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Woods' Fair.

STREET RAILWAY CASE

CONSIDERED AT SOME LENGTH BY THE CITY COUNCIL.

Aldermen Said They Could Not Be Held Up By The Company--Mr. Nickle Said Company Was Only Trying To Improve the System, to Give Better Service--No Action Taken.

The city council, at its session last night, spent upwards of an hour and a half in discussing the application of the street railway company for permission to extend its switch on Upper Princess street to a point extending as far east as Clergy street. The result was the refusal of the council to grant the concession, most of the aldermen taking the ground that the company had tried to coerce them by a threat to discontinue the service in the event of the council not granting the company's request forthwith. Certain aldermen stated after council had adjourned that had Mr. Nickle agreed to leave the matter wholly in the hands of the council, with the mere explanation that the company only desired to improve the system so as to make the road a paying concern in winter, the application would have received more favorable consideration. But in entering upon the lengthy explanation he did, Mr. Nickle was desirous of placing council in possession of a great deal of information which it was necessary for the aldermen to know. It was Ald. Kent who "spilled the fat in the fire" by forcing Mr. Nickle to state the company's alternative in the event of council not granting the concession forthwith.

Earlier in the evening the following letter from the city engineer, in reply to a question asked him by council was read and referred to the board of works:

"As requested by a resolution of council, January 18th: In my judgment the siding at the Y.M.C.A. is of sufficient length to serve the purpose of the Kingston, Portsmouth and Cataraqui Electric Railway company, as a switch, siding or turnout, under the agreement, under ordinary circumstances; but under extraordinary circumstances it is not, and to meet this case it would require to be extended about sixty-three feet, so as to give a clearance distance of about 150 feet."

Cause Of The Trouble.

The whole trouble arose over an innocent little resolution presented by Alds. McLeod and Sears, that the request of the street railway company, for the extension of the switch in question, be granted.

Alds. Couper and Hoag moved in amendment: "That the Kingston, Portsmouth and Cataraqui Electric Railway company be granted no further concessions by the city council, unless a new agreement be entered into by the said railway company and the city council."

Alds. Bassam and Strainge moved in amendment to the amendment: "That an agreement be entered into between the Kingston, Portsmouth and Cataraqui Electric Railway company and the corporation of the city of Kingston, for the double tracking and laying of that portion of Princess street between University Avenue and Bagot street, similar to the agreement now in force for that portion of Princess street between Bagot and King streets, bearing date of November 10th, 1897, except that a specified number of feet must be double tracked each year until completion, and that the extension of the present switch asked for be granted, provided that this agreement is entered into and the extension becomes part and parcel of the new agreement."

In support of his amendment, Ald. Bassam said he had been worried considerably as to define just what his duty was in this matter. He was not in the council representing any particular class, but the city as a whole. The city had been greatly benefited and improved, particularly the outlying wards, by the electric cars. If the city was to progress and advance, it must have an up-to-date service, and this could not be given at present on account of short switches. The whole belt line should be double-tracked. The trouble with some of the councillors was a swelled head; they considered Kingston as being on a par with Toronto, and looked for a percentage of the street car earnings, but these were not sufficient to pay the city a rake-off. The speaker pointed out how the cars benefited the down-town stores, and said that if the tracks were removed from Princess street, business would centralize on whatever street they were relaid.

Ald. Mowat thought the whole question should be discussed by a committee of the council. Some of the resolutions offered were too sweeping, and he could not support any of them. The larger question, that of double tracking should be taken up by a committee and discussed fully. As far as he was concerned he wanted it understood that he was not going to be held up by the street railway or any other corporation by threats or coercion. The company could cease operating its cars if it saw fit to do so, but he would not be held up by any threats which that or any other company might make.

Company's Request Not Clear.

Ald. Meek pointed out that just what the company desired was not clear enough. The speaker gave a resume of the whole question from the time the company first asked for the privilege of extending the Princess street switch. The city engineer's answer to a question by council did not enlighten the speaker very much. Personally, he was favorable to extending the switch, but in attempting to gain the feeling of the electors of Rideau ward, he could not find many who wanted the switch extended; he had to be guided by the feeling of his constituents. Information had come to him, from citizens residing near the depot, in Portsmouth and at other points of the city, that the stoppage of the cars would be a serious inconvenience to them, and he had no doubt it would. If his voting no would gain an expression of opinion of the citizens at large on this question, he would do so; he would like to test public opinion upon the matter. The company, he learned, was quite willing to do its portion of paving Princess street, but it was the property owners who were unwilling to go ahead with this improvement. The speaker had a resolution to offer, but as it was out of order at this particular point, he would merely read it: "That the Y.M.C.A. switch question be held in abeyance pending a consideration by a special committee as to the double tracking and paving of Princess street, and the terms and conditions upon which the work may be carried out and completed."

