H. L. DRAYTON'S LETTER ON TRAFFIC CONDITIONS

In response to a request from the board of control, Corporation Counsel Drayton submitted a letter to the council on Monday, in which he outlined a number of reasons why the city should secure a report on the transportation problem. The letter points out that, in order to secure a better service from the Toronto Street Railway Company, the city must be able to show how the present system could be improved, which advice could only be given by traffic experts. Mr. Drayton gives a general analysis of the traffic problems confronting the city, and urges that experts be engaged who would be capable of arriving at an accurate solution.

The letter was read in council by Mayor Geary, but the proposal was voted down. The letter follows:

April 1, 1912.

G. R. Geary, K.C., mayor, Toronto:
—Re Transportation.—

Dear Mr. Mayor,—I am just in receipt of your favor asking for further memo. as to the necessity and scope of a report of experts on Toronto's transportation problem.

I take the different questions seriatim:

1. In the interests of the public, you are facing the problem as to how congestion is to be relieved on the Toronto Railway system. The position of the company is, shortly, that they are doing everything that can be done, having regard to the proper administration of the street railway system; that the placing of more cars on existing routes would so congest the lines as to impede instead of facilitate transportation, and create undesirable and dangerous highway and traffic congestion. The city's answer to this may be regarded as two-fold:

Firstly, that additional cars will not produce these results; and, secondly, that the company should provide more tracks and scientifically arrange its routing system, so as to give a far greater car facility to the public.

So far as the rearrangement of routes and time-tables are concerned, this, while looking a comparatively small matter, is really a difficult and complex one. The arrangement of the time-table on one line is not a matter of difficulty, if the creation of a mere time-table, apart from its greatest usefulness to the public, is considered. But it is to be borne in mind that there is hardly any line on which the simple application of a time-table, no matter on what principles it is drawn, can be considered by itself. Routing of cars must interlock one with the other, and the comparatively simple question becomes highly complicated by the introduction of not one, but many car lines, over the same stretch of street.

Then, on the question of new lines, it is not, again, a complicated matter to say that such and such a street, running as it does in such and such a direction, and of such and such a width, is a proper street to lay tracks on. It does, however, become a question requiring the nicest judgment and the greatest experience to designate streets for new routes which will result, with a reasonable expenditure of money, in obtaining the best facilities for the public, and at the same time will work in from an operating standpoint with the existing system. It must be borne in mind that, in connection with new lines in the old city area, the city is not merely supplying foundation and pavements for the Toronto Railway Company, but is procuring the building of lines, which it, itself, must assume at a comparatively early date, so that the city is vitally interested in seeing that lines are laid out having regard to a future proper and economic operation of the system as a municipal enterprise.

2. The proper location of civic car lines in the outlying districts, having regard not only to their proper and economic operation together, but their adaptability to such operation in conjunction with the system of the Toronto Railway Company at the end of its franchise.

The ratepayers have already voted $1,250,000 for the purpose of civic car lines, and, in view of Toronto's great and continuous growth, this vote, large as it is, may fairly be looked upon as but a commencement.

It is impossible, in my view, that too much attention can be paid to arriving at the proper lines, routes and working system, having regard to the possibility of economic and efficient administration, by which only can reduced cost of transportation, as well as improved facilities, be assured to the public.

3. The basis on which the city car lines should be operated, having regard to the exchange of traffic order already obtained.

The present sections of the Railway Act are not drawn in such a way as to properly cover the necessities of street railway interchange of traffic, and, while the city has obtained the necessary order from the board, that order is now in appeal and the rights of the parties will not be for some time probably finally determined, an appeal being open to either of the parties to the privy council.

The city is now promoting the passage of an act, which plainly and directly deals with this interchange of traffic matter, and which it is hoped will become law at the present session of the legislature. Whether it becomes law or whether the matter has to be worked out as best it can under the general sections of the Railway Act, in either instance some basis of remuneration to the Toronto Railway Company for the use of its tracks will have to be made by the city, and proper arrangements for operation determined. The matter bristles with questions on which a company having a knowledge of street railway operations could easily obtain advantages.

In my view, the greatest and most expert experience is none too great for the city to have.

Incident to the consideration of this matter is a question as to whether or not the proper solution of the question would be the employment of motor buses. This again would require a large investment, which, in my view, should not be made without knowing as nearly as possible what its adoption means, both in cost to the corporation and returns from its operation.

