have to speak out. It is a curious thing that aldermen in the building business are supporting Mr. Price. I'm anxious to have the right kind of man in the position of city architect."

Appealed to Council.

Ald. Wickett appealed to council to give serious consideration to the fact that the city has not in its employ a man who has a knowledge of the strength of all building material, and as a result Toronto is denied the use of certain building material now in much favor in other progressive cities. He stated that Prof. Wright is an authority thruout Canada on strength of building material, as well as on every branch of architecture.

Ald. McBride denied that there was any foundation for the assertion in The World that he was playing ward politics in supporting Mr. Price for the appointment.

"There have been no convincing arguments that Mr. Price has the qualifications for city architect," Mayor Hocken said. "I would do anything within reason to advance Mr. Price's interests, but he has not the qualifications for city architect. The position requires a man of the qualifications of Prof. Wright. We have manufacturers who complain to us that they are penalized 10 or 15 per cent. when building in Toronto because our architect's department compels them to put in extra material that is not essential to the strength of the buildings. This tax on the manufacturers should not continue. Mr. Price should be continued as assistant. Prof. Wright would be a big broad man for the position."

A motion to strike out the recommendation that Prof. Wright be appointed city architect was lost, and a motion to refer back the recommendation was carried. The division was as follows:

Against board of control recommendation—Dunn, Anderson, May, Spence, Hubbard, Burgess, Risk, Meredith, McBrien, Ryding, McBride, O'Neill—12.

For the recommendation—Hocken, Church, McCarthy, Foster, Wanless, Wickett, Maybee, Rawlinson, Robbins, Weston—10.

SPECIAL MEETING NEXT WEEK TO CONSIDER TWO PURCHASES

Printed Copies of the Agreement and Experts' Report Will Be Distributed and Members of Council Will Probably Reach a Decision by Thursday Week.

For half an hour after the opening of the city council yesterday, the members and many citizens listened closely to Mayor Hocken, as he read his report upon the projected purchase of the Toronto Railway Company, and Toronto Electric Light Company properties, and the clean up of all franchises in the city for public utilities.

Then Controller O'Neill moved that the agreement of sale between the city and Sir William Mackenzie be prepared by the civic legal department, that expert counsel be engaged to assist in preparing the agreement, and that the motion be referred to the board of control, to report to this council.

"Who drafted that?" Controller Church sneered.

"The corporation counsel," Mayor Hocken replied, and the sneer fled from Controller Church's face.

"It wasn't Controller Church, anyway," Controller O'Neill followed up.

"Or John Ross Robertson," Ald. McBride added.

"I'm not going to be stampeded," Ald. Hubbard declared.

Controller O'Neill wanted the motion to be given a week's hoist. So did Ald. Wanless.

"To delay this would bring the vote on the first of January instead of December 1st," Mayor Hocken explained.

Withdrew the Motion.

Controller O'Neill asked leave to withdraw the motion, and consent was given. Controller Church tried to get an opening for a haranque against the deal, but was given no opportunity.

Controller Church moved that all the papers and reports be tabled and printed, and a special meeting be called for next Tuesday.

Ald. McBride quoted from The Telegram to show the form of unfair criticism Controller Church has made of Mayor Hocken and the deal. "Controller Church has garbled the papers in connection with the deal," he said. "We all know that Mayor Hocken has done his work most excellently. Controller Church is only after more newspaper notoriety."

"Copies of all the papers have been tabled," Mayor Hocken declared. "I have kept back nothing, and have no desires to."

"Your motion to produce what is already tabled is irregular," said Controller McCarthy, who was presiding, to Controller Church.

"Throw it into the waste basket," Ald. Spence suggested.

"I'm not going to be bull-dozed by Ald. McBride or anyone else," Controller Church declared, getting heated.

"Only by The Telegram," Ald. McBride retorted.

"The Toronto Railway Company has stacked the cards," Controller Church charged. "I want every paper tabled and printed. I've been fooled so long that I won't take any paraphrased report on the documents by Mayor Hocken."

"The papers are tabled by being in the hands of the city clerk for printing," Controller McCarthy explained to Controller Church.

Wants No Copies.

"I'm not going to take your word or any other's word for it," Controller Church declared. "I want the original of every document tabled. I have no faith in any of the copies. I'm not doubting the mayor's word, or anyone else's, but I want the original documents tabled."

"We don't propose to listen to your petty squabbling," Ald. Wanless warned Controller Church. "We'll deal with the report at the special meeting. I'm satisfied it would be in the mayor's interest to have the vote of the ratepayers on January 1st, but I'm convinced that it would be fairest to all interests to have the vote before December 1st."

Controller Foster started to support Controller Church's filibustering, but Mayor Hocken broke in and declared: "Controller Church is trying to put thru his motion so that he can take it on every platform in the city and assert that he compelled me to table every document. He has sat at the board of control thruout this year, and embarrassed the public business in every possible way. His only idea is to attack me in any way he can."

Ald. Robbins moved that the special meeting be called on Thursday of next week, but Controller Church started another harangue. Ald. Robbins, however, insisted that Controller Church was not speaking to the motion, and Controller McCarthy, who was yet presiding, ruled Controller Church out of order.

"I'm not here to take any lecture from you," Controller Church said to Controller McCarthy.

"While I'm in the chair, if only for a moment even, you'll speak to the question or keep your seat," Controller McCarthy admonished Controller Church.

Ald. Robbins' motion that a special meeting be held on Thursday of next week was adopted.

Ald. Anderson moved that Controller Church's motion be eliminated, and this carried, only Controller Church and Foster, and Ald. Maybee, and Burgess voting against. The vote was 19 to 4.

Fifty Cents Buys a Piano.

Ye Olde Firme of Heintzman & Co., Ltd., 193-195-197 Yonge street, are loaded up with Square Pianos that have come to them in exchange when selling their own famous uprights and grands. These have been thoroughly overhauled by their own workmen and are guaranteed in good condition. They are priced at from $50.00 to $125.00. Make your choice and the piano will be delivered to your home on agreement to pay fifty cents a week.

NOT THE MAN.

James Winterfield, 276 Dundas street, is not the man who was assaulted by an unknown man on Dundas street Saturday evening. A mistake was made in the address, which should have been 274 Concord avenue.

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