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King Street, opposite the Postoffice.

**A Tremendous Loss.**  
A member of the Cabinet said: "It

1904

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## LENNOX AGAIN IN THE DOX.

Is Very Complaisant, but Consults before Answering Denison.

With His Solicitor—Insurance on the Boilers—Heavy Pavement Recommendations by Engineer—Ward 1 Assessment—Railways and Market Improvement—Fruitful to Gladstone by City Council.

About the only large question which the Property Committee has on hand these days is the hauling of the works on the new City Hall. Chairman Denison hopes to enter it in July. The presence of the architect, therefore, the signal for a deluge of questions, more or less plausible answers. The architect was heard at yesterday's meeting, and informed the committee of what The Works had been published, that he had awarded the truck-pulling contract to William Adams at \$250,000 per year.

Answers for All But Denison. The rest of the information imparted will be found in the architect's written replies to questions by Ald. Davies, Lamb and J. J. Graham. He refuses to answer Ald. Denison's questions until he has consulted his solicitor as to the advisability of so doing.

He does not consider himself called upon either to answer Ald. Davies' questions about the asphalt and about advertising for electric energy, referring them to the City Engineer. He avows that some of the departments will be enabled to occupy their new apartments by July 1.

In reply to Ald. Lamb, Mr. Lennox explained that he had accepted the radiator with the plain-ribbed pattern because it would be easier kept clean.

In reply to Ald. J. J. Graham, the architect explains that he was delayed in ordering the stone for the steps because prices had been so high.

The architect's recommendation to put a \$12,000 policy for three years on the boilers and machinery at the new City Hall was adopted. The policy requires three inspections of each boiler annually by the Boiler Inspection and Insurance Company's agents.

To Help the Regulars Save Lives. Ald. Leslie and Hanlan moved for an appropriation to buy boats to provide a life-saving service at Stanley Barracks. By Ald. Lamb's suggestion, Col. Otter will first be consulted.

The architect's recommendation to put a \$12,000 policy for three years on the boilers and machinery at the new City Hall was adopted. The policy requires three inspections of each boiler annually by the Boiler Inspection and Insurance Company's agents.

Men Must Get Fair Wages. Architect Lennox was instructed to see that Sub-Contractor, Gibson, on the carbie work, paid the machine polishers the 15c per hour required by law.

The City Commissioner was instructed to take proceedings to force the Coburn Manufacturing Company to remove lumber from city property and to replace fences.

Rent Schedule for Halls. A schedule was adopted, fixing rentals for St. Lawrence Hall, St. Andrew's and St. Paul's Halls per night.

To Paint Geddes' Sheds. A schedule was adopted, fixing rentals for St. Lawrence Hall, St. Andrew's and St. Paul's Halls per night.

Upon application of W. A. Geddes, it was decided to spend \$100 in painting the sheds and sheds at the city docks.

The School Board was granted the use of St. Andrew's Hall on Saturday afternoon for rehearsal purposes.

Gates were recommended for Brock and Dufferin-streets, wharves, to prevent persons from escaping wharfage dues.

Railways Will Co-operate. Ald. McMurrich, the chairman of the subcommittee in charge of the matter, has received replies to communications to the management of the G. T. R. and Toronto and Metropolitan Railway Companies.

Heavy Grist of Pavements. In addition to the recommendations published yesterday, the Engineer's report for the Board of Works to-day contains the following local improvement recommendations on the initiative: Cedar block, Denison-square, on plank foundations, cost \$740; Bolton-avenue, Gerrard to Queen, gravel foundation, cost \$480; Garden-avenue, St. Lawrence to Rensselaers, cost \$2400; Balmain-street, cost \$300; city share \$150, annual charge 15c per foot.

Macadam roadways: Victoria-avenue, Broadview to Logan-avenue, cost \$510; Langley-avenue, Broadview to Logan-avenue, cost \$480; Brunswick-avenue, Ulster to Bloor, cost \$850; Elms-street, Argyle to Bloor, cost \$250; Bathurst-street, King to Front, cost \$500.

Brick pavements: Colborne-street, Yonge to West Market, brick on concrete, cost \$8250; Sussex-avenue, St. George to Spadina, cost \$7240; Somerset-avenue, Queen to Wright, cost \$11380.

On petition: Asphalt pavement on York-street, between King and Front, cost \$2000; William-street, east side, wooden walk next curb, cost \$618; Portland-street, narrowing the roadway between King and Adelaide-streets to 24 feet, with boulevards and a new sidewalk next the curb, cost \$230; Portland-street, Front to King, brick walk on west side, cost \$800; Colborne-street, brick walk in front of the Toronto Athletic Club building, the whole cost, \$228, to be paid by the club in ten years, at 22.2c per foot.

Brick walks: The following sidewalks are recommended on the initiative: Jarvis, east side, King to Fred Victor Mission, brick, cost \$2120; Front, south side, Yonge to Bay, brick, cost \$300.

Concrete walks: Front, south side, St. George to Church, cost \$1250; Front, south side, Lorne-street to 101 feet east, cost \$218; York-street, east side, Front to 285 feet north, cost \$600; Queen, east, south side, from 185 1/2 to Stonecourt-avenue, cost \$833; Jarvis-street, west side, King to 24 feet north, cost \$600; Queen, east, south side, Adelaide-street to Pile Hall, cost \$132; Front, east, north side, in front of Nos. 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 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## SENATORS GROWING TIRED.