4. The fourth question also requiring determination is the providing of the best entrance into the city for the radial systems. If this matter is not solved by the corporation, I think that it is clear that, sooner or later, it will be solved by private interests, and very possibly in a manner not at all in the best interests of the citizens of Toronto. This question naturally involves, on the one hand, the construction of surface direct diagonal lines to some central point in the city, or the construction of subways or tubes.

As to the instructions which should be given to any firm of experts, in my view their report should cover all the above matters; but the experts should be instructed to enter on their consideration of the problems subject and limited to the following conditions:

Firstly. The operation of all electric railway transportation not only within the present city limits, but also within the Metropolitan area, which would certainly extend north as far as Eglinton avenue, to Humber River on west, and the Scarboro town line on the east.

Secondly. The construction and operation of the system as one to be operated as a whole on the termination of the existing franchise of the Toronto Railway Company.

Thirdly. The operation of the system as a municipal undertaking.

It is unnecessary for me to point out the urgency of the transportation question. Some of the city's car lines are under construction. The city is now acquiring the Etobicoke line, in any event as far as a point 200 feet west of the Humber River. It is also acquiring the Scarboro line from the present eastern limits of the city, being the town line between the Townships of York and Scarboro to the Woodbine, and it is only a matter of a comparatively short time before the city must have a property organization for the purposes of operating a system which will be constantly enlarged. Yours faithfully,

H. L. Drayton.

EXPERT ADVICE IS NECESSARY FOR TORONTO

Mayor Geary Says Toronto Cannot Carry Out Plans and Spend Over a Million Dollars Without Getting Advice, and Says Council's Action Was Very Unwise.

Mayor Geary stated yesterday that some expert advice was absolutely necessary before the city could undertake to carry out its plans regarding the civic car lines and other proposed transportation improvements. The council had defeated the motion to engage a firm of experts who were eminently qualified to advise the city on all transportation matters, but, according to the mayor, the members were only causing a needless delay, since it would be an act of folly for the city to proceed to spend one million and a quarter dollars without advice as to the most judicious manner of spending this sum.

"That was one of the most unwise things the city council has ever done," he said, "the motion was killed without any real arguments against it. How can we spend all the money we are about to spend, and not know where we are heading for. We are building many new car lines, and yet they refuse $30,000 to acquire accurate information and expert advice as to the best methods of spending this sum."

Speaking of the action of the private bills committee in turning down the city's request for power to expropriate a portion of the York Radial Co., the mayor said:

"Personally I am very sorry, but it is more a matter or regret on the part of Etobicoke people than of Toronto people. These people have made it an absolutely fixed fact that they will be up against the same proposition as East Toronto is at the present time. They will have to pay a double fare. There was nothing in it for Toronto except that there was an advantage to have the Mimico line a part of the city's general railway system."

SOCIAL PURITY

Rev. Dr. Shearer and Rev. Dr. Moore are arranging for a Social Purity convention here next Tuesday. A deputation will visit a number of Canadian cities to hold similar conferences within the next few weeks.

CARPENTERS TO MEET

Will Decide on Wage Scale at Gathering Next Week

A mass meeting of the carpenters' unions will be held in the Labor Temple on Friday, April 12, at 7.30 for the purpose of deciding what wages shall be asked for the year. This was the decision reached by the joint executive board lately.

The carpenters will hold a conference with the employers three days before the big meeting, so that a final answer can be given on that night. There are about two thousand carpenters interested.

YOU CAN'T CURE CATARRH BY SWALLOWING DRUGS

Cough Syrup Tablets and Sprays Sicken the Stomach But Don't Reach the Germs of Catarrh—Hence Their Failure to Help.

To cure an ailment in the throat or chest, or to rout out Catarrh or Asthma, it is essential that the medicine be conveyed direct to the affected parts. That is why no other remedy has achieved such world-wide success as Catarrhozone, which alone can be breathed in one second to every air cell in the breathing organs. The healing vapors of Catarrhozone mix with the breath and descend through the throat, down the bronchial tubes, to the deepest air cells in the lungs—all parts are saturated with the rich piney essences that ease, heal and cure.

Catarrhozone has entirely displaced the old-fashioned remedies, such as cough syrups, sprays, tablets and sedative powders. It contains none of the opium, choral and drowsy narcotics so commonly found in liquid cough and catarrhal remedies.

COULDN'T BREATHE—"CATARRHOZONE" CURED.