Ald. McLeod claimed the privilege of reading a resolution which he also had prepared covering the point in dispute: "That the following be a committee to confer with the street railway company and property owners interested, with a view to having Princess street paved and double tracked: The mayor, Alds. Behan, Meek, Carson and McLeod."

Ald. Couper maintained that if the switch was extended the property owners and merchants on that block would suffer great loss. The city's finances would not permit of paving at present. Many of his customers and merchants on the street had urged him to use his influence to oppose the double tracking; surely the ratepayers on the street were worthy of some consideration.

Ald. Strainge was agreeable to double tracking the belt line, with the exception of Princess street. In winter time the condition of Princess street is dangerous and disgraceful, and it is not much better in summer. He was opposed to extending the switch; the merchants on Princess street were already sufficiently inconvenienced, and these ratepayers had as much right to protection as the street railway company.

Ald. Sears, who said he did business in a very congested portion of Princess street, with a double track in front of his store could not complain of any disadvantage. He got along first rate with the double track.

Ald. Abbott pointed out that the double tracks, or switches, must be laid somewhere, and if it was in the best interests of the city that the extension should be granted, the council should so act. He favored the adoption of Ald. Meek's motion.

Ald. Carson said that the double tracking franchise was worth something to the company, and therefore worth something to the city. If the company was dealing with Ottawa council it would be paying the city $2,800 a year. The council was not going to allow the company to steal a block now and again and have the double tracking privilege for nothing. He was willing to deal with the company fairly and squarely on a business basis.

Ald. Hoag took the ground that double tracking the block in question would interfere with business. If the company was to get any further privileges, the city should receive something in return.

Ald. Bassam maintained that there was no better feeder to Princess street business places than electric cars, and quoted instances proving this assertion. He showed that the outlying portions of the city had been improved by the extension of the electric railway system.

Ald. Behan told of having stood alone in council when he moved a resolution to charge the company $100 a mile for tracking privileges, but was unable to secure the adoption of resolution. The council could not afford to be dictated to by the company, if it submitted now there was no knowing how often the attack would be repeated. He was ready to deal with the company in all fairness, but the interest of citizens must be looked to at the same time. The cars, he maintained, had been a great factor in building up the city, but the council must carefully consider how far it could go in granting concessions to the company. He would be willing to appoint a committee to confer with the company as to terms with a view to extending the switch. It was the city's fault if the streets on which cars run are in a dangerous condition, as it is the duty of the city to remove the snow; these streets can be made as safe as any others if the proper care is exercised; the company is charged with one-half of the cost of removing snow. In summer time it is the same thing, the council being bound to keep the roadbed in good condition; the company should have been made do this work. A double track is not a disadvantage but a benefit; if the city could secure some compensation, he would be willing to allow the company to double track. Ald. Meek's resolution he considered a good one; the matter ought to receive careful consideration by the committee it was intended to form. The city engineer's report was disappointing, and not as it should be, inasmuch as he appeared to desire to shirk the question; he is the sole arbitrator, and should have given a reasonable answer.

The Company's Side.

H. C. Nickle, being present, was asked to state his views on the question. He said that from expressions he had heard it would appear that the company were regarded as a heartless crowd. The speaker gave facts touching the width of streets in about fifteen different cities, showing that Princess street was wider than any of the streets in the cities named. It was at the request of the city engineer that the company changed its application, and asked for the extension of the switch; to comply with the engineer's request meant an extra outlay of $750 on the part of the company. No road in America sold tickets as cheaply as the Kingston company. Under the present agreement the company had to pay $5,000 a mile for paving. R. J. Carson had frequently asked to have a switch run into his yard on Princess street, and Mr. Carson's proposed electric road would be asking for the same privileges as the local road was now doing. The opposition to the company's request was nothing but a piece of spite. The company would stand or fall by its application. It was costing less to-day to remove snow than years ago before the service was put in. If the Y.M.C.A. switch was changed it would be placed in front of Mr. Carson's place of business, there was no other place for it. The street railway company was the only one willing to pave streets, and had agreed to spend $9,000 last year to have this work done, but property owners would not consent. As regards the need of the extension of the switch, the speaker mentioned the fact that last Saturday the cars lost ninety minutes in six trips. Mr. Nickle also quoted the increase in valuation of property along the line of the tracks, and mentioned Ald. Couper among the number. Ald. Couper emphatically protested that Mr. Nickle's figures were wrong as regards his assessment. It was in the interests of the citizens that the company be given an answer to-night. If not, forty-two men in his employment and thirty-two in Clarke's malt house, not to speak of the cereal works, would be out of employment. Outsiders, Mr. Nickle said, could get every consideration from the council, but citizens who invested their money here could not.

