

BOOST IN STREET WATERING WILL MEET WITH OPPOSITION AN INCREASE OF ONE-THIRD

Some Facts and Figures Which Show That Citizens Who Have Streets Watered Will Pay for Watering of Streets Before Public Buildings Schools, Etc., and in Addition Will Hand Over Surplus to Apply to Tax Rate.

There is going to be a really healthy kick against the action of the council in raising the street watering tax from 3 cents a foot to 4 cents, and already complaints have been received on account of the extra charge. This will mean that the citizens must pay an increase of 33.3 per cent—rather too much in the opinion of the majority of the property-owners who are affected.

If this bylaw is enforced, as it probably will be, the citizens who have paid for the privilege of having the street watered in front of their residence will also have to pay for the street intersections, public buildings, etc., throughout the city.

HOW IT WORKS OUT.

It works out something like this. In round figures there are 39 miles of streets to be watered in the city during the coming summer. Of this nine miles are allotted to public buildings, such as schools, city hall, etc., parks, and the like. This leaves 30 miles of streets which the citizens have to pay for watering.

The gross revenue from this at 4 cents a foot will be \$12,672. This, of course, does not include the nine miles which belong to the citizens as a whole. This nine miles at 4 cents a foot would yield revenue of \$3,801.60.

In other words, if the whole 39 miles were paid for, that is, if the city would pay its share, the revenue would be \$16,473.60.

THE EXPENDITURES.

Now to offset that, there must be reckoned the expenditure. According to the figures submitted by No. 3 committee, the expenditure would reach \$11,000. There is a margin of \$5,473.60 to be applied to the reduction of the tax rate.

As it works out, however, the city does not pay its share of street watering.

The revenue from the citizens at 4 cents a foot as mentioned, would be as pointed out before, \$12,672, leaving a margin of \$1,672 to prepare for all expenses.

There will be at least a surplus of \$1,000 to apply to the tax rate, even after the citizens who have paid for street watering pay also for the watering of streets before all public buildings, etc.

Why should the citizens be charged to pay for the city's buildings, street intersections and the like?

The sum is very easily worked out, and the man with a real large frontage is doing his little equation today.

MUCH COMPLAINT.

For some years there has been complaint about street watering, and the money taken from the citizens for the purpose of laying the dust, has been applied to other purposes.

In 1909 the sum of \$9,000 was received from the citizens, and the expenditure was \$6,800. No charge was made for water by the waterworks board, and the city did not pay for the intersections, etc.

SOME FIGURES.

In 1908 the sum of \$7,554 was received and \$6,756 was paid out. In 1907 the sum of \$9,022 was received and \$5,498 paid out.

In 1906 the sum of \$8,500 was received and the sum of \$10,407 paid out. It will be interesting to note that in 1906 the water commissioners received \$3,500 for water, and the city paid its share of the cost of street watering. It was worked out properly in this instance, and the expenditure showed a greater sum by over \$1,500 than was received from the citizens. The same should hold true now.

ALWAYS GET WORST OF IT.

For three years the citizens have paid willingly, and have not received full value for their money. They surely should receive justice this year when there is an abundance of water.

There is an agitation on foot to place this fund on a separate basis. The money is to be collected and kept in a fund. If there is a surplus it is to be retained in the fund for the next year, and the street watering rate reduced. In other words, it will be made to pay its way—no more, and no longer to be a source of revenue to the council.

The question is attracting a great deal of interest, and there will be many complaints.

LUMSDEN CHARGES INVESTIGATION BEGINS MINUS THE OPPOSITION

Conservative Members Continue Refusing to Act Unless Permitted to Dictate as to Counsel—Mr. Chrysler, K. C., Appointed to Represent Public.

[Special to The Advertiser.] Ottawa, Ont., March 8.—The special committee of the House of Commons on the Lumsden charges, minus the striking Opposition members of the committee, met this morning. Though duly notified of the meeting, Messrs. Barker, Lennox and Crothers, treated it with silent contempt, and evidently intend to persevere in their attitude of having nothing more to do with the investigation unless they can have their way in the matter of the appointment of counsel to take charge of the general conduct of the inquiry.

The Liberal members of the committee, however, intend to go ahead with the investigation, whether the Conservative members choose to be present or not.

Mr. Nesbitt Too Busy. This morning a letter was read from Mr. Wallace Nesbitt, K. C., stating that, owing to pressure of other business on hand he would not be able to accept the task of acting as counsel to represent the public interest in prosecuting the investigation.

The committee then decided to retain Mr. F. H. Chrysler, K. C., of Ottawa, one of the leading members of the bar in Canada.

Mr. Lumsden Refuses Counsel. Mr. J. H. Moss, K. C., of Toronto, appeared before the committee as counsel engaged by the engineers implicated in Mr. Lumsden's charges with respect to overclassification and neglect of orders. Mr. Lumsden was again asked by Mr. MacDonald if he would not consent to have counsel engaged to represent him in the inquiry, that all parties interested in the charges should be allowed counsel at the public expense.

Mr. Lumsden, however, again said he did not want counsel engaged for him.

The committee adjourned until next Thursday, when the taking of evidence will be begun.

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MR. WALTER C. BARNETT

In the courts at Toronto his appeal was allowed and he was given judgment for \$6,000 and costs against the G. T. R. He lost both legs in a collision in the local yards last August.

