If You Don't Know

We will prove to your entire satisfaction the benefits to be derived from trading with us. We will give you a perfect-fitting, stylish suit or overcoat at lower rates than ever it has been our privilege to do before this, should be sufficient guarantee that you get your money's worth.

• • •

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TORONTO'S TECHNICAL SCHOOL.

The New City Council Will be Asked to Provide Money for Additional Accommodation.

A petition will be presented by the Technical School Board to the new City Council at its first meeting, asking for aid in procuring new accommodation.

The board will set forth the progress of the school since its inception in 1891, giving an account of the receipts, expenditures, attendance, staff, etc., up to 1896.

The petition concludes thus: "Your petitioners respectfully pray your body to provide at as early a date as possible permanent and suitable buildings for the use and continuation of said school along the line of its legitimate and much-required as well as highly-appreciated mission.

"Your petitioners estimate that the required buildings would cost in the neighborhood of $75,000.

"And as in duty bound your petitioners will ever pray. By order of the Board.

"A. M. Wickens, Chairman.

"Toronto, Jan. 1, 1897."

THE FLAVOR, BUT THAT'S ALL.

A Man Must Go Dry in Grand Valley, Where Nothing is Sold.

Grand Valley, Dec. 30.—(Special.)—This thriving and stirring village was to-day treated to a matinee in the shape of three whiskey trials before Justices Gaviller and Johnston, the charges of selling liquor without the necessary license being preferred against Robert Hanna of the Commercial Hotel and John McClure of the uptown hostelry. As Grand Valley is the head centre of local option in this part of the province, the temperance people seem determined to stamp out the sale of intoxicants and the recollection of them. With this end in view, these prosecutions were instituted, and witnesses, without regard to age, race or creed, were summoned from far and near and rigidly examined as to what and how much they had drunk or had drunk for a month past. Some remembered, others forgot, but all agreed that the liquor supplied by Grand Valley is not a shadow of its former self, unsubstantial and unsatisfying, lacking in nip and sting. The Crown Attorney spent the live-long day in search for a solitary man who had partaken of intoxicating liquor, but all in vain. The evidence disclosed the fact that, while the witnesses had "called" for birch beer, pop or cider, something came that resembled none of these things. A man of science explained that this was due to the new drink being kept in the old vessels in use before the local option bylaw cast its blight over the village. The ancient flavor is all that remains of the good old days. Many sigh as they pass the place regretfully on their way to Orangeville to supply themselves with the necessaries of life. Many are waiting patiently till the change comes. The cases were all dismissed. Crown Attorney McKay of Orangeville appeared for the prosecution; Mr. Haverson of the License-Holders' Association for the defence.

Toronto Junction.

Toronto Junction, Dec. 30.—(Special.)—A watch night service will be held in St. John's Church to-morrow.

A special meeting of the Town Council was held this afternoon to pass accounts and close up the business for the year. A request from J. C. Kelly for an arc light for the Vine-street Skating Rink was granted, Mr. Kelly to deposit $10 and pay 30 cents per night for the use of it. Councillors Laughton, Powell and Linton each gave speeches, in which all congratulated the Mayor on the unanimity prevailing in the council during the year now drawing to a close.

There was a good attendance at the meeting of the High School Board this afternoon to consider the request of Miss T. De Bourgard to be relieved from the acceptance of her application for the position of fifth teacher in the school. After much discussion, the resignation was accepted, and Miss Rosebrough, daughter of Dr. Rosebrough, Mutual-street, Toronto, appointed in her stead. Miss Rosebrough is a graduate of Toronto University and the School of Pedagogy, and is a specialist in English history. The salary is $500.

The Citizens' Band and their friends enjoyed a very social "at-home" to-night in the band hall. The room was prettily decorated with evergreens and colored trimmings, which to the after dance gave quite a charm. A feature of the evening was the presentation of a baton to the leader, Mr. A. Hartmann.

Mr. Justice Armour's opinion relative to the protest which has been filed against members of the present council on account of their neglect to levy a rate to pay the debenture interest, is to the effect that, by reason of the neglect they are not disqualified from holding office if elected.

The Public School Board met to-night to conclude the business of the year. There were present: James Raybould (chairman), and Trustees Rice, Anderson, Mayety, Smith and Irvine. The principal of the Dufferin-street School, G. W. Kaiser, reported the total number of scholars on the register as 104, with an average of 83. At Swansea School, Mr. C. L. Barnes reported 62 on the register, and at St. Clair-avenue School Mr. Beattie reported 61. Inspector Fotheringham's report recommended dispensing with the afternoon recess and closing the school at 3.30, which was adopted. Mr. Rice reported that, with Mr. Raybould and the Solicitor, they had succeeded in having $6400 given them by the Town Council this year, applied on an old debt, and $100 on this year's account. The meeting then adjourned to meeet on the third Tuesday in January.

