

## THE BON MARCHÉ BANKRUPT STOCK EMPORIUM.

**THE KING-STREET SUBWAY**  
COMMITTEE REPORTS THAT IT WILL COST \$177,174.

The Matter Considered by the Board of Works—A Bridge Would be the Expensive—Contracts Awarded for Sewers—Mr. Jones' Report on the Project—The Board of Works met yesterday, Ald. O'Neil (chairman) presiding. A large delegation of citizens from the Ward of St. Matthew's were there, and for and against certain improvements in their locality, which were undertaken on petition, from the residents of the district. A section of the delegation opposed the carrying-out of the work on the ground that when they signed the petition that they were under the impression that the engineers had been engaged to make the city and its local improvements. The rival section of the delegation contended that the work should be proceeded with, with a partition in its favor, having been numerously signed and adopted on presentation to the board.

Ald. Jones suggested that the residents of the district should be given an opportunity of expressing their clear opinion on the subject, and that a meeting should be arranged to be called for to-night, at 8 o'clock, in the Masonic Hall, King-ton-road. This was agreed to.

These tenders were accepted for sewers: Rosedale Creek, River Don to Yonge-street, \$88,961; Robert Pollock, Bloor-street, Brunswick-avenue to Huron-avenue, \$88,737; John Blakes, Bloor-street; Garrison Creek to Brunswick-avenue, \$26,178; Adam Beatty and Joseph Brock.

In connection with the last tender, a letter was read from Mr. Wm. Jones, who claimed that the contractors had been awarded the contract at a rate of 10 per cent. higher than that paid by the City Council. He further stated that he had incurred considerable expense in providing material for the work on the strength of the report of the Board of Works, and of the Council, and that if the contract were taken from him he would seek legal redress.

Ald. Bartell asked why it was that Mr. Jones did not allow himself to proceed with the work. The chairman replied that the amount of the tender was far in excess of that estimated by the City Engineers. The bids were submitted for Mr. Jones' tender was for \$81,946, and, as would be seen, the saving effected by re-opening the tender was very small.

On the recommendation of the City Engineers it was decided to construct seven in Marlborough-place, from the south limit of Yonge-street to the north end of Queen-street, from Sudley to Medall-street; from the west side of Huron-street to St. Patrick-street; on John-street from south of Grosvenor-street to the south end of King-street. He also recommended the construction of certain sidewalks, positioned for by residents in various parts of the city, and also advised as to the durability of materials so used, and the length of time parties laying down ready-made as their own expense should be exempted from payment.

Ald. Bartell opposed the construction of a cobblestone roadway on Bathurst-street, from Queen to Niagara-streets, on the ground that it was not necessary, and that a portion of his family held the property held in the district he did not think the subject should be entertained. The matter was deferred.

A committee was appointed to go to New York to see coal early in the season was to arrive.

He drew attention to the defective state of the sewer at the foot of Bay-street, and suggested that the water should be diverted to convey the sewage into deep water. As a similar proposition is made with reference to the sewer at the foot of Yonge-street, he said that the two subjects might be considered at the same time.

A letter was read from Mr. William Jones, contractor for the bridge, who said that he was not allowed to proceed with his contract, as he had made a serious mistake in his estimate. The City Engineers believed that there was a sufficient amount of money available to allow a new bridge to be built.

It was agreed that a new bridge should be the lowest. Under these circumstances it was decided to allow Mr. Jones to amend his tender.

The committee appointed to consider the question of a subway, decided to have a King-street railway crossing, sent in a report, in which they say:

We have unanimously arrived at the conclusion that it is in the best interest of the City to have a railway crossing in the street, and that an effort should be made by the City to have the said order carried out.

They had a conference with a committee appointed by the Canadian Pacific Railway Company to pay the amount of compensation due to the company for the construction of a subway, which is considered to be the lowest.

They had also received an offer from the Secretary of State for Canada, to contribute the amount most convenient to bear, in proportion of the cost of the bridge, to the Canadian Pacific.

The proposal came the west side of Marlborough-place, from the south limit of Yonge-street to the north end of Queen-street, from Sudley to Medall-street; from the west side of Huron-street to St. Patrick-street; on John-street from south of Grosvenor-street to the south end of King-street.

The estimate of the cost of a bridge was \$177,174.

The report was approved of.

In Brief, and to the Point.

Dyspepsia is dreadful. Disordered liver is misery.

The human digestive apparatus is one of the most delicate organs in the body, and it is difficult to put one in order.

Greasy food, too much, sleepy food, bad coffee, meat, etc., all these things are irregular habits and may other than those mentioned above have a tendency to disorder the digestive system.

But Green's Aromatic Flower has done a wonderful work in curing dyspepsia. It has given health to the American people to the extent that they can enjoy their meals without fear of indigestion.

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