WILL SHOOT DOGS IN LONDON TOWNSHIP

Drastic Steps Are Decided Upon by the Council at Special Meeting.

FINE OF \$50 PROVIDED

From Now on All Dogs Running at Large Without Muzzles Will Be Destroyed and Owners Prosecuted.

London Township is taking very drastic steps in the dog question, following the recent refusal of so many dog owners to abide by the ruling of the board of health manifesto. From now on, all dogs running at large without a muzzle will be shot on sight by the county constables, who are especially warned to be on the look-out for them.

At a meeting of the township council yesterday a bylaw providing for the proper restraining of dogs was passed, as follows:

"No person owning, possessing or harboring any dog (including bitch) shall permit or suffer the same to run at large within the township, unless constantly muzzled with an effective metallic muzzle."

"Any county constable resident within the said township of London, or person or persons appointed for that purpose, may destroy any dog running at large, contrary to this bylaw."

The Penalty. "Any person convicted of a breach of the provisions of this bylaw shall forfeit and pay, at the discretion of the council, by distress, and sale of the offender's goods and chattels, and in case of their being no distress found, out of which such penalty can be levied, the sum of \$50 for each offence."

The bylaw is in force from this date, and the council has decided to enforce it strictly.

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CITY AND LONDON ELECTRIC CO. ARE DUE FOR A BIG BATTLE

Each Claims the Other's Poles and Wires Are in the Way and There Will Likely Be a Lawsuit—Finance Committee Will Shortly Be Called Upon to Take Action.

The water commissioners and the London Electric will soon clash regarding the power poles throughout the city, and then there will be a long legal duel, possibly two of them.

There are two sides to the debate. The city claims that the London Electric Company's poles throughout the city are not of uniform length, and interfere seriously with the stringing of the wires of the city plant.

The finance committee will deal with the question of enforcing the company to have poles of a uniform height, and will in all probability order the Electric to remedy the evil complained of.

Engineer Roberts is at the present time preparing a plan of the company's poles throughout the city, showing where they interfere with the city's poles and wires. There are quite a number, and it will be a considerable task to remedy the complaint.

The Other Side. The London Electric Company, on the other hand, declare that the city's wires and poles interfere with theirs. They have twice notified the city that they intend holding the corporation responsible for the damage.

The bringing up of one question will open up the other, and a long debate, perhaps a lawsuit or two, may be the result.

The London Electric Company will not divulge their plans as to future action. No official notification has been sent them as yet regarding the city's action in reference to the poles, and in the meantime they refuse to discuss it.

BARNETT GIVEN \$6,000 DAMAGES AGAINST GRAND TRUNK RAILWAY

Judgment of Chief Justice Sir Wm. Ralph Meredith Is Overridden—Case Was Thrown Out in London at Last Assizes—Action of Peculiar Interest—Resulted From a Collision in Local Yards.

Mr. Walter Barnett, of the Hamilton road, who suffered the loss of both legs while riding on the platform of a Pere Marquette train, which backed into a Grand Trunk caboose at Waterloo street Aug. 29 last, was awarded \$6,000 and costs from the Grand Trunk by Chancellor Boyd, Mr. Justice Magee and Latchford at Toronto yesterday, the decision being the result of an appeal.

It will be remembered that at the last assizes before the jury assessed the damages at \$6,000, but the case was later thrown out when Chief Justice Meredith heard the answers of the jury to certain questions.

The case came up in the division court at Toronto about three weeks ago, the decision being pronounced yesterday.

The reversal of the judgment of Chief Justice Meredith came as a decided surprise to those who were following the case.

The chief justice had reversed the finding of the jury on the case, who granted him the right to the \$6,000 damages as assessed by the jury, and granted him the costs of the action as well. It is stated in railway circles this morning, result in still further litigation.

The case sets a decided precedent in railway law, as it asserts the right of a person to recover damages for injuries he had received, even though he had put himself in a place of danger contrary to law. This precedent will open up grounds for much future litigation, and it is thought that for this reason, rather than because of the finding itself, that the company will make most decided efforts to have the decision overturned.

Company Will Appeal. Yesterday's finding, which reassessed Barnett's right to the \$6,000 damages as assessed by the jury, and granted him the costs of the action as well, it is stated in railway circles this morning, result in still further litigation.

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LONDON THROWS IN ITS WEIGHT TO HAVE PORT STANLEY IMPROVED

Joint Meeting Held Yesterday With Delegation From Port Stanley St. Thomas, Dutton and County of Elgin Present—Deputation Will Be Sent to Ottawa to Wait On the Government.

The London and Port Stanley board of Ald. Sanders, Martin, Troit, Price, Meehan and Chant, and Mr. W. H. King, of St. Thomas; Dr. Ling, of Dutton, and K. W. McKay, clerk of the county of Elgin, laid the matter very lucidly before the members.

Improve the Harbor. Reeve Jackson introduced the deputation and stated that the residents of Port Stanley were anxious that some action be taken.

At a meeting of the board yesterday afternoon, a deputation consisting of Reeve W. Jackson, ex-M.P. Councilors H. Taylor, R. Lang, C. Cromwell, F. Grimmond, W. J. Mitchell, J. Coffey, and N. Cornell, of Port Stanley, will assist the councils of Port Stanley, St. Thomas and the county of Elgin to impress upon the Government at Ottawa the necessity of improving the harbor at the Port, and employing a life-saving crew there.

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