A midnight watch service will be held in St. Mark's Church to-morrow.

Mimico.

Mimico, Dec. 30.—(Special.)—A capital smoking concert was held at he Windsor Hotel to-night. Mr. R. Roberts acting as chairman. Songs were given by Charles Royal, D. W. Megaffin, B. Burrell and S. Wilson, a stump oration by A. W. Stewart, autoharp solos by T. A. Newton and a reading by W. Clayton.

The annual Christmas tree and concert in connection with Christ's Church was held in the Mimico Public School to-night. Among the features of the evening was a ventriloquial entertainment by Mr. H. Simpson.

The trustees of the Mimico School met to-day and handed in a satisfactory report. Mr. Adamson was re-elected trustee and again chosen secretary-treasurer.

Hunter-Rose Strike Settled.

The strike at Hunter, Rose & Co.'s printing house was settled last evening. The trouble arose over the bringing in of an apprentice, and it was arranged to put said apprentice into another department, this removing the objection. Mr. Apted of Apted Bros., Mr. James Murray of the Murray Printing Co., and Mr. R. G. McLean acted as referees, while the printers' case was presented by Mr. G. W. Dower for the International Typographical Union, Mr. J. W. Williams for the Printing Pressmen's Union and Mr. Charles Goldsmith of the Bookbinders' Union. Mr. D. Rose and Mr. Fleming spoke in the interest of Hunter, Rose & Co.

PUBLIC AMUSEMENTS.

SECOND ALBANI CONCERT.

The second Albani concert at the Grand last night was even better than the first. The audience was large and included a good percentage of the elite of the city. The prima donna was in fine voice and sang magnificently throughout, receiving repeated encores. Her heaviest work was the Liebestadt, from Wagner's "Tristan and Isolde," which was beautifully accompanied by Signor Sepplili, the pianist and conductor. In the "Faust" acts also the great diva sang superbly, the famous Jewel Song being given in a manner that made it greatly enjoyable. Miss Beverley Robinson repeated the triumph of Monday evening, her mellow and well-trained voice, coupled with perfect execution, winning the heartiest of recalls. Mr. Braxton Smith's exquisitely smooth voice won the utmost favor and proved him to be in the front rank of lyric tenors. The Salve Dimora in "Faust" was a particularly fine rendition. Mr. Lempriere Pringle's grand bass voice was heard in a trying selection from Wagner's "Flying Dutchman," which called for great range and power. Mr. Pringle was equal to the occasion, and established his right to rank among the best ever heard here. In the "Faust" music the quartets by the four artists were again especially good. Miss Beatrice Langley's violin playing was, as in the former concert, above criticism, and the rapturous encores that greeted her were well deserved. The concert was a delightful one in every particular.

THE WIZARD OF THE NILE.

Frank Daniels says that he can always tell a continuous performance actor on the street, especially if the sun is shining. Mr. Daniels says that these continuous performers are compelled to spend so much of their time inside theatres that they blink their eyes constantly in the daylight. A number of comic operas have lately been written in two acts, evidently for economic reasons. "The main reason why I do not think an opera with the action divided into two acts will ever be as popular as the three-act opera," says Frank Daniels, "is that the shorter division keeps an audience in its seats for too long a time at a stretch. No matter how good a two-act opera may be, the audience only has one intermission, and to spend three hours in theatre seats with the one opportunity to relax or change positions is considerable of a strain. Each act of a two-act opera will run over an hour and a half, and the audience will leave the theatre tired and nervous; when, if it has a couple of chances to relieve the mind or 'go out and see a man' it is certain to leave the theatre pleased if the performance naturally is a good one." These remarks of Mr. Daniels are pertinent at this time, it may be added, because "The Wizard of the Nile," the advance sale of seats for which begins this morning, for the engagement here at the Grand Opera House next week, will make its first visit to Toronto on Monday next. The engagement is for three nights and a Wednesday matinee.

WANG.

"Wang," one of the most successful and popular of comic operas, will be presented at the Grand to-night and the balance of the week, with matinees to-morrow and Saturday. Among the novel features in "Wang" are a banjo chorus, rendered by ten of the cleverest and prettiest girls in the company; a quaint and taking chorus of nursery rhymes, given by several charming little tots, no one of whom is over 7 years old; a Siamese wedding ceremony, reproduced accurately in every detail; a real steam launch and a royal barge floating among Fenchi the anchor in the harbor of Bangkok, and a really wonderful elephant, whose method of getting rid of a four-gallon glass of beer is a mystery to the audience. Mr. Albert Hart, who has achieved success in all his undertakings during the past season in the part of Wang, the unscrupulous Regent of Siam, is still in the cast; in fact, the entire company, it is said, could not have been better selected in their respective parts. The scenery and costumes are all new, and its production here, it is said, will be as good as any that was ever given before of that most delightful opera.

