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MOONEY'S PERFECTION Cream Sodas
MOONEY BISCUIT & CANDY CO.
STRAITFORD, CANADA

NIAGARA POWER BYLAW

Continued From Page One.

do not think it fair to do such a thing as Ald. Gillen did in the face of that resolution."

"If Ald. Matthews will say that the confirmation of the figures of the hydro-electric commission by myself and Engineer Graydon has not done more than anything else towards passing the bylaw for the distribution of power, I will pay the whole expenses of the trip to Toronto," retorted Ald. Gillen.

"Hon. Adam Beck has expressed himself as highly pleased with the results of such confirmation."

Defended Ald. Gillen.

"Ald. Matthews did bring in a nicely-worded resolution," declared Ald. Beattie, "and it is a pity we have not got it here. Ald. Gillen consulted several of the committee, and it was decided that it was in the interests of the city, as well as the hydro-electric commission, that Ald. Gillen should go to Toronto to consult a competent engineer. Hon. Adam Beck also requested it, and all have been perfectly satisfied with the results of that conference. The cost of it was not a reckless expenditure of money."

Ald. Booth upheld the action of the committee in going to Toronto.

Ald. Cooper thought it an unnecessary expenditure of money.

"Hon. Adam Beck said himself," said Ald. Cooper, "that he would bring an eminent engineer from Montreal, to give the city any information desired on that matter, and it would cost us nothing. But the council spent a lot of money for no good."

Hot Shot.

"Ald. Matthews should have been at the meeting of the special committee," said Ald. Stevens. "When the committee sanctioned Ald. Gillen going to Toronto. There have been six meetings of this committee, and Ald. Matthews has attended only two. Now, after attending only a few meetings, he comes to the council and makes a grandstand play about expending a little money. If he is so interested in this matter he should attend more meetings of the committee."

"I did not get notice of the meeting until nearly 6 o'clock," stated Ald. Matthews. "If Ald. Stevens has nothing more to do than hand on his front door waiting for committee meetings, then he is not as busy as I am."

Mayor Judd pointed out that he had advised Ald. Gillen to go to Toronto in order to get figures independently of the hydro-electric commission. This he considered to be the fair thing. The citizens should get all the information possible on this subject.

More Information.

"I don't think the question was gone into far enough," continued the mayor. "The council should know what it

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would cost to distribute Niagara power through a plant other than a municipal plant. I think the citizens are entitled to this information. I would go farther. The citizens are asked to expend a quarter of a million dollars on a distribution plant. I would suggest that we would get an independent engineer here to look over the situation. He would give us information about what kind of a plant we need. Here we are, cavilling about the expenditure of \$100 or \$200. I think it is 'penny wise and pound foolish.'"

Was Adopted.

"That's what I say," declared Ald. Cooper. "I am willing to spend \$1,000 to bring an engineer here to give us the information we need. That report does not make us any wiser than we were before. Nobody understands it. There is a big amount of money to be expended, and we should get all the information possible."

The clause of the special electric committee, relating to the adoption of the clause submitting the report of Smith, Kerry & Chase, on the estimate of the hydro-electric commission, was carried on the following division:

Yeas—Ald. Beattie, Stevenson, Scarlett, Stevely, Gillen, Garratt, Gerry, Booth, Saunders and Rose.

Nays—Ald. Cooper and Matthews.

The Power Bylaw.

The power bylaw then came up for its second reading.

Ald. Garratt moved that the bylaw be amended to calling for an expenditure of \$100,000 for the distribution of power, cutting off the \$125,000 for arc lighting and incandescent lighting. This motion was seconded by Ald. Cooper.

He pointed out that there was a great lack of information regarding lighting. The commission could not give the necessary figures, and there was a great deal of ignorance on the subject. He did not think that the London Electric Company should be forced out of business without a chance to do something. Hon. Adam Beck has said that he did not think Niagara power would be in London for a year or more, and in that time a lot of necessary information would be obtained on the subject. The citizens should know who was going to take power, and how much. Nobody knew, and it did not seem possible to get the information desired. He was confident that the big bylaw would not carry, but he thought that the bylaw as amended by himself would carry.

The Figures.

Ald. Garratt said that the figures first submitted called for the installation of transformers, etc., ready for distribution. Then somebody wanted an estimate on arc lighting, and then it was decided to get an estimate on incandescent lighting. This caused the estimate to grow to \$235,000. Engineer Chase estimated that it would cost only \$75,000 for doing what the commission estimated it would cost \$100,000. That was all he was in favor of the arc lighting and kindred matters.

Ald. Stevens was in favor of letting the bylaw go to the people. The bylaw was in three parts—distribution to manufacturers, arc lighting for streets, and incandescent lighting. The latter would benefit a large number of people, and he was in favor of sending it all to the people, or not at all. It should not be cut up.

Great Difference of Opinion.

Ald. Stevenson pointed out that judging from the debate there was a great difference of opinion on the subject. In fact, there was much ignorance on the question of Niagara power. It was not the original intention of the Government to transmit the power, but latterly the Government changed, and there was a decision arrived at to distribute it. That was done, and now the Government comes to the council and asks the city to install a municipal distributing plant. It simply initiates Government ownership. An agreement should be made without passing this bylaw. The council has the right to enter into that contract. It received that power last January. The question simplified is this: How is the city to distribute the power? There were two alternatives. The city could build a plant and distribute the power, or it could make a bargain to distribute the power through an existing company.