"No one ever contracted a more obstinate attack of nasal catarrh than I suffered a month ago," writes Mr. G. E. Root, a well-known resident of Bridgetown, W.I. "My head ached terrifically, I sneezed about every three minutes, but still my nostrils were entirely closed and I couldn't breathe through them. Ten minutes inhaling Catarrhozone gave me a little relief, so I continued to use Catarrhozone every hour, and before the day was out I had improved. Catarrhozone quickly cured me. I am well ever since."

There is no remedy so certain and safe as Catarrhozone, but being a good remedy it is imitated. Beware of the substitutor. Large Catarrhozone lasts two months, price $1.00; smaller sizes 25c and 50c. All reliable dealers or the Catarrhozone Co., Buffalo, N.Y., and Kingston, Canada.

THAT FOOT PAIN Broken down arch causes cramps and pains in the foot, heel and ankle. Sufferers imagine Gout and Rheumatism when the arch of the foot is to blame. This arch is composed of jointed bones. When they get out of place the bones chafe in their sockets, causing intense pains so often mistaken for Gout and Rheumatism. Scholl's "Foot-Eazers" give instant relief. You can walk all day without cramp or pain. Calluses, corns and bunions soon disappear. Scholl's "Foot-Eazers" make walking a pleasure instead of a torture. Sold by all druggists and shoe dealers. Try them today. The Scholl Mfg. Co. Ltd. 473 King Street, W., Toronto.

AMUSEMENTS.

ROYAL ALEXANDRA — SEATS BELL PIANO CO. 146 YONGE

THE POPULAR COMEDIAN HARRY BULGER in the Musical Play, The Flirting Princess

GOOD FRI. MAT.

NO MATINEE TO-MORROW

SEATS ON SALE FOR THE RETURN OF THE ALL SCOTCH CO. IN BUNTY

MAT. EASTER MON.

—PRICES—50c, 75c, $1.00 & $1.50—

GOOD FRIDAY EVENING, 8.15

JARVIS BAPTIST CHOIR

(Corner Gerrard and Jarvis)

ORATORIO SERVICE — MOORE'S "DARKEST HOUR"

And Miscellaneous Works.

Chorus of 90 Voices

Organ soloist, Joseph Martin, Montreal; baritone, Burlington Rigs, London, England; conductor, Edward Broome, Mus. Doc. 35

TORONTO SYMPHONY ORCHESTRA

Seat sale to-morrow for Wednesday, April 10.

SCHUMANN-HEINK

Contralto

Prices—50c, 75c, $1.00 $1.50, $2.00.

Church of the Epiphany

Queen St. West and Beaty Ave., Parkdale.

TO-NIGHT at 8 o'clock

Sir John Stainer's Sublime Cantata

"THE CRUCIFIXION"

By the Choir of the Church, under the direction of the Organist, Mr. T. M. Sargant, assisted by Mr. Cusack, Tenor, and Mr. Gearing, Bass.

Offertory for Building Fund.

PRINCESS MATINEE SATURDAY

SPECIAL MATINEE GOOD FRIDAY

RICHARD CARLE —IN— JUMPING JUPITER

The big laugh and song show, with EDNA WALLACE HOPPER

April 8, 9, 10—"The Fortune Hunter."

SHEA'S THEATRE

Matinee Daily, 25c; Evenings, 25c, 50c, 75c. Week of April 1.

Cressy and Dayne; Barnes and Crawford; Little Hip No. 2; Ward Bros.; Frank Fogarty; The Three Vagrants; La Toy Bros.; The Kinetograph; Stone and Kalisz.

GAYETY DAILY MATS. LADIES 10¢

BURLESQUE & VAUDEVILLE

GINGER GIRLS

ED. LEE WROTHE

REAL RACE SCENE HORSES, JOCKEYS

Next Week—"HONEYMOON GIRLS"

MASSEY HALL Friday, April 12

KATHLEEN PARLOW

The great Canadian violinist

Reserved seats 50c, 75c, $1.00; balcony front $1.50

Plan opens Mon. Apr. 8th. New Scale Williams piano used.

GRAND POPULAR

Good Friday Concert

MASSEY HALL, APRIL 5TH

Best artists—Jessie Alexander, Harold Jarvis, Barbara Foster, 48th Highlanders' Band, with Miss McKay at the piano.

Popular Prices—25c and 50c.