Ald. Carson, in reply, said he hoped the Ontario electric railway company would come to Kingston, and if it did, it would not ask for use of the streets free. Mr. Nickle did not tell the council what companies paid elsewhere for tracking privileges. In Ottawa the company pays $400 a mile for single and $800 for double tracks.

Forced The Company's Hand.

Ald. Kent asked Mr. Nickle how the action of the council would affect his employees or those of other companies he had mentioned.

Mr. Nickle did not want to give the reason until council had taken action, but Ald. Kent pressed his question, whereupon Mr. Nickle read the notice which appears in another column, of the discontinuance of the service after Monday next.

Ald. Mowat.—"I'll vote against the company."

"So will I," said Ald. Carson, and other aldermen.

Ald. Kent suspected the motives of the company, which made a serious mistake in trying to hold up the city. The council would deal fairly with the company under ordinary conditions, but when the company attempted to take the council by the throat, they would not tolerate it. For one he would vote against the company's request.

Ald. Bassani's amendment was put and lost, whereupon Ald. Meek presented his resolution, but said that in view of the change of feeling around the board he would not press it, so he refrained from putting it before the house.

Ald. McLeod's resolution was then put an lost.

Ald. McLeod presented another resolution, providing for a conference with the company, but at the request of Ald. Behan and others it was withdrawn. Ald. Behan said there was little use in presenting such a resolution until the company had withdrawn its threat.

Mr. Nickle did not want the council to construe anything he had said into a threat. The company had asked for the extension thirteen weeks ago, and thought it time this had an answer. The company was simply desirous of so improving the service as to make it a paying concern in winter as well as in summer. The company pays out $16,000 in wages and should merit some consideration.

Ald. Carson asked if the company had the power to take its cars off whenever it so desired; he understood that the company must operate its cars every day between certain hours.

John McIntyre, acting city solicitor, said he was unable to reply off hand, he would first have to read the agreement.

The council thereupon adjourned, the matter standing exactly where it was before council met.

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SPORT REVIEW.

QUEEN'S II AND R.M.C. I PLAY POOR MATCH.

Cadets Won By 9 To 1—Queen's Seniors To Play St. George's In Toronto, Next Saturday—Gypsy Girl Won At Ottawa.

The intermediate match in the Intercollegiate hockey series last night between Queen's II. and Royal Military College I. was a poor exhibition and scarcely equal to an ordinary junior contest. It resembled the old shinny game in which every player tried to get the puck, and incidentally got more in the way of his own comrades than his opponents. The first half particularly was a sad mix-up, the Cadets developing the only passable attempt at combination. The lifting by the defence players on both sides was good so far as distance was concerned, but poor when aim was considered. There is every chance of long, straight lifts finding their way to the nets, and it is irritating to spectators to see defence players, when there is plenty of time, send the puck twenty feet off the net.

After worrying the puck about the ice for twenty minutes, the tangle was finally unravelled by the Cadets who took advantage of a poor piece of judgment by Queen's defence, which sent the puck to a military man a short distance in front of the goal. Hale was that cadet, and he lost no time in putting the rubber into Queen's net. R.M.C. I., Queen's 0. After seven minutes further play, Dunlop scored, and half time ended: R.M.C., 2; Queen's, 0.

Just after the first goal was scored, Craig, who played point for Queen's was struck under the eye with a stick. The wound which resulted, forced him to retire. Baker took his place.

It was in the second half that Cadets put Queen's completely out of business, by adding seven more goals. Of these, Constantine, Dunlop and Gill each scored two and Hale one. Curtin scored the only goal Queen's got, near the close of the contest. R. M.C. thus practically win the group championship, though another match has to be played on Friday next. Their opponents in the finals will likely be McMaster, of Toronto.

Referee Elliott proved himself to be as good a referee of shinny as hockey. He had occasion to send quite a delegation from both teams to the fence for violations. The match was witnessed by 300 spectators.

