

CITY'S GROSS DEBT NEAR \$102,000,000

About Eighty Million of This Has
Been Added in the Last
Seventeen Years.

NET OBLIGATION \$42,238,048

A statement on the city's financial position, prepared by Commissioner Bradshaw for the year 1919, shows the city's gross debt to be \$102,000,000. Every year for the last seventeen years, the debt has been increased from a third of a million to seventeen millions, until 1919, when it was reduced about two millions. The gross debt in 1902 was twenty-two millions. After subtracting sinking funds, and the value of revenue producing works, such as the Toronto Hydro-Electric system, the water works, street railways, etc., the net debt is left at \$42,238,048.

The bulk of the sixty-six millions added to the debt in the last ten years were assumed in 1913, 1914, 1915 and 1916, in which the yearly average increase was about \$10,000,000. Only \$3,282,000 debentures were sold in 1919, which was the smallest amount in any one year since 1910. The new indebtedness to be incurred in 1920 by capital commitments already undertaken, or proposed, amounts to \$7,305,470 of which \$480,771 are unanticipated debentures held over from 1919.

Revenue Producing.
Forty-five per cent. of \$15.2 millions, of the city's debt have been incurred for services which in whole or part provide their own costs. These are: the waterworks system, \$12,209,218; local improvements (ratepayer's share), \$12,663,200; Toronto Hydro System, \$9,154,835; Toronto Railway pavements, \$2,456,166; Exhibition buildings, \$1,230,075, all of which bear the whole cost, and car lines (city), \$2,584,287, and abattoirs, \$418,000, both of which bear only a portion of their cost.

The maturities of the city's present loans extend over 36 years, and the report shows the amount to be met each year. The lowest amount is \$304,216 in 1947, and the largest, \$32,396,385, in 1948.

Per Capita Debt Increased.
A table submitted shows that the gross debt per capita has increased from \$11.02 in 1910 to \$21.25 in 1919, and \$29.23 in 1919, and the net debt from \$33.33 per capita in 1910 to \$158.95 per capita in 1919, and \$148.92 in 1919.

PERMITS ISSUED.
Among permits issued yesterday by the city architect's department were the following:
F. W. Worth, 2 pairs semi-detached houses, Harvie avenue, corner Ascut, \$11,500.
James Shuttleworth, 2-family dwelling, 825 Keele street, \$6,000.
Archibald, 2-family dwelling, 827 Keele street, \$6,000.
Esplan and Henderson, one pair semi-detached houses, 684-686 St. Clair avenue, \$12,000.
Chas. King, to erect a coarser at the exhibition grounds, \$45,000.
Haines & Nook, 2 detached residences, west side of Oakdens residence, near Strathmore boulevard, \$9,000.
J. W. Arnold, detached residence, 15 Cortelieue avenue, \$5,500.
George H. Plovman, detached house, 23 Hammersmith avenue, \$5,400.

RETREAT WILL BE HELD
A meeting of the executive of St. Joseph's College Alumnae was held yesterday afternoon. Mrs. James E. Day presiding. New furniture for the library, purchased from proceeds of the bazaar held under the auspices of the association, was inspected and admired. It was arranged that a three days' retreat would be held next month, when Rev. W. Doyle, S.J., Guelp, will conduct the exercises. Arrangements were also made for the annual meeting, which will open with mass. Luncheon will be had at the college, and a business meeting held in the afternoon.

JAIL AND SPANKING
For the theft of a silk dress and some silk, Frank O'Donnell was sent to jail yesterday by Judge Coatsworth for one month, and to be spanked once.

ONLY TABLETS MARKED "BAYER" ARE ASPIRIN
No Aspirin at All without the "Bayer Cross"

The name "Bayer" on Aspirin is of "Bayer Tablets of Aspirin" which contains proper directions for Colds, Headache, Toothache, Earache, Neuralgia, Lumbago, Rheumatism, Neuritis, Joint Pains, and Pain generally. Tin boxes of 12 tablets cost but always buy an unbroken package a few cents. Larger "Bayer" packages.

There is only one Aspirin—"Bayer"—You must say "Bayer" Aspirin is the trade mark registered in Canada of Bayer Manufacture of Monach. It is well known that Aspirin is a Bayer manufacture, to assist the public against imitations, the Tablets of Bayer Company will be stamped with their patent trade mark, the "Bayer Cross".