Plan now open at the hall and at Nordheimer's Music Store.

GRAND OPERA HOUSE

Mats. Wed. Sat. 25c & 50c

Special Mat. Good Friday

HANLONS' FANTASMA

NEXT—"Mrs. Wiggs of the Cabbage Patch."

STAR BURLESQUE SMOKE IF YOU LIKE DAILY MATINEES

FOLLIES OF THE DAY

Next Week—"Bohemians."

Parkdale Rink

Exclusive patronage. New maple floor. Band every night and Saturday afternoon. 135

SETTLED FOR $500.

Theodore Vanducker settled his case against the C.P.R. for his loss of three fingers, for $500 and the costs of the suit.

PASSENGER TRAFFIC.

Excursion to NEW YORK

$15.50 Round Trip

Thursday April 18th

Return Limit, April 27th

We suggest you make early reservations

For Railroad tickets or additional information, consult agents Canadian Pacific Ry. or New York Central Lines, 10 Yonge Street, Toronto. Telephone Main 4361

NEW YORK CENTRAL LINES

EASTER SINGLE FARE FOR THE ROUND TRIP

GOOD FOR 7 DAYS

Going April 4, 5, 6, 8; returning April 10, Between All Points on CANADIAN NORTHERN ONTARIO and CENTRAL ONTARIO

For rates apply any agent of these lines, Toronto Offices—King and Toronto Streets and Union Station. edtf

INLAND NAVIGATION.

NIAGARA-ST. CATHARINES LINE

Opening of Navigation

It is expected that steamers will be placed in commission on or about April 1 between

TORONTO AND PORT DALHOUSIE

and connection made there with the lines of the Niagara, St. Catharines & Toronto Railway Co.

For rates and information apply any agent of the Canadian Northern Ontario, Central Ontario or Bay of Quinte Railway, or F. V. Higginbottom (M. 2170) W. E. Ireland (M. 4840), H. G. Wiltse (M. 2538). edtf

MUSIC TAUGHT FREE

Home Instruction

Special Offers to Readers of The World.

In order to advertise and introduce their home study music lessons in every locality the International Institute of Music of New York will give free to our readers a complete course of instruction for either Piano, Organ, Violin, Mandolin, Guitar, Cornet, Banjo, 'Cello or Sight Singing. In return they simply ask that you recommend their Institute to your friends after you learn to play.

You may not know one note from another; yet, by their wonderfully simple and thorough method, you can soon learn to play. If you are an advanced player you will receive special instruction.

The lessons are sent weekly. They are so simple and easy that they are recommended to any person or little child who can read English. Photographs and drawings make everything plain. Under the Institute's free tuition offer you will be asked to pay only a very small amount (averaging 14 cents a week) to cover postage and the necessary sheet music.

No one should overlook this wonderful offer. Tell your friends about it—show this article to them.

The International Institute has successfully taught others and can successfully teach you, even if you know absolutely nothing whatever about music. The lessons make everything clear.

Write to-day for the Free booklet, which explains everything. It will convince you and cost you nothing. Address your letter or postal card to International Institute of Music, 98 Fifth Ave., Dept. 270C, New York, N.Y. 3tf

Second Cook Wanted

ROYAL HOTEL—HAMILTON

Write or telephone. State experience; give references; mention salary expected.

E. PULLAN

Buys all grades of

WASTE PAPER

ALSO RAGS, IRON, METALS, RUBBER

Phone Adel. 760 490 ADELAIDE WEST 357tf

TO CONTRACTORS

Tenders will be received at the office of Symons & Rae until 12 o'clock noon on Monday, April 22nd, for all trades required in the erection of St. Alban's Cathedral, Toronto. Drawings, specifications and other information may be obtained at the office of SYMONS & RAE, Superintending Architects, 15 Toronto Street, Toronto.

No tender will be necessarily accepted.

CRAM, GOODHUE & FERGUSON, Architects, Boston and New York. 535

PASSENGER TRAFFIC. PASSENGER TRAFFIC.

CANADIAN PACIFIC RAILWAY

HOMESEEKERS' EXCURSIONS

April 16 and 30, and every Second Tuesday until SEPT. 17 inclusive

WINNIPEG & RETURN, $34.00

EDMONTON & RETURN, $42.00

Proportionate rates to other points. Return limit 60 days.