Government to Blame for the Prolongation of the Session.

Mr. Foster, in the Public Accounts Committee, Learns That It Cost \$15,000 to Run the Chaleur Bay Railway for Five Months—The Receipts Were \$6725—Supreme Court Decisions—Ontario General News.

Ottawa, May 19.—(Special).—A bill to provide for the government of the Yukon was introduced by Hon. David Mills in the Senate yesterday. It is modeled, he said, along the lines of the bill providing for the government of the Northwest Territories. It provides for the appointment of an administrator, and a council to assist him, and the authority of the administrator of justice. The machinery of the Government to be devised. The bill was read a first time.

Respecting Loan Companies.

The Minister of Justice introduced another bill to amend the law respecting loan companies. This bill provided for the incorporation of loan companies by the Federal Parliament, and, under the authority of the Act, letters patent could be issued incorporating these companies. The bill was approved by the Senate yesterday.

The Matter of Adjournment.

Senator Casgrain moved that when the Senate adjourns today it adjourn until Wednesday, the 25th inst.

Hon. David Mills said the Government had no objection to the adjournment provided it would not prolong the session. If this adjournment was taken he would have to ask the Senate to sit in the evening after the 25th inst. to catch up with its work.

The House of Commons, it was expected, would be able to get around its work very early day, and if the Senate co-operated, he thought there was a good chance of the session coming to an end before the end of the present month.

The Government to Blame.

Sir Mackenzie Bowell said the Senators had no desire any more than the Government to prolong the session. The Government was to blame for the delay. The Government was to blame for the delay. The Government was to blame for the delay.

Appointments of Q.C.'s.

Senator David Mills, in reply to Sir Mackenzie Bowell, said the Imperial Privy Council had rendered a decision in the Queen's Council case to the effect that the Lieutenant-Governors of the provinces had power to recommend the appointment of Queen's counsel in the courts of the provinces.

There was considerable misapprehension on this subject by some of the Senators. The head of the Executive in Canada represented the Queen, and that the Lieutenant-Governors were merely executive officers. This was the point upon which the case turned before the Privy Council, which held that the Lieutenant-Governors represented the Queen, just as the Governor-General did, and consequently had the power to nominate Queen's counsel in the courts of the provinces over which his authority extended.

Sir Mackenzie Bowell wanted to know if the Queen's counsel appointed by the Federal Government would take precedence over provincial appointments in the Supreme and Exchequer Courts. Hon. David Mills said that was a question on which the judgment of the Privy Council was silent. Inasmuch as Queen's counsel appointed in the colonies were entitled full rank and precedence when appearing before the Imperial Privy Council, the case of the Provincial Council's counsel should be entitled to rank before the Dominion Council.

"Economic" Railroads.

The Public Accounts Committee yesterday examined the Deputy Minister of Railways in the matter of the Government's operations of the St. Lawrence and Ottawa Railway during five months of 1897. A report from the engineers of the department, dated May 1, 1897, stated that it would cost \$10,000 to put the road in a safe condition and bring it up to the standard of the Intercolonial. The report also guaranteed the line to be in good order. The cost of operating the line from January to June, 1897, was \$15,675, and the receipts were \$6725.

With the Supreme Court.

In the Supreme Court yesterday the appeal in Major v. McClellan was heard. The plaintiff sued on a bond for \$7000 and interest, the defendant's plea being that the consideration for the bond was a criminal prosecution in the settlement of certain trusts in a matter of a dispute amongst partners. The appeal court reversed the decision of the trial judge and invalidated the bond. The appellant asks to have the judgment reversed. C. Robinson, Q.C., for appellant; Chrysler, Q.C., for respondents; judgment reserved.

The appeal in the case of the Hall Mines v. Moore was called and the appellant not being prepared to proceed, Mr. Osler, Q.C., applied for a postponement, which was refused. On a motion by Mr. Macdonald, Q.C., for the respondent, the appeal was dismissed with costs.

The appeal in Makins v. Pigott and Ingles was then heard. The action was for damages caused to plaintiff's son, 11 years old, through defendant's negligence in leaving dangerous detonating caps, which rebounded empty pistol, cartridges, lying loosely about the ground near a line of railway they were constructing. Some school boys playing close found the cartridges, when one exploded and blew off a portion of the boy's hand. At the trial before Judge Falconbridge at Hamilton, the case was not allowed to go to the jury and a non-suit was entered. On an appeal the Court of Appeal was equally divided in opinion as to whether the action of the trial judge was right and consequently the appeal failed. The appellant asks to have the decision of the trial court reversed. Nesbitt and Gould for appellant, Osler, Q.C., for respondent; judgment reserved.

The court then adjourned until Friday.

Ottawa General News.

The Gagne Island Gold Mining Company, composed of Ottawa capitalists, have sold their mining properties near Rat Portage to an English syndicate for a sum in the neighborhood of \$20,000.

A new law on the Public Schools to-day in honor of the anniversary of the landing of the United Empire Loyalists in Canada. Major Walsh reports to the Department of Interior that the Loyalists will leave Dawson about July 15 for Ottawa. He comes here to confer with the Minister of the Interior and the members of the Government in regard to the condition of affairs in the Yukon.

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