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RECESSION FOR GENERAL.
A public reception will be held on Monday morning in the city hall in honor of General Townshend, the hero of the campaign against the Germans and Turks in Mesopotamia.

IMPERIAL BANK SUES
The Imperial Bank of Commerce has entered action against Frank Beno for \$13,922, alleged due under two promissory notes.

REFUND ON COMMUTATION TICKETS.
The public are advised that, owing to the change in rates for ten-ride trip commutation tickets, effective May 1, 1920, unused portions of tickets purchased at rates which have hitherto prevailed, will not be good for passage on or after May 1. Any unused portions of such tickets should be turned in to the ticket offices for redemption, the railways allowing the full value per ride for the unused rides.

GOOD SPANKING ORDERED
For receiving a number of electrical articles, Leon Grogan was sent to jail yesterday for five years by Judge Coatsworth, who also ordered accused a "good spanking."

CHINAMAN TO BE SPANKED
Mark Chuck, a Chinaman, was sentenced by Judge Coatsworth yesterday to one month in jail and one spanking for stealing cloth.

STRUCK BY AUTO
Alfred Jordan was awarded \$250 in his action against F. H. Robinson, in which he claimed \$500 damages for injuries resulting from being struck by defendant's automobile.

STOLE A HAT
For the theft of a hat, Stella Thompson was fined \$25 by Judge Coatsworth yesterday.

INCREASED RATES FOR USE OF TRUCKS

A by-law now being prepared by the city solicitor will authorize a scaling up of rates that may be charged by truckers on and after May 1st, in time to give satisfaction to the benefit of the big rush for vans on the chief moving day of the year. Following are the old and the new rates:

	Old Rate.	New Rate.
One-ton truck	\$2.00	\$2.25
Two-ton truck	2.50	2.75
Three-ton truck	3.00	3.25
Four-ton truck	3.50	3.75
Five-ton truck	4.00	4.25
One-horse wagon	1.10	1.25
Two-horse wagon	2.00	2.25
	1.10	1.50

BOARD MEETS TODAY ON HOUSING ISSUE

Plans and Figures on Costs
Prepared by City Architect.

MAYOR GETS APPEALS

The board of control held a brief session yesterday to take up the housing question, but owing to the fact that there was not a full board, the matter was deferred until this afternoon, when Mayor Church's proposed amendment to the building bylaw will be available, and the city architect's plans and figures on costs of houses which it may be decided to erect on city property will be discussed.

City Architect's Price Submits Plans
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Appeals From Residents.
Among a number of appeals for assistance received by Mayor Church from people in difficulties over the lack of houses, his worship yesterday received the following from a resident of Beresford avenue.

"I, like many others, am compelled to vacate on the end of April. I have three children, one 5 years and the other two, 18 months and 1 year. I cannot get a house. I have a large tent, and I was preparing to tent for the summer months, but the weather has been so cold and wet that I feel I would not be responsible for their little lives. I have been paying \$25 per month for a house in the county assessed for \$1200. So you will find that working people are as big profiteers as the capitalists; if I had one more week the weather might be favorable. What would you advise me to do?"

GRAND TRUNK RAILWAY SYSTEM.
Time Table Changes, Sunday, May 2nd, 1920.

Commencing Monday, May 3rd, train No. 30 now leaving Toronto 6:30 p.m. daily except Sunday, will leave at 6 p.m. for Belleville and certain intermediate stations.

Commencing Monday, May 3rd, train No. 35 will leave Cobourg 6:20 a.m. daily except Sunday, arriving Toronto 8:45 a.m.

Commencing Monday, May 3rd, train No. 36 will leave Toronto 5:10 p.m. daily except Sunday for Cobourg and intermediate stations.

Train No. 41, leaving Toronto 7:45 a.m. daily except Sunday for North Bay and intermediate stations, now runs via Muskoka Wharf.

Commencing Sunday, May 2nd, train No. 47 will leave Toronto 7:45 p.m. (instead of 11:20 p.m.) daily except Saturday (instead of Tuesday) and Thursdays (as at present), arriving North Bay 5:20 a.m.

Train No. 9 "The National," now leaving Toronto 9:15 p.m. daily for North Bay, Cochrane, etc., will be run Tuesdays, Thursdays and Saturdays only, for Winnipeg and West.