THROUGH TOURIST SLEEPING CARS to Edmonton via Saskatoon, also Winnipeg and Calgary via Main Line. Ask nearest C.P.R. Agent for Homeseekers' Pamphlet

Low Colonist Rates to Pacific Coast Daily until April 15th

Tickets and reservations at any C. P. R. Station or City Office, 16 King Street East. edtf

EASTER SINGLE FARE

Between all stations in Canada Fort Arthur and East GOOD GOING APRIL 4, 5, 6, 7, 8 Return Limit, APRIL 10 (Minimum Rate of 25c)

For MONTREAL and OTTAWA

Try the 10.00 p.m. train from North Toronto, with through Electric-lighted Sleepers and Compartment Cars.

INTERCOLONIAL RAILWAY

CANADA'S FAMOUS TRAIN THE MARITIME EXPRESS

LEAVES MONTREAL AT 12.15 P.M. DAILY, except Saturday, for QUEBEC, ST. JOHN, HALIFAX AND THE SYDNEYS

Maritime Express

Leaving Montreal Friday CONNECTS WITH ROYAL MAIL STEAMERS

Leaving Halifax Saturday Carrying passengers, mails, baggage, etc., to steamer's dock, avoiding extra transfer.

MARITIME EXPRESS

Leaving Montreal Tuesday, April 2nd, connects with Royal Line S.S. Royal George, sailing from Halifax Wednesday, April 3rd.

A SPECIAL TRAIN

With through sleeping and dining car to Montreal, leaves Halifax when incoming mail steamers do not connect with the Maritime Express.

For further particulars apply to TORONTO TICKET OFFICE 51 King Street East. ed

GRAND TRUNK RAILWAY SYSTEM

EASTER

SINGLE FARE FOR ROUND TRIP

BETWEEN ALL STATIONS IN CANADA

Good going April 4, 5, 6, 7, 8. Return limit April 10. (Minimum charge 25c.)

BOSTON 9.00 A.M. 10.30 P.M. Through electric lighted Pullman Sleepers to Boston on 9.00 a.m. train. ONLY DOUBLE TRACK ROUTE

NEW YORK 3 TRAINS DAILY 9.00 a.m., 4.32 and 8.10 p.m. ONLY DOUBLE TRACK ROUTE

CHICAGO 3 TRAINS DAILY 8.00 a.m., 4.40 and 11.00 p.m. ONLY DOUBLE TRACK ROUTE

MONTREAL 4 TRAINS DAILY 7.15 and 9.00 a.m., 3.30 and 10.30 p.m. ONLY DOUBLE TRACK ROUTE

LOW RATES TO THE WEST.

Ask nearest Grand Trunk Agent about "Homeseekers'," "Colonist" and "Settlers'" Excursions. Toronto City Ticket Office, northwest corner King and Yonge Streets. Phone Main 4209. ed7tf

WASHINGTON

EASTER EXCURSION

Friday, April 5, 1912

$15.25 from TORONTO

Tickets Good Returning Within Fifteen Days.

Fast Express Trains to Washington leave Exchange Street Station, Buffalo, 8.50 a.m., 7.30 and 10.35 p.m. Full information concerning trains on which tickets are good and stop-over privileges may be obtained of Ticket Agents, Canadian Pacific Railway, and Grand Trunk Railway, or

C. B. BRODIE, Canadian Passenger Agent, 613 Traders' Bank Building, Toronto.

Pennsylvania R.R. 5338

THROUGH BOOKINGS from NEW YORK and Canadian Ports to EGYPT, INDIA, CHINA, JAPAN, AUSTRALIA and all Eastern Ports By ROYAL BRITISH MAIL STEAMERS of the P&O STEAM NAVIGATION COMPANY. Chief Office: 122 Leadenhall Street, London, E.C.

ROUND-THE-WORLD TICKETS. Yachting Cruises to Norway and the Mediterranean.

Berths may be secured and all information obtained on application to the COMPANY'S AGENT in TORONTO, R. M. MELVILLE, corner Toronto & Adelaide Streets

AUSTRO-AMERICAN LINE MEDITERRANEAN, ADRIATIC

ITALY, GREECE, AUSTRIA, direct without change. Calls at AZORES and GIBRALTAR (East). ALGIERS (West)

Oceania ..... April 3
Laura ..... April 10
Kaiser Franz Josef I ..... April 20
Alice ..... May 4

R. M. MELVILLE & SON, Toronto, General Steamship Agency, cor. Toronto and Adelaide Sts., Gen. Agents for Ontario. 136

TOYO KISEN KAISHA

ORIENTAL STEAMSHIP CO. San Francisco to Japan, China and Ports.