HARRY FURNISS.

Besides giving the "Humors of Parliament" next Monday week, Mr. Harry Furniss will also give "America in a Hurry." He is known in England as the most original and most successful artist entertainer. The great success of the "Humors of Parliament," which was given to crowded audiences in London and all over the United Kingdom for two years, induced Mr. Furniss to visit America specially to prepare a unique descriptive account of that country, in "America in a Hurry." Mr. Furniss shows a hundred and fifty views (from notes made on the spot), and humorous sketches of life in New York, Chicago, Washington, and elsewhere. The entertainment is the most original and diverting on America ever produced.

The plan will be open on Tuesday, Jan. 5.

THE MANDARIN.

"The Mandarin," DeKoven & Smith's comic opera, drew another large house to the Princess Theatre last night, and was well received. The opera is handsomely staged, and the company rather superior to those seen in comic opera here. It is certainly worth hearing. There will be a special holiday matinee to-morrow.

"LITTLE LORD FAUNTLEROY."

It will undoubtedly be a source of pleasure to playgoers generally and to the patrons of the Toronto Opera House in particular, to have presented the "Little Lord Fauntleroy." Mrs. Frances Hodgson Burnett's phenomenally successful play, will be revived here next week. Of all the plays known to the modern stage, there is none that has achieved greater renown. "Little Lord Fauntleroy," like "Trilby," owes its origin to a great novel, and was the most popular and widest-read book of its day. Its trimphs were unqualified, and after a most honorable and highly profitable life it was withdrawn from the scenes of its brilliant cotquests. Now, after an absence of some years, it has been revived by that sterling actor, Mr. J. H. Gilmour, in such an excellent manner as to challenge comparison with the best production the piece ever had. It is a play that demands finished actors to properly present it, but, with Mr. Gilmour as the Earl of Dorincourt and Master John McKeever as the Little Lord, and the remaining roles in the care of well-known people, this requirement will be fully met. Mr. Gilmour's magnificent portrayal of Mr. Brabazon, in "Sowing the Wind," at the Grand last season, is only an inkling of what he can do, while Master McKeever is the lad who created such a furore with Mrs. Leslie Carter in the production of the "Heart of Maryland," at the Herald-square Theatre, New York, last season. The sale of seats for the "Fauntleroy" engagements opens to-day.

AT THE BIJOU.

The success of the Bijou Theatre has been its well-organized list of talent presented each week to its patrons. Caswell's & Arnold's Own Elegant Company consists only of the finest artists of the vaudeville stage, among them being Caswell and Arnold, eccentric acrobatic duo, the greatest in their line; Douglass and Ford, introducing neat eccentric vocal and dancing comedy; the dashing soubrette, Miss Winchester, mezzo-contralto; Howley and Hairland; the Partellos give positively the finest act before the public, while the peerless Maud Caswell, acrobat and trick tumbler, performs the most difficult and daring feats in elegant full dress costume. The Savois must be seen to be appreciated. Prices: Afternoon, 10 and 15c; evening, 15c and 25c.

WALLER IS AHEAD.

Washington, Dec. 30.—At the close of the third day of the six days' international bicycle race the score stood: Waller 437.8, Maddox 437.6, Ashinger 436.10, Lawson 435.1, Hunter 434.5, Chapple 432.6, Forster 432.5. Tom Linton to-night rode five miles in 11.56½, breaking the world's record—his own—by 0½ seconds. Eddie Bald made three-quarters of a mile in 14.5, lowering the best record by 5 seconds. Both rode unpaced.

A Winter Home in Toronto.

Families contemplating closing their homes for the winter months will find in the new Grand Union, corner Simcoe and Front (the most modern hotel in the city, steam heated, baths, electric light, gas, lift, etc), a perfect home. Mr. Charles A. Campbell will be pleased to give special rates. 246

Con Doyle of Chicago knocked out Mike Farrell of Buffalo, welter-weight, in two minutes and a half of the first round, before the Queen City A.C. of Elmira, last night.

IN THE MATTER OF TAXATION

Ottawa is After the Dominion Government.

POINTERS FROM BRITAIN.

The Way They Do in London, Edinburgh and Dublin.

Government Will Offer No Special Inducements to Armenian Immigrants—Company Formed to Promote Whale Fisheries Off Newfoundland and Labrador—Fistic Encounter at the Nomination of Separate School Trustees—Manitoba Fish Dealers Hampered by Mild Weather—General News From Ottawa.