RECEPTION FOR GENERAL.
A public reception will be held on Monday morning in the city hall in honor of General Townshend, the hero of the campaign against the Germans and Turks in Mesopotamia.

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REPAIRS FOR THREE SCHOOLS DECIDED

Committee Recommends That
Park, Givens and Crawford
Be Experimental Schools.

NEW SITES ENDORSED

Repairs on city schools and additions to others were subjects for consideration and discussion at the meeting of the property committee held at the administration building yesterday afternoon. Trustee McClelland in the chair. One of the difficulties in the matter of deciding what might be done was that the estimates had not yet been received from the city council. It was decided that the board would urge the council to give these as soon as possible in order that the board might know just how much finance is at its disposal upon which to build plans.

The proposition to reconstruct three old schools—Park, Givens and Crawford—in such a way as would be them for experimental or opportunity schools, was introduced by Dr. Noble. He said the plan commended itself from two points of view. It would give space, now that so many schools are congested, and it would also introduce the idea of the part time academic and technical school. He believed that two of the schools would give eighteen or twenty rooms, and that Park School had a nice garden.

Time Now Ripe.
"What pupils would such schools draw?" asked Trustee Laxton. "They would draw from all parts of the city," said Dr. Noble. "Givens would relieve Dufferin and Crawford would relieve Niagara."

Trustee Mrs. Groves, who had visited this class of school and had seen its operations in the United States, said she thought the time was ripe for these schools. Like Dr. Noble, she pointed out that they would relieve the congested situation, and secondly, they would give pupils a chance to find themselves. They would attend both academic and technical classes and would find out the things for which they are best suited.

In answer to a question, Dr. Noble said the money would be supplied by the purpose of getting approval in order that building might be put in operation. This brought out a resolution from Dr. Noble, who moved that the plans be left over until they were approved by the management committee, approved by the inspectors, and sites considered. After discussion and amendments, the resolution was carried. Twenty-four schools in all were considered in regard to additions and Chief Inspector Cowley pointed out his stand on the matter when he said:

Sites Recommended.
"We had recommended seven new sites. Before you decide to make a worse situation a new school, it is your duty to see if sites can be had. Fern Avenue is in something the same condition, the not quite so bad."

Dr. Noble thought that if the board were to buy sites with a brass band they would have all the land sharks in the country.

Mr. Cowley said that he thought the minister of education would accept the idea of additions if sites were to be had, and he had already done in the case of Dewson School, but the first thing to consider is the children who are to attend the schools during the next four years.

Trustee Bell was strongly in favor of a portion of Givens Street School being wrecked, as it was in his opinion dangerous to the children. A report was asked for on this in connection with the others proposed as experimental schools. Permission was given to go on with extensions at Kimbly, Glenhill, John Fisher and Wilkinson schools. An additional site will be bought for Balmy Beach School. Passing of accounts and consideration of contracts was other business.

A feature of the meeting was the cordial reception given Trustee Rawlinson, who had been absent from the meetings for some weeks owing to ill health. There was no doubt about the sincerity of his co-workers of the board in welcoming his return to their ranks.

WOMEN'S COLLEGE HOSPITAL.
The regular monthly meeting of the board of the Women's College Hospital was held in the board room at 125 Rusholme road, Mrs. A. O. Ruthers presiding. The report for March was made by the president, Mrs. J. F. Hall, who stated that 157 patients had been admitted during the month and forty babies had been born in the institution. This large number was the cause of much concern and delight. The Easter season was brightened for the patients by Mr. Spicer playing some special guitar music, and this to the thoughtful ness of Mr. Rutherford each tray appeared with a pretty tulip or daffodil.

FIRE MARSHAL BUSY.
Provincial Fire Marshal Heaton leaves for London, Ontario, tonight to hold an investigation into the disastrous fire that took place in the collegiate institute a few days ago.

On the conclusion of this investigation, he proceeds to Port Elgin to investigate a fire at Underwood in the premises of the Taylor Trading Company.

NO UNDUE INFLUENCE.
After a trial extending over two days, Mr. Justice Giesbrecht has decided that the will made by the deceased, Francesco Gionna, who left an estate valued at about \$100,000, is a true will. Dissatisfied members of the family contested the validity of the grounds of alleged undue influence and testator's incapacity. Rocco V. Gionna, a son of deceased, who made the will, was found liable for costs.