Mayor Judd pointed out that no money was needed to enter into a contract with the hydro-electric commission for power not to exceed a certain price per horsepower. That authority was given by the bylaw passed last year. The matter of distribution was absolutely in the hands of the citizens of London. They could either erect a distribution plant of their own or distribute it through an existing company. That right was guaranteed by the act. But the hydro-electric commission retains the right to fix the price. The city could not sell the power at a price to a distributing company. The commission would arrange the price. The defect of this bylaw would make no difference in the relations of the council and the hydro-electric commission. A contract could still be made with the commission for cheap power. The hydro-electric commission could make the contract with the existing company, and the city would obtain whatever profits accrued from it.

A Question.

"Has any effort been made, Ald. Gillen, to find out how much power can be sold in the city?" asked Mayor Judd.

"Well, some time ago, Engineer Richards went around the city and got estimates," answered Ald. Gillen. "But, of course, we will make contracts with the consumer before we make a contract with the hydro-electric commission for the quantity of power needed."

"Not one of us knows a thing about this Niagara power," declared Ald. Cooper. "Nobody knows what power is going to cost the consumer. Nobody knows what electric lights for the streets are going to cost. Nobody knows what it is going to cost for house-lighting. We don't know a thing about the matter. Hon. Adam Beck told me to my face that we could not distribute through a private company, and here you fellows say we can. I asked him if this would put the London Electric out of business, and he told me it was no concern of his, whether the London Electric went out of business or not. Ald. Gillen came back with a lot of figures, and nobody knows what they mean."

Incandescent Lighting.

Ald. Gillen then read figures from

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the hydro-electric commission, as confirmed by Engineer Chase, regarding the cost of incandescent lighting, and street lighting.

"Figures don't lie," declared Ald. Gillen in conclusion.

"Figures don't lie, eh?" retorted Ald. Cooper. "You will find out those figures will lie. You don't know anything about the matter."

Ald. Beattie thought that the bylaw should be sent to the people as it is. There were many difficulties, but discussion between now and then would clear away these difficulties. If the bylaw carried, it will be a serious matter to get money sufficient to build the distribution plant. Its effect on the city debentures would be serious.

The city need not use the \$235,000 for building a plant. Other arrangements could be made then for distribution if it is thought wise.

Ald. Scarlett's Opinion.

Ald. Scarlett thought that the smaller sum as advocated by Ald. Garratt would carry more easily than the larger bylaw, especially in view of the present state of the money market. He thought no cheaper power could come from any source than from Niagara Falls. He was in favor of distributing it through the present company, provided a reasonable arrangement can be arrived at with the company.

Ald. Rose was of the opinion that

there was greater danger of defeating the bylaw by cutting it down than in submitting the whole bylaw. The plan of Ald. Garratt helped only the few, while the citizens at large would not profit by it at all. It was a matter to be decided by the whole people.

Continued on Page Ten.

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GRAND TRUNK RAILWAY. SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.

Arrive from the east--3:50 a.m., 10:58 a.m., 11:12 a.m., 11:23 a.m., 6:25 p.m., 7:45 p.m., 10 p.m.

Arrive from the west--10:09 a.m., 3:15 a.m., 8:50 a.m., 11:13 a.m., 1:10 p.m., 4:10 p.m., 5 p.m.

Depart for the east--12:14 a.m., 3:20 a.m., 7:30 a.m., 9 a.m., 11:23 a.m., 2:05 p.m., 4:25 p.m., 6:53 p.m. (Eastern Flyer).

The trains leaving at 7:30 a.m. and 2:05 p.m. stop at all stations. Depart for the west--3:25 a.m., 3:55 a.m., 7:40 a.m., 11:18 a.m., 11:35 a.m., 1:40 a.m., 4:05 p.m. The 7:40 a.m. and the 1:40 p.m. trains stop at all stations.

LONDON AND WINDSOR. Arrive--10:40 a.m., 4 p.m., 6:50 p.m. (Eastern Flyer), 11 p.m. Depart--6:35 a.m., 11:27 a.m., 2:20 p.m., 7:55 p.m. (International Limited).

STRAITFORD BRANCH. Arrive--3:15 a.m., 11:15 a.m., 1:30 p.m., 6:35 p.m., 11:10 p.m.

Depart--6:10 a.m., 11 a.m., 2:50 p.m., 5 p.m.

LONDON, HURON AND BRUCE. Arrive--10 a.m., 6:10 p.m. Depart--3:30 a.m., 4:50 p.m.

Trains marked * thus * run daily. Those not so marked run daily except Sunday.

CANADIAN PACIFIC RAILWAY. Arrive--From the east--11:30 a.m., 8 p.m., 11 p.m. From the west--4:30 a.m., 8:20 a.m., 5:20 p.m.

Depart--For the east--4:40 a.m., 8:40 a.m., 6:28 p.m. For the west--11:35 a.m., 11:10 p.m., 11:10 p.m. Trains marked * thus * run daily. Those not so marked run daily except Sunday. **From Chatham only. ***Runs only to Chatham.

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