Ottawa, Dec. 30.—(Special.)—The corporation of Ottawa proposes to present as strong a case as possible to the Dominion Government in asking for a new arrangement of the financial contribution to the municipal exchequer. Communications have been sent to the principal capitals in the empire and the replies are well calculated to help Ottawa's case. To-night three replies were presented to the City Council from London, Dublin and Edinburgh. Further communications are expected shortly from the Australian and South African colonies. The communication from the clerk of the London County Council says:

"In reply to your letter of the 12th ult., asking for information with regard to the financial relations between London and the Imperial Government, and whether the Government makes any contribution towards services of a municipal character, I have pleasure in forwarding the following particulars on the subject:

"Under the Local Government Act, 1888, the metropolis, the extent of which is about 120 square miles, and which includes within its boundary the city of London, an area of only one square mile, was made a county of itself, but the city of London is comparatively unaffected by the act, and no contribution to the funds of the corporation is made by the Government. I assume, however, that your letter has reference to the County of London, in respect of which the Government makes payments to the council from (a) the receipts from the local taxation, licenses for game dogs, guns, auctioneers, tobacco, carriages, hawkers, pawnbrokers, armorial bearings, etc.; (b) the estate duty; (c) beer and spirit duties. These grants are made to each county in England and Wales and in substitution for annual local grants, which, prior to the passing of the Local Government Act, 1888, were paid out of the Imperial Exchequer to local authorities in aid of local rates. The council is required to pay from the moneys thus received certain sums for the following purposes: Teachers in poor law schools, public vaccinators, registrars of births and deaths, pauper lunatics, poor law medical officers, metropolitan police. The estimated amount receivable under these heads for the year 1896-7 is: Local taxation licenses, £428,000; estate duty, £375,000; total, £803,000.

"Amounts payable direct through the Local Government Board: Metropolitan police, £511,620; revising barristers' costs (County Electors' Act, 1888,) £1,; £75,512 8s 5d; beer and spirit duties, £290,895. The council receives the residue of these duties after $150,000 has been deducted in aid of the police superannuation fund (£171,000); the amounts receivable, £481,512. The council also receives a contribution of £10,000 per annum from the Government towards the expenses of the fire brigade and about £8600 per annum towards industrial schools. In addition to the above contributions from the Imperial Exchequer, the Government also assists local taxation by paying rates on the property which it holds in the various parishes and upon an assessment to be decided upon by the Government valuer."

IN EDINBURGH.

The Town Clerk of Edinburgh replies as follows: "The Lord Provost has handed me your letter of the 16th inst., and I reply to the questions you put to His Lordship as follows:

"1. The Government pays no city taxes.

"2. They give a contribution, however, in lieu of rates. I may mention that last year on a rental of £20,000 a contribution of £2311 7s 3d was allowed.

"3. They pay no sum whatever in respect of the services specified in your third query."

THE WAY IN DUBLIN.

Town Clerk of Dublin: Referring to your letter of the 16th instant, addressed to Lord Mayor, I have much pleasure in replying as follows:

1. Government property in the city of Dublin is exempt from rating.

2. The Government, however, makes a contribution or grant to the corporation in respect of such property equivalent to the amount that would be payable if the property were rated in the usual way. They respect the domestic water rate, and pay for the water by meter, that is, at a fixed rate per 100 gallons.

3. The city rates, towards which the above mentioned contribution is made, are applied to the maintaining and improvement of streets, public libraries, the fire brigade, etc. The police force here is controlled by the Government, and not by municipal authorities.

These replies are considered of the most favorable character.

The Free Press, commenting on this subject to-night, says: "A Hamilton paper alludes to Montreal, Toronto and Ottawa as making an attack upon the public treasury. So far as the two first-named cities are concerned, the statement is untrue and preposterous. Demands have been made for money for local purposes, which cannot, in our opinion, be considered by the Government. The preposterous Cabot scheme got up in Toronto is a case in point. The proposed International Exhibition, also a very shadowy scheme, is another. But Ottawa has made no demands on the public treasury, much less attacks. The justice and desirableness of the Government contributing something to the municipality has been argued, and reasonably, that is all."

NO SPECIAL INDUCEMENTS.

The Government does not propose to offer any special inducement to Armenians to settle in Canada. An Order-in-Council has been passed, dealing with the suggestion that the Canadian Government should furnish funds to transport a number of Armenians to the Dominion, setting forth that there was no appropriation for assisting emigrants to Canada, and that in view of the difference of climate in Canada and Turkey, it might not be in the interests of the Armenians themselves to bring them to Canada; at the same time it was pointed out that private companies and individuals under the existing law could take land and homestead it in the Northwest. Copies of the Land Act and other information were attached to the Order-in-Council sent to Mr. Chamberlain.

WHALE FISHERIES.