EFFORTS TO SAVE COPPEN.
T. A. Gibson, barrister, and Capt. (Rev.) R. L. Brydges are to meet the minister of justice at Ottawa today in a final effort to save George J. Coppen from the gallows on May 2 next for the murder of his wife in the home at Merton street, North Toronto.

LEGISLATURE HEARS BRITISH VISITORS

There was a pleasing diversion in the legislature yesterday, when the members extended a welcome to Sir Richard Winfrey, who was at one time parliamentary secretary to the British board of agriculture, and Brigadier-General Davy, principal chaplain to the British forces during the late war. Both visitors received a splendid hearing.

The first thing Sir Richard did was to praise Canadian soldiers in England and France. He regretted he was not a farmer, but on the other hand, he could claim to be the son of a farmer. Gen. Davy made a fine impression when he said he did not feel away from home in addressing the Ontario legislature.

Brigadier Drury rose splendidly to the occasion and in a short speech, which was a model of its kind, made acknowledgments to the two visitors.

GENERAL DAVEY REVIEWS CAMPAIGN

Whole History of Gallipoli
Occupation Detailed to
Empire Club.

NOT A BLUNDER

The historic Gallipoli campaign was reviewed in detail to the members of the Empire Club, at their luncheon in the King Edward Hotel yesterday, by Brig.-Gen. J. Penry Davey, C.M.G., who was on active service during the entire period of the war, as principal chaplain to His Majesty's imperial forces in the Dardanelles.

The general took a metaphorical which at what he termed "armchair tactics," who had sat back in their comfortable chairs, and characterized the Dardanelles campaign as a blunder. He said that this criticism was the worst of the war. Although a cycle today he said that the presence of the British and French forces on the peninsula necessitated a quota of German and Austrian troops to reinforce the Turkish army. If the enemy could have taken his troops from Gallipoli he would at the least have made a much speedier and further advance into France, and in this manner would undoubtedly have had better chances of ultimately winning the war.

Whole Campaign Reviewed.
With the aid of two maps the whole Dardanelles campaign was reviewed by General Davey, from the time of evacuation in April, 1915, to the final evacuation in January, 1916. The difficulties of evacuating the peninsula were even greater than those attending the landing," he said, but the padres had pressed the troops back to the beach until every soldier killed there had been decently buried. This was done.

"I was not the last man to leave Gallipoli, although I have since met more than 250 men who were."

"Our grand old empire is worth all the loyalty we can give it, and it is up to us to see that the victory which was so nobly won shall not be taken from us," he concluded.

**SUPERIOR SERVICE GIVEN
BY AUTO EXPERTS CO., LTD.**
A complete service for the handling of any kind of wreck or breakdown on the road has recently been established by The Auto Experts Company, Ltd., operating two garages in the east end of the city. By using only expert mechanics and the best of materials and working on the time system, the company figures that a considerable saving to the motoring public is effected. Mr. F. N. Hall, the president, has had fifteen years experience covering a wide range of motor repair work and is well qualified to direct the service of the company. He stated that it is the intention to open three more garages in the near future, thus forming a chain of stations throughout the city, a call to any of which will immediately bring a fully equipped emergency truck to the scene of any breakdown. This service should prove valuable to every car owner.

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BICYCLE BOOM INVADES TORONTO

Discomforts of Car Service
Stimulate Both Sexes to
Ride Wheels.

MADE IN CANADA

The high cost of riding and pushing on Mr. Fleming's cars will have a serious competitor during the coming summertime—that is if summer weather ever does appear—in the humble cycle. The trade in cycles in Toronto is becoming the cycle manufacturer of the world. Canadian firms already have their agents in New Zealand, Australia and South Africa, and orders in them are all assembled in the Dominion. In fact, as Percy McBride, one of the largest cycle dealers in the city said yesterday, Canada is becoming the cycle manufacturer of the world. Canadian firms already have their agents in New Zealand, Australia and South Africa, and orders in them are all assembled in the Dominion. In fact, as Percy McBride, one of the largest cycle dealers in the city said yesterday, Canada is becoming the cycle manufacturer of the world. Canadian firms already have their agents in New Zealand, Australia and South Africa, and orders in them are all assembled in the Dominion. 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