SS. Nippon Maru ..... Wed., April 17, 1912
SS. Tenyo Maru (via Manila direct) ..... Wed., April 24, 1912
SS. Shinyo Maru (new) ..... Sat., May 18, 1912
Chiyo Maru ..... June 15, 1912

*Intermediate service; saloon accommodations at reduced rates.

R. M. MELVILLE & SON, General Agents, Toronto. 136tf

Pacific Mail S. S. Co.

San Francisco to China, Japan, Manila

Nile ..... April 3rd
Mongolia ..... April 10th
Persia ..... May 4th
Korea ..... May 10th

R. M. MELVILLE & SON, General Agents, 136tf

ROUND TRIP $11.00 ATLANTIC CITY, WASHINGTON, D.C.

From Suspension Bridge via Lehigh Valley R. R., Friday, April 5th. Tickets good 15 days returning. Particulars 8 King Street East, Toronto. ed

Send your patterns for BRASS, BRONZE and ALUMINUM CASTINGS Prompt delivery.

The Canada Metal Co. Limited Fraser Avenue, Toronto. 136

THE ROYAL LINE

CANADIAN NORTHERN STEAMSHIPS LIMITED

WINTER SAILINGS.

From Halifax. From Bristol.
Wednesday, Steamer, Wednesday.
April 3....ROYAL GEORGE..March 20
April 17...ROYAL EDWARD...April 2
May 1....ROYAL GEORGE...April 17

SUMMER SAILINGS.

From Montreal. From Bristol.
May 15....ROYAL EDWARD...May 1
May 30....ROYAL GEORGE...May 15
June 12....ROYAL EDWARD...May 29
June 26....ROYAL GEORGE...June 12

and Fortnightly thereafter.

Apply any Agent or H. C. Bourlier, General Agent, cor. King and Toronto Streets, Toronto. edtf

ANCHOR LINE

New Twin-Screw Steamships "Cameronia," "California," "Caledonia," "Columbia."

Sailing from New York every Saturday

GLASGOW Via Moville LONDONDERRY

For new illustrated book on Tours, apply to HENDERSON BROTHERS, Agents, 17 and 19 Broadway, New York, or R. M. Melville & Son, G.P.A., 40 Toronto St.; A. F. Webster & Co., King and Yonge Sts.; S. J. Sharp, 19 Adelaide St. East; Geo. McMurrich & Son, 4 Leader Lane. ed7

HOLLAND-AMERICA LINE

New Twin-Screw Steamers, from 12,500 to 24,170 tons.

New York—Plymouth, Boulogne and Rotterdam.

SAILINGS Tues. To
S.S. New Amsterdam..Apr. 2....Rotterdam
S.S. Noordam ..... April 9
S.S. Ryndam ..... April 16

New Triple-Screw Turbine Steamer of 32,000 tons register in course of construction.

R. M. MELVILLE & SON, General Passenger Agents, Cor. Adelaide and Toronto Sts. ed12

Bermuda

QUEBEC STEAMSHIP COMPANY BERMUDA ATLANTIC SS. COMPANY ROYAL MAIL STEAMSHIP COMPANY BERMUDA TOURS

A. F. WEBSTER & CO., AGENTS King and Yonge Streets ed

AUCTION SALES

Suckling & Co.

We have received instructions from RUTHERFORD WILLIAMSON, C.A., Assignee,

to offer for sale by Public Auction, en bloc, at a rate on the dollar, at our warerooms, 68 Wellington-st. West, Toronto, at 2 o'clock p.m., on Wednesday, April 10th, the stock belonging to the estate of

F. R. S. CAMPBELL, East Toronto,

consisting of:

Ladies' Wear and Gents' Furnishings	$1975.84
Show Cases, Mirrors and Fixtures	671.75
Total	$2647.59

Stock and Inventory may be seen on application to the Assignee, Rutherford Williamson, 86 East Adelaide-st., Toronto, or at our office, 68 Wellington-st. West, Toronto. Apr. 3,9.

CANADIAN PACIFIC RAILWAY CO

Notice to House Wreckers and Others.