The Fisheries Department has been advised of the formation of a company in Newfoundland for the purpose of prosecuting the whale fishery on the coasts of Labrador and Newfundland. For several years past a very profitable whale fishery has been prosecuted on the coasts of Norway and Iceland by small steamers, each armed with a heavy harpoon gun and bombs. The same species of whales abound on the coasts of Canada, Newfoundland and Labrador. It is proposed to bring first steamers and the equipment, together with trained gunners, from Norway, but the other officers and crews will be obtained in Newfoundland. Mr. Adolphe Neilsen, himself a Norwegian, who has been superintendent of fish culture in Newfoundland for some years, will be the head of the new concern. Captain Spain, commandant of the fisheries protection fleet, is inclined to think that the new company, if well managed, will have a lucrative return for its investment. He has seen many whales off our coasts during the past few years.

CANADIAN ALPHABET.

Mr. George Johnson, Dminion Statistician, a few years ago published an interesting little brochure, "An Alphabet of First Things in Canada." Two editions have run out of print and now Mr. Johnson is at work on a third edition, being work up to date.

FISTICUFFS.

Nominations for Separate school trustees took place to-day. A By Ward meeting there was considerable excitement, Trustees Moffat and Mr. Boileau exchanging blows. A police court case may be the outcome.

CAN'T SHIP THEIR FISH.

Manitoba fish dealers complain that, with large stocks of frozen fish on hand, they are not able to ship to the eastern market on account of the mild weather. Their storehouses are filled with a supply which cannot be got rid of till the weather makes it possible to get it off east.

PERSONAL AND GENERAL.

The Controller of Customs will spend New Year's day at his home.

Sir Richard Cartwright will return to Kingston.

Hon. R. W. Scott and Hon. L. H. Davies left for Montreal this afternoon.

Sir Adolphe Caron says that Sir Charles Tupper will return to Ottawa about the end of next week. Till then there will be nothing further done in the way of party organization, as in fact this has all stood over till his return.

Hon. Clifford Sifton left for Toronto to-night.

The sub-committee of the Council of the D.R.A. has decided to recommend one set of plans for the proposed Bisley building as coming within the conditions and the conditions, both as regards appearance and cost.

The City Council to-night presented a Collegiate Institute boy, Douglas Lyon, with a gold watch for attempting to save the lives of two boys on the Rideau Canal last month.

A PLEURO-PNEUMONIA SCARE.

One Report Says the Disease Exists in the Eastern Townships—Another Report Denies It.

Ottawa, Dec. 30.—(Special.)—A correspondent of The Citizen telegraphs from Bedford, P.Q., that, contrary to Mr. Fisher's declaration in Washington, pleuro-pneumonia exists in the Eastern Townships. The despatch says that by the order of the department, a herd of valuable Jerseys, owned by Mr. Holden, of St. Armand, has been slaughtered within the past two months. The Deputy Minister of Agriculture denies emphatically that no cases of pleuro-pneumonia exist in Canada. He says there may be cases of tuberculosis or lumpy jaw in the Eastern Townships, but any slaughter of cattle on that account must have been by direction of the veterinary officer of the district.

TOURING THE WORLD.

Mr. and Mrs. J. A. Wheeler, Formerly of Belleville, Now of Australia, Arrive in Toronto.

Mr. and Mrs. J. A. Wheeler of Sydney, Australia, are at the Walker on their way around the world.

Mr. and Mrs. Wheeler were former residents of Belleville, Ont., which town they will visit in a few days. Ten years ago they left their native place for the Australian continent and since Mr. Wheeler has been engaged in Australian gold mining. He says that business out there is still in bad shape, and that in fact Australia will hardly be recovered from the financial crash of a few years ago.

A year ago Mr. and Mrs. Wheeler left Australia for Canada. They went by steamer from Sydney to Cape Town, Cape Colony, and thence took a trip through the Kimberley diamond mines, the Transvaal and other portions of South Africa. They were in Johannesburg when the Jameson raid occurred, and witnessed the committal to prison of Mr. Lingham, another Belleville man.

Leaving Africa, they came home via Madagascar, Mauritius, the Suez Canal, Marseilles, France, and London, Eng., arriving in New York by the Campania on Christmas day, and coming on to Toronto yesterday.

Mr. and Mrs. Wheeler will remain in Ontario till spring, and then visit the mining regions of British Columbia before returning to Australia.

MUNICIPAL NEWS.

Candidates for School Board and the Council Retire From the Contest.

There will be no contest for school trustee in Wards 2, 3 and 4. Yesterday Mr. MacMurchy retired from the contest in Ward 2, and Dr. Noble and Mr. R. E. Davis were declared elected by acclamation. Messrs. Baird and McPherson have also been elected in Ward 3.

The City Clerk has received notification that the following candidates for aldermen have retired: Ward 2, John Vance; Ward 3, Q. Bryan and Wallace Millichamp.

A deputation from the House of Industry waited upon the Mayor yesterday and obtained an order for a supply of stone to be broken by the applicants at the house for relief. The number of applicants for relief daily, which was 108 in 1894, fell to 24 when the labor test was applied in 1895. The news has got abroad that the supply of stone has failed, and the average has gone up to 86, the record for Sunday last being 133.

