

conference may result in the establishment of a just and permanent foundation."

# 1 Mission to Poland

Exclusive to The Spectator

2.—The supreme war council has decided to send a mission to Poland, representing the United States, Great Britain, and France. It was officially announced to-day. Wilson's proposal for settlement of the Russian question was discussed at this afternoon's session.

# DEVELOPMENT OF RUBOR IS PROMISED

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May Also  
For New  
fice

22.—The Hamilton City Council this morning discussed the project of having a new fire station. They emphasized the importance of the city's fire department and the need for a new station. Hon. J. H. McPherson announced that in the coming session a bill for the appropriation of money for a new fire station will be introduced.

The conditions of the new fire station were discussed. The city engineer, Mr. J. H. McPherson, reported that the new station would be built on the corner of Main and Barton streets. The city council decided to approve the plan.

on, M.P., urged the government to erect a new fire station in the city of Hamilton. He said that the city of Hamilton is one of the most important cities in the world.

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will be much better when this city gets its share of the 40,000 additional horse-power which will be forthcoming shortly. We haven't had a shutdown for a month."

When this additional power is delivered, it will be possible to bring street lighting back to the schedule of pre-war days, Engineer Sifton said.

## PRESSURE TESTED

Large Amount of Water Went  
Down Sewers To-day

Further evidence of the auto-racy of the fire underwriters was forthcoming this morning, when it was demanded that all man-holes be cleaned out and that city hydrants be opened wide, that the pressure might be tested.

"Who is going to pay for this water that is wasted?" asked A. T. James, secretary of the fire, police and jail committee, this morning. "And who is going to pay for the men's time? Not the fire underwriters."

That the fire insurance companies' decision to increase rates is not backed up by one sound financial argument was pointed out to-day. An official bulletin, issued in 1910, shows that not one American company declared a dividend of less than 11 1/2 per cent, and one split a melon of 40 per cent. From the New York Journal of Commerce it is learned that in one year, dividends declared by the British companies operating in Canada ranged all the way from 60 per cent. to 100 per cent.

## SEND THEM BACK

Mayor Booker Would Deport  
Undesirable Aliens

Asked to-day if he would favor action similar to that of the board of control of Toronto and ban all Bolshevik meetings, Mayor Booker

D.S.O. commandant of the 68th battalion—a record unexcelled by any soldier from this district—has been added the distinction of being mentioned in the dispatches of Field Marshal Sir Douglas Haig. His name was inadvertently omitted in the list published by the Spectator yesterday.

Leaving for overseas as lieutenant in the 68th battalion in 1915, he won promotion after promotion until finally he was given command of his battalion with the rank of lieutenant-colonel. He was awarded the distinguished service order for gallant work in 1916 while still a lieutenant, and has since gained two bars to the same decoration. He has also been decorated by the French government with the Croix de Guerre.

Lieut.-Col. MacFarlane is at present stationed with his battalion near Brussels. He is the son of Robert F. MacFarlane, of Winona, and is one of Saltfleet's best-known soldiers. His former regiment was the 77th Westworth. He is only 23 years of age.

## ON RADIAL TRACKS

Beach Commissioner Crooks  
Has New Proposition

For a few hours yesterday afternoon, Beach Commissioner Crooks had visions of being a real railway

magnate, and the pioneer in this district in gasoline railroading. He made a thorough examination of a new style of automobile truck which runs on tracks, having flanged wheels for carrying about fifty passengers or several tons of freight. The truck was a sample one built by the International Harvester company, of this city, and the company agreed to sell it to the commissioner at a reduced rate for the purpose of helping the beach commissioners to provide transportation facilities for the residents of the sandstrip, who have been dependent on motor trucks since the radial railway service was suspended last month. Commissioner Crooks then took the question of running rights over the radial tracks with General Manager Coleman, his proposition being to run the locomobile between the canal to the city street car line on Burlington street. Mr. Coleman said he thought that the commission would have to secure a charter to operate such a line, and spoke of the difficulties which came to his mind. He promised to consider the proposal, however, and arrange for the use of the company's tracks if it is at all possible.

## WAR HEROES

First Trainload From Empress  
of Britain Leaves Halifax

Canadian Press Service  
Halifax, Jan. 22.—At 9.45 o'clock this morning the first trainload of Canadian troops returning on the

and BOOK. City and N. Cauchon were also present. A delegation was received by Messrs. Rowell, Carvell, Mr. Robertson and Reid.

Hon. Wallace Nesbitt of the lay-out of the city. The B. had come into the city under terms of a special act, which claimed overrode the general provisions of the Railway act, from the commission derives its title. After explaining the location of Grand Trunk as well as the B. Mr. Nesbitt said it was the duty of the city that the B. aside for residential purposes encroached upon.

In addition to the Aberdeen Kinross yards, there were stations, bit by bit, until the foresaw the possibility of the south end of the city becoming a railway yard. They therefore made plans for adjusting the railway problem. A new station arose from the problem of the Hydro-radials coming from the south end of the city. There was an overwhelming feeling that the Canadian national system would have to be built on a frontier. In all these projects the people of Hamilton cause for a complaint.

RED HILL CUTOFF

Mr. Nesbitt went on to a report, suggesting the location of the east end cutoff. He said that the desire of the people of Hamilton to have the railways kept to the

territory, the companies without remuneration. He said that the order he stayed at the coming session of the council. He said that the jurisdiction of the railway commission was enlarged to include the territory of the city of Hamilton.

"There is the strongest feeling," he said, "against the end of the city being cut off by the railway yard, cutting off and right under the nose of parliament extends the jurisdiction of the railway commission. If parliament extends the jurisdiction of the railway commission, then it can deal with the whole problem anew, as it would be along the line of the report which has been suggested."

"Suppose parliament extends the jurisdiction?" asked "How else can the T. 1 its outlet except by this?" "It can use the existing line," answered Mr. Nesbitt. "I agree that the municipality must face the situation."

"There are dozens of Canada where some co-railway traffic is necessary. Hamilton with four lines is likely to come out of all these schemes," Nesbitt said in conclusion.

EXPLAINS HIS

Nolan Cauchon explained the plan of which he was the author. The Red Hill would provide a better route than the one that was proposed. It was proposed to build a line from Red Hill to the city of Hamilton.