The undersigned will receive tenders for the purchase and removal of houses Nos. 2, 4, 6, 8, 10, 12 and 14 Water-st., Toronto, up to Noon Tuesday, April 9th, 1912. Possession will be given on or about April 22nd, and the houses together with all material and debris must be entirely removed from the premises before May 15th. The lowest or any tender not necessarily accepted. Forms of tender may be obtained from the undersigned.

A. L. HERTZBERG, Division Engineer, Room 601, Union Station. Toronto, April 2, 1912. 34

TENDERS.

NOTICE TO CONTRACTORS

Tenders will be received by registered post only, addressed to the Chairman of the Board of Control, City Hall, Toronto, up to noon on Tuesday, April 9th, 1912, for the construction of

STORM OVERFLOW SEWER, MAIN CARRISON CREEK, Section 1

Envelopes containing tenders must be plainly marked on the outside as to contents.

Specifications may be seen and forms of tender obtained at the office of the City Engineer, Toronto.

Tenderers shall submit, with their tender, the names of two sureties, or in lieu of said sureties, the bond of a guaranty company approved of by the City Treasurer.

The usual conditions relating to tendering, as prescribed by city by-law, must be strictly complied with.

The lowest or any tender not necessarily accepted.

G. R. GEARY, Mayor, Chairman Board of Control.

City Hall, Toronto, March 19th, 1912.

SYNOPSIS OF CANADIAN NORTH-WEST LAND REGULATIONS.

ANY person who is the sole head of a family, or any male over 18 years old, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-agency for the district. Entry by proxy may be made at any agency, on certain conditions by father, mother, son, daughter, brother or sister of intending homesteader.

Duties.—Six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

In certain districts a homesteader in good standing may pre-empt a quarter-section alongside his homestead. Price $3.00 per acre.

Duties.—Must reside upon the homestead or pre-emption six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may enter for a purchased homestead in certain districts. Price $3.00 per acre. Duties.—Must reside six months in each of three years, cultivate fifty acres and erect a house worth $300.00.

W. W. CORY, Deputy of the Minister of the Interior.

N.B.—Unauthorized publication of this advertisement will not be paid for. ed

SEALED TENDERS, addressed to the undersigned and endorsed "Tenders for One Single Screw Steel Tug," will be received at this office until 4.00 P.M., on Monday, April 22, 1912, for the construction of an 80 ft. Single Screw Steel Tug.

Plans, specification and form of contract can be seen and forms of tender obtained on application at the office of J. G. Sing, Esq., District Engineer, Confederation Life Building, Toronto, Ont.; J. L. Michaud, Esq., District Engineer, Merchants' Bank Building, Montreal, Que.; C. C. Scovil, Esq., Supt. of Dredges, St. John, N.B.; and G. M. Graham, Esq., Supt. of Dredges, New Glasgow, N.S.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of occupation, and place of residence of each member of the firm must be given.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honorable the Minister of Public Works, equal to ten per cent. (10 p.c.) of the amount of the tender, which will be forfeited if the person tendering decline to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

By order, R. C. DESROCHERS, Secretary, Department of Public Works, Ottawa, March 26, 1912.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department. —19142 845

NOTICE

Call for tenders for the Construction of a Wharf and for Dredging Basin at Sarnia, Ont., is hereby cancelled.

By order, R. C. DESROCHERS, Secretary.

Public Works Department, Ottawa, April 1st, 1912. 34

NOTICE is hereby given that Alfred Milton Durnan of the City of Toronto, in the County of York, in the Province of Ontario, accountant, will apply to the Parliament of Canada at the next session thereof for a bill of divorce from his wife, Ida Alberta Durnan, of the said City of Toronto, (formerly known as Miss Bertie Fenton of the City of Hamilton, Ontario), on the ground of adultery.

Dated at Toronto, in the Province of Ontario, this 29th day of February, 1912.

ALFRED MILTON DURNAN, By Coatsworth, Richardson & Coatsworth, Continental Life Bldg., 157 Bay Street, Toronto, Solicitors for the applicant. 35f

PUBLIC NOTICE

CLOSING OF MORRIS AVENUE

Notice is hereby given that the Council of the Corporation of the City of Toronto proposes, after the expiration of one month from the date of this notice, to pass a bylaw to

Close Morris Avenue

in the City of Toronto, from School-house Avenue to Highland Avenue.

The said bylaw, and plan showing the land to be affected, may be seen at my office in the City Hall.

W. A. LITTLEJOHN, City Clerk.

City Hall, Toronto, March 27th, 1912. 3333