The right to collect fees at the Western Cattle Market for 1897 was sold by auction yesterday for $13,000, and the right of storage and sale of fodder for $9600. The purchaser of both privileges was Mr. Wm. Hodgson, the present lessee. The amount realised for the market fees is $900 less han last year.

The Chief of Police has had 54 special constables sworn in to do duty at the various polling stations at the election on Monday next.

Four Years; '88, '89, '90, '91.

Editor World: Would you kindly inform me through your valuable paper how many years, and also what years, E. F. Clarke served as Mayor of Toronto?

Subscriber.

Biliousness

is caused by torpid liver, which prevents digestion and permits food to ferment and putrify in the stomach. Then follow dizziness, headache, insomina, nervousness, and, if not relieved, bilious fever or blood poisoning. Hood's Pills stimulate the stomach, rouse the liver, cure headache, dizziness, constipation, etc. 25 cents. Sold by all druggists. The only Pills to take with Hood's Sarsaparilla.

Hood's Pills

AGREEMENT REACHED.

Continued From Page 1.

mission to address the Council in reference to the Sunday cars and Island service, and especially with respect to the labor clause. He prefaced his remarks by stating that he was glad to see that only one paper could be found in the city that endeavored to give the impression that there has been something improper in the negotiations which have taken place between the Mayor and the Railway Company in reference to this matter. He positively asserted that he opened the negotiations absolutely and entirely upon his own responsibility, representing the petitioners for a Sunday car service, and not at the instigation of the railway in any form. He credited the Mayor with having been quite competent to deal with Mr. James Ross, the vice-president of the company, and therefore he had no fear, in allowing them to come together, that the city's interests would suffer in any way.

THE LABOR CLAUSE.

Ald. McMurrich: What about the labor clause?

Mr. Bertram did not want to tire Ald. McMurrich or the Council, and he at once proceeded to deal with the labor clause. The report of the Special Committee provided for the following exemptions from the clause regulating the hours of labor: (1) "Exceptional accidents, unusual storms and civil commotions, which matters, when requiring the employment of men for extra work, shall be certified by the City Engineer to be matters of absolute necessity in the reasonable operation of the railway, shall be excepted from the operation of this clause, but in each case the decision of the Engineer shall be final"; and (2) "The superintendent and one assistant, the Chief Engineer and one assistant, the electrician and one assistant, and roadmasters, not to exceed six in number, engaged in the necessary work for parts of the seven days of the week, shall be excepted from the operation of the said clause."

He thought that the word "exceptional" should be struck out of the first clause, and also that the Exhibition service should also be excepted. The reason for asking this change was that for twelve days during the Exhibition in 1895 they carried 1,505,123 paid passengers, and 517,325 transfers; on one day they carried 246,229 passengers, a much larger number than the entire population of the city. The ordinary traffic, including transfers, is under 100,000 passengers per day. It was therefore quite clear that it would be impossible to give a proper service during Exhibition unless they were permitted to work their men overtime, for if they would have been paid. They would otherwise require 300 trained men to operate the cars during a period of ten days, and they could not expect to get these men for ten days' work only. The convenience and safety of the hundreds of thousands of passengers that the company carried during the Exhibition demanded that the railway be allowed to keep their regular men on extra hours, or else trust their lives to inexperienced hands. There are also other occasions, such as epidemics, when it is impossible for the company to maintain the service within the limits of clause 13.

LATITUDE IS NECESSARY.

He urged that some latitude be given to the company to enable them to carry out the service. It is a mistake to put conditions in the agreement which it was admitted would never be carried out. He had been told by an alderman that the Council wanted to put in stringent conditions, but they never intended carrying them out. The company had intimated that instead of clause 2 they would accept the following: "Officers and heads of departments, such as superintendents, roadmasters, engineers and electricians engaged in the necessary work for parts of seven days per week, should be exempt from the operation of the clause."

This clause would not, Mr. Bertram showed, affect any motorman or conductor, but simply the officials of the road who are paid by the month. The report provided only for six roadmasters. As a matter of fact, the company now employed seven roadmasters. In conclusion, he most emphatically asserted that he is not in any sense an agent of the company.

Mr. Gurofsky, on behalf of the Trades and Labor Council, objected strongly to any amendment to the report in reference to the labor clause. They had accepted the terms of that agreement, although they would have liked to obtain more.

DISCUSSING THE CLAUSE.

The Council then went into committee on the report.

Ald. Gowanlock moved to strike out clause 1, referring to the employment of men for extra work.

Ald. Spence moved in amendment that the clause be not struck out, but that it be so amended as to relate to work on Sunday only.