Queen's II.—Goal, Madill; point, Craig; cover-point, Malcolm; centres, B. Sutherland, Gillespie; wings, Curtin, Sargent.

R.M.C.—Goal, Goldie; point, Harrington; cover-point, Constantine; centres, Dunlop, Gill; wings, Hale, Powell.

Referee—E. S. Elliott.

Hockey.

Macdonnell of Queen's, and Molson of McGill, both play point, and are the tallest hockeyists in Canada.

This season's O.H.A. match, both east and west, have drawn unprecedentedly large crowds of spectators.

The postponed match between Ottawa and Quebec, will be played in Ottawa on March 5th.

Cobourg juniors defeated Port Hope on the latter's ice last night by 5 to 1, and will meet the Kingston Beechgroves in the second round of the O. H. A. series.

The O.H.A. executive has changed the dates of the Beechgrove-Cobourg matches. Beechgroves play in Cobourg on Friday, and Cobourg in Kingston next Monday.

Each of the senior college teams have won a match and lost one. If Queen's can defeat 'Varsity in Toronto on the 12th, they will win the Intercollegiate championship.

"Chaucer" Elliott in his official report of the Belleville-Picton match, states that the score was 20 to 8 and not 19 to 9, as sent out in the modest despatches from Belleville.

Neither Queen's II. nor R.M.C. I. are nearly equal to last year's teams. The Cadets had the fastest intermediate team in Ontario last winter. The present team cannot compare with it.

Queen's were invited by the St. George's club to play them in Toronto next Saturday night. The invitation has been accepted. The contest will materially aid Queen's in their match with Varsity on the 12th, as it will give them a practice on the Mutual street rink which is a very difficult ice for a visiting team.

Buffalo Courier: The University of Buffalo hockey team was given a rather nasty deal at Niagara Falls, N. Y., last night. The U. of B. went to the Falls to play a game with the Niagara Stars, but on arriving at the rink were obliged to play a professional team from Niagara Falls, Ont. Murdock protested, but to no avail.

It is impossible for the O.H.A. to have the Beechgrove-Cobourg junior match here on Friday night, as the Kingston rink is taken for the R.M.C. I.-Queen's return match. All Friday nights belong to the Intercollegiate League. Dr. Clarke has asked the O. H.A. to change the match till Monday night, and send the Beechgroves to Cobourg on Friday night.

Leeds county league had a dispute, which they referred for settlement to Secretary W. A. Hewitt of the O. H. A. Newboro' beat Athens 2 to 1. Athens scored a goal according to the umpire, which the referee would not allow. Secretary Hewitt decided that the goal should be allowed, as the umpire's decision is final. This ties Athens and Newboro in the race.

At Smith's Falls last night, Perth won the senior match with Smith's Falls by 5 to 3, and are thus champions of O. H. A. district No. 2. Brockville is sore over the result, as Perth have won by an extra match ordered by the O. H. A. executive. It seems that Smith's Falls won a match in Perth by 4 to 3, scoring when the lights were bad. Perth protested and match was ordered replayed. Now Perth wins. As the race for the group championship is so close, and as the Brockville team is evidently as good as Perth, it would be a wise thing for the O.H.A. to order these two teams to play home and home matches this week and settle the dispute fairly.

General Sport.

The American league may try the two coachers plan.

Dariel, 2.00¼, the pacing queen, is on the snow path at Rochester.

Dash racing will probably be given a thorough trial at the Brighton Beach grand circuit meeting.

Three of Toronto's baseball players, Massey, Downey and Miller, have signed contracts with the coast outlaws.

The California baseball league cannot begin to harbor all the players who tell managers that unless their salaries are raised they will jump to the outlaws.

Eight clubs are left to fight out the Ontario Tankard competition. They are: Detroit, St. Mary's, Galt, Fergus, Toronto, Caledonians, Peterboro, Thistles, Dundas and Collingwood.

More stuff is being printed in the space-to-spare newspapers about the pugilistic contest between Young Young Corbett and Britt than about the war between Japan and Russia.

The cat show in Toronto last week attracted large crowds. Several cats changed hands at $50 to $100 each. Toronto should next have a hoe show at which all its citizens could take part.

The matched ice race between Gypsy Girl, of Toronto, and Looking Glass, of Uxbridge, at Ottawa, on Monday afternoon, was won by Gypsy Girl who took three straights. The sum of $1,000 was involved as a stake. Looking Glass was 3 to 2 favorite, and speculation was brisk at those rates.