Ald. Scott demanded that a proviso should be inserted so that if an accident occurred on Saturday men who had worked a full week should not be compelled to work overtime on Sunday.

Ald. Burns thought Ald. Scott was suggesting improbable, if not impossible, difficulties. The real intention was to allow the company to operate their road efficiently and for the public convenience, and they should not be hampered by unnecessary restrictions.

Ald. Hubbard contended that there was no force in the argument for the exception of the Exhibition service, on the ground that it did not require skilled men to act as conductors, and the company have sufficient trained men to operate the motors. There is a necessity for the agreement being made stringent, because the company a short time ago were employing their electricians on the shops on Sunday fitting up the cars with heaters and changing the motors from the summer to the winter cars, and only desisted when notified by the Mayor, at his request, to do so. The company then asserted that it was harrying the work at the request of the Council.

Ald. Leslie and Davis supported the adoption of the report.

The Mayor could see no objection to the amendment suggested by Ald. Spence. He pointed out that in any case the sufficiency of the necessity to entitle the company to the benefit of the proviso must be certified to by the City Engineer, who is responsible to the City Council.

The amendment by Ald. Spence was adopted by a vote of 14 to 8, the nays being Ald. McMurrich, Lamb, Scott, J. J. Graham, Jolliffe, Gowanlock, Hubbard and Hallam. Ald. Rowe was absent at the time the vote was taken, and Ald. Boustead, being in the chair, did not vote.

Ald. Gowanlock then insisted upon his motion to strike out the clause being put, the effect of which, if carried, would have been to restore the clause in the first report of the committee, which the company refused to accept, and another deadlock would have ensued. This was lost, Ald. Scott, J. J. Graham, Jolliffe, Gowanlock, Hubbard and Hallam being the only members who supported it.

THE GOODY-GOODY SPENCE.

Ald. Spence moved to strike out all the provisions for cheap fares on Sunday on the ground that to give cheaper fares on Sunday than on other days would simply provide an inducement to the people to travel on Sunday instead of on Saturday afternoon. On this principle he regarded eight tickets for a quarter as worse than seven tickets. The Council had abandoned the eight ticket proposal and he hoped it would never go back to it.

Ald. Sheppard characterized the arguments of Ald. Spence as unreasonable. With respect to encouraging Sunday travel he, for his part, would prefer to see the mothers and wives wait until Sunday afternoon instead of going out on Saturday, if by so doing they could have the pleasure of being accompanied by their husbands and children.

Ald. Leslie accused Ald. Spence of inconsistency. He could not see why it was wrong to encourage Sunday travel by cheapening the cost any more than it was wrong to cheapen the cost of bicycles, so that Ald. Spence could purchase wheels for his children to ride on Sunday. [Applause.]

Ald. Spence defied that his children rode wheels on Sunday, except upon errands of mercy.

THREE FOR TEN DOESN'T GO.

Ald. Davies moved that the company be required to sell tickets at three for ten cents for use on Sunday. This was supported by Ald. Davies, J. J. Graham, Jolliffe, Gowanlock, Hubbard and Hallam only, and was declared lost.

Ald. Spence's amendment was also lost, Ald. Jolliffe, Gowanlock, and Hubbard being the only supporters.

Ald. Preston warned the Council that when the Legislature inserted the provisions respecting the Sunday car vote in the act it was understood that there would be no obstruction on the part of the Council. If the agreement was loaded up with conditions which it was known the company would not accept there would be a danger of the legislative action directing the submission of an agreement that might not be as favorable as they now had.

The Mayor added his word of warning that if it was sought to tie up the company with too many restrictions the offer to accept the Island as a part of the city service might be withdrawn and the opportunity of gaining this great boon for the citizens lost.

MUST TAKE A VOTE.

Ald. Scott raised the question as to whether the Island service would be withdrawn provided the decision of the Court of Appeal was given before the vote could be taken and was against the operation of the Sunday cars.

Ald. Spence called attention to the fact that an adverse decision upon Sunday cars would not settle the question, which could not be finally determined for probably two years. Discussion ensued, during which the Mayor said that, as he understood it, such an event would not mean an abandonment of the Island service project, but Mr. Bertram, upon being appealed to, asserted that the company conceded the Island extension as the price of the submission of the Sunday car question to the people.

FOR ANOTHER COMPANY.

Ald. Scott submitted a resolution providing that the city should not be compelled at any time to construct the bridge or approaches at the Queen's Wharf, or the railway on the Island, or to authorize the company to run cars there. Also that the city shall not be committed to grant a franchise to the present company to operate cars on the Island.

The Mayor accepted the principle of the first part of the resolution, but protested against the second part as contrary to his intention when negotiating with the company.

Ald. Leslie joined in the protest of the Mayor and insisted upon the resolution being divided.

After some discussion, the first clause of the resolution was carried.

There was a protracted discussion upon the second clause, which, Ald. Scott explained, was intended to place the city in the position that it would not be debarred from entering into negotiations with any other company for an Island service should it be deemed advisable so to do.

The Mayor insisted that the whole spirit of the agreement was that the service to the Island should be operated as part of the city system. If he was forced to election for another year he intended to leave an Island service accomplished fact before going out of office, and that would be the great work which he would leave behind as a memento of his Mayoralty. He did not care whether another company offered $50,000 a year for the Island franchise. It would be cheaper and better for the citizens to have the benefit of a single fare.

There was very little support given to the proposal, and it fell through, Ald. Hallam, Jolliffe, Gowanlock and Davies voting with Ald. Scott.

A RIP VAN WINKLE.

Ald. Scott had still another amendment to the report, which was to provide that any dispute between the company and the employes upon matters relating to Sunday cars be referred for decision to a Board of Arbitration, composed of an arbitrator appointed by the company, and one by the Trades and Labor Council, with the Mayor as referee.

Ald. Spence thought the proposal was impracticable.

The Mayor asserted that the leaders of the labor organization, whom he had consulted, were satisfied that under the circumstances they could not expect to get such a clause inserted.

Ald. Hallam shouted: "I'm in favor of arbitration to protect the workingmen."

"It is a pity that Ald. Hallam, when he was on the committee that drew up the original agreement five years ago, did not move to have such a clause inserted. That was the proper time to do it," remarked the Mayor sarcastically.

The motion carried and Ald. Sheppard immediately afterwards informed the members that Mr. Bertram stated that the Island extension was blocked.

At the suggestion of Ald. Davies, a protecting clause was inserted, exempting the city from any liability if the operation of Sunday cars is prevented by law.

The report was then adopted in committee and Council resumed.

COUNCIL BACKS DOWN.

Mr. Bertram announced, in reply to a question, that the arbitration clause which had been inserted would block the whole business, as the company, although in favor of arbitration, could not consent to place the management of its affairs in the hands of other people.

Ald. Preston moved to strike out the clause providing for arbitration, as inadvisable at the present stage.

Ald. Scott, at whose instance the objectionable clause was inserted, recognized the wisdom of the course suggested and signified his acquiescence, and the Council unanimously concurred.

THE BLOCK GAME FAILS.

Ald. Hubbard again moved to restore the clause which the Mayor had previously rejected, making the red tickets good for all day on Sunday, but was again defeated upon the following vote:

Yeas—Ald. J. J. Graham, Jolliffe, Gowanlock, Crane, Hubbard, Hallam.

Nays—Ald. Lamb, Allen, Saunders, Davies, Scott, Small, Spence, Russell, Leslie, Preston, Boustead, Sheppard, Burns.

Ald. Gowanlock again moved to strike out the clause providing that in certain cases the company shall be exempted from the operations of the labor clause. For this motion, the result of which, if carried, would have been to insert a proviso which the company had already refused to agree to and cause another block, the following aldermen voted: J. J. Graham, Jolliffe, Gowanlock, Hubbard and Hallam. Against the motion were Ald. Davies, Small, Spence, Russell, Leslie, Preston, Crane, Boustead, Sheppard and Burns voted nay.

Attention was called to the fact that Ald. Scott had not voted.

Ald. Scott professed ignorance of the purport of the motion, but, upon the members insisting that he record his vote, he declared himself in favor of the motion.

The report as amended was then adopted.

FREE ROADS AND MARKETS.

The Mayor, amid applause, laid upon the table the agreement with the County of York for the abolition of tolls upon the York roads, and the market fees in the city, which had been properly signed by both parties. He explained that, commencing on Friday, it would be illegal for the citizens to pay tolls in the county and also for the people of York to pay market fees in the city.

The Council adjourned at 7 p.m.

The Wabash Railroad.

With its superb and magnificent through car service, is now acknowledged to be the most perfect railway system in the world. It is the great winter tourist route to the south and west, including the famous Hot Springs of Arkansas, Old Mexico, the Egypt of the New World; Texas and California, the land of sunshine and flowers. Passengers going by the Wabash reach their destination hours in advance of other lines. The Wabash Santa Fe special, leaving Chicago every Wednesday and Saturday at 6 p.m., and St. Louis same evening at 9 p.m., reaching Los Angeles in just three days. This is the best California service in existence. Full particulars from any railroad agent, or J. A. Richardson, Canadian Passenger Agent, northeast corner King and Yonge-streets, Toronto.

A $200 Burglary.

On Monday evening, during the absence of the family, the residence of Mr. S. J. Mighton, 155 Denison-avenue, was broken into, and about $200 worth of jewels, watches and trinkets carried off. The rear door was broken by a jimmy, and the job was done in the early evening. Neighbors on both sides heard the men, but had no suspicion that the house was being robbed.

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