In a Graeco-Roman wrestling match at London, Eng., for the championship of the world, a purse of $10,000 and a side bet of $500, George Hackenschmidt, "the Russian lion," won the first fall within one minute from Amamed Madrali, the Turk. Madrali's arm was broken by the fall and Hackenschmidt was declared the winner of the bout.

Skiing continues to be a very popular winter outdoor sport at Ottawa. The object of the skie is twofold, first to keep the wearer from sinking into the snow, and secondly to maintain an advantageous rate of progress. The same is true of the Canadian snowshoes in a lesser degree, but for speed the latter are snails compared to the former. A good skie runner can cover on an average about four miles an hour, while an expert can sometimes make eight. To the natural step made by the foot, the great length of the skie as well as the slipperiness of its under surface always adds inches, sometimes feet, and as the skie is never lifted from the snow, the runner is enabled in this way to make rapid progress without much exertion. The skies mostly used in Canada are made of soft maple from six to seven feet long.

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"In my forty years' experience as a teacher and practitioner along hygienic lines," says a Los Angeles physician: "I have never found a food to compare with Grape-Nuts for the benefit of the general health of all classes of people. I have recommended Grape-Nuts for a number of years to patients with the greatest success and every year's experience makes me more enthusiastic regarding its use.

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Look in each package for the famous little book, "The Road to Wellville."

BOARD OF GOVERNORS

Of The General Hospital—Matron Appointed.

The February meeting of board of governors of the General Hospital was held Monday afternoon. Present, G. Y. Chown, vice-chairman; B. W. Robertson, W. F. Nickle, T. McK. Robertson, Rev. S. Tighe, Dr. A. P. Chown, James A. Minnes, Dr. Duff, R. J. Carson, Archdeacon Carey, F. Welch, Dr. Massie, Dr. Kilborn, and Prof. Marshall.

Mrs. Norman formerly of the Maternity Hospital, Montreal, was appointed matron of the hospital, her duties to commence February 8th.

A vote of condolence was passed by the board to Mrs. Mackie on the death of her brother, J. B. McIver.

It was decided to have the opening of the lower flats of the Nickle wing on Friday afternoon, Feb. 5th, at 4 o'clock, and to invite any friends of the hospital, who are interested to come and inspect the rooms.

A vote of thanks was passed to Mrs. Nickle, Sr., and Mrs. Nash for collecting the necessary funds for furnishing the nurses' dining room.

The visiting governors for the month are Messrs. B. W. Robertson and F. Welch.

Troubles Of An Editor.

Some people think that an editor is even fire-proof. Perhaps he is, but he's not proof against the grippe, whose germs, like the claws of mosquitoes, have no respect for any man. The Whig's managing editor, Mr. Elliott, is, to-day, imprisoned at his home, and his jailer is Mr. Grippe.

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Suit sale of $18, $20, $22, and $25 for $16, started yesterday with a rush. Livingston's.

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When you read that a sufferer of many years standing has been completely restored to health by using Smith's Cure-all, you are inclined to doubt the statement and, in fact, have no belief in it whatever. The reason for this is that so much is claimed for the Cure-all it is impossible for anyone to believe it; if the advertiser confined his claims to the curing of one disease, as do the proprietors of Pyramid Pile Cure, readers would have much more faith in published testimonials. Those familiar with this great remedy know that testimonials as to its merit may be relied upon implicitely, also that the cures brought about by its use are little short of marvellous. The genuiness of the testimonial here given is vouched for and is but one of thousands received:

"I wish to write you and tell you what your Pyramid Pile Cure has done for me. I have been troubled with piles for the past five years and used every remedy that was recommended to me. While some would give me relief for a while they never have cured. I was so bad this summer I could not get up or down without pain; could not attend to my household duties. Finally I got a 50c. box of your Pyramid Pile Cure at the druggist's and it is now two months since I used the last of the box, and have had no trouble since. I can say it is really and truly a good remedy.

"I am so thankful I tried it as I know it has cured me, and if at any time I should have any such trouble again I would use it at once. Since I am cured I have recommended it to my friends, whom I know to be afflicted as I was, and I know they will use it to. I am so thankful I ever learned of your cure." Mrs. F. Hutt, 460 2nd street, Grand Rapids, Mich.

Pyramid Pile Cure is sold by druggists for fifty cents a package, or will mailed to any address upon receipt of price by Pyramid Drug Co., Marshall, Mich. Write this firm for their book describing the cause and cure of piles.

Sir. Alex. Mackenzie

Writes of the

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