

43RD YEAR NO. 18091

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**COUNCIL'S ACTION IS VETOED;
FIRST TIME IN MANY YEARS****Mayor Would Not Let Vote on Tax Matter Go—Illegal,
He Says—Ald. Cooper in a Mixup.**

The meeting of the city council last night proved to be anything but a love feast. Mayor Judd and Ald. Cooper working in opposite directions all through the three hours the session lasted. The meeting was remarkable, too, in the fact that for the first time in many years the mayor of London took it upon himself to veto a vote of the council.

Early in the evening Ald. Cooper ran foul of his worship in regard to the construction of the septic tanks at the sewage farm. Ald. Cooper accused the mayor of resorting to sharp practice to prevent his speaking on the subject, and his worship took him quickly to task. While seated, the alderman made a remark to the chair which wouldn't look well in print, but the mayor ignored it.

Ald. Cooper Quits.

There was another display of ill-feling when Ald. Cooper, who is chairman of the manufacturers' committee, read his report. One of the clauses asked the council to set aside the sum of \$300 for the uses of the committee during the year. The council voted 6 to 6 on the question of laying the matter over until the estimates are taken up, and the mayor voted against Ald. Cooper. The appropriation was held up.

This caused the alderman to throw up his position as chairman of the committee for a time, and the mayor was compelled to read the remainder of the manufacturers' report himself.

The climax of the evening, however, when the motion to reconsider the council's former decision to remit C. H. Bayley's business tax came up. The mayor stated that to remit the tax was illegal, and that if the council did it, he would veto the vote. Seven of the aldermen went right ahead and voted to remit the tax, and thereupon the mayor declared that he had vetoed the council's action.

Many other matters of importance were dealt with during the evening.

The Veto.

The motion to reconsider the Bayley matter was made by Ald. Beattie. He quoted from the assessment act to show that the council has no power to remit taxes for any cause—not even for charity—unless a special bylaw is passed giving the council power to remit such taxes. The court of revision

**A NEW CHURCH
TO BE ERECTED****Hamilton Road Methodists Find
Present Edifice Inadequate
For Their Needs**

At a meeting of the trustee board of the Hamilton Road Methodist Church held recently it was unanimously decided to build a new edifice, providing the necessary funds can be raised. The decision of the trustees was reached only after careful consideration. For some time it has been felt that a new church should be provided, as the present edifice is not large enough to meet the needs of the congregation, which is steadily increasing under the pastorate of Rev. D. A. Martin. Then the section in which the church is located is growing more rapidly, possibly, than any other in the city, and there is every indication that it will continue to grow. Important manufacturing plants, such as the London rolling mills, the McCarty works, the London Canning and Evaporating Company, the Sherlock-Manning Organ Company, as well as the Grand Trunk roundhouse, are established here. Many new homes have been recently built, and are now occupied, and many others are in process of construction.

The canvass is proceeding with most encouraging results, as those in the community clearly see the situation, and many outside the congregation who have been friends of the cause for years recognize the importance of the present movement, and in a practical way wish the work and the workers success.

**Would Have Toronto City
Expropriate the Plant**

Galt, March 18.—That the Legislature permit Toronto City to expropriate the Toronto Electric Company was the significant and important resolution passed at the meeting of the Western Ontario Municipalities Niagara Power Union, held here today.

The resolution declares that to expropriate the Toronto plant is of great importance to Western Ontario, and draws attention to the fact that Toronto, at the last municipal election, carried by a large majority the Niagara power bylaw. Those present: J. W. Lyon, Guelph, secretary; Mayor Butler, Woodstock; Mayor Claire, Preston; Ald. McMurich, Toronto; D. B. Detweiler, Berlin, and Engineer Richards, of the hydro-electric commission.

**LINING UP TO
FIGHT HOME RULE****Unionists Campaigning Against
Legislation Proposed by Campbell-Bannerman.**

London, March 19.—The Unionist campaign against the legislation, which Government purposes to introduce after Easter, giving partial home rule to Ireland, was formally opened today. A strong deputation of residents of Unionist, including about 50 leading anti-home rulers, headed by the Lord of Abercorn and Lord Lansdowne, had a conference with A. J. Balfour, the Opposition leader, and urged the necessity for an active propaganda to combat the Government's Irish policy.

Mr. Balfour declared himself authorized to pledge every member of the Unionist party to fight everything in the nature of home rule. He added that he believed the sentiment of the country had not varied on the subject since the defeat of the late Mr. Gladstone's home rule measure.

PORTLAND TO ST. LAWRENCE**New Line of Steamers To Carry Pulp-wood From Canada.**

Portland, Me., March 18.—By leasing of wharf property in this city for a long term of years, arrangements have been completed for a new line of steamers to run between this port and the St. Lawrence River. The line will be used to bring down large quantities of pulpwood from the Canadian provinces.

**GOVERNMENT FREES
HAMILTON RIOTERS****Parties Jailed Over the Recent Street
Car Strike Are Released.**

[Special to The Advertiser.]
Ottawa, March 18.—Mr. Zimmerman, M. P., has been notified that the Minister of Justice has signed an order for the release of those parties who were convicted and sentenced in connection with being concerned in the riots over the street railway strike in Hamilton. Mr. Zimmerman has been pressing upon the department of justice this matter for a considerable time past. The order for release went to the Governor-General today.

**DIED VERY SUDDENLY
AFTER RISING FOR DAY****Mr. Stewart Harris Had Been Ill With
Heart Disease For Months.**

Mr. Stewart Harris, of 71 Fullarton street, died very suddenly at his home today. Deceased, who was 72 years of age, had been suffering for the past six months with heart disease, and this morning, immediately after rising, fell to the floor and expired.

The late Mr. Harris, who was a dealer in dairy produce, was well known in this city and the surrounding country. He was a native of Cavan County, Ireland, but came to London when he was quite young. Two sons and three daughters survive him; Mr. R. Harris, of Spokane, Washington; Mrs. T. Howard, of Manitoba; and Jacob Scandrett, of Saskatchewan. The funeral will take place from the family residence on Thursday afternoon. Rev. Thomas H. Mitchell, pastor of the New St. James' Presbyterian Church, of which deceased was a member, will conduct the services. Interment will take place at Mount Pleasant Cemetery.

**MAD RACE OF
RUNAWAY TEAM****Pedestrians and Vehicles Have
Close Call From Injury on
Richmond Street.**

That a number of pedestrians were not injured last evening on Richmond street, is nothing short of miraculous. About 6 o'clock, while the crowds thronged the street corners awaiting their homeward-bound cars, a team of horses came dashing down Richmond street from the vicinity of the post-office, at full speed, the large bakery wagon to which they were attached swaying from side to side, and threatening to topple over at each additional burst of speed on the part of the horses.

At Dundas street the team swerved a little from their path—the west side of Richmond—and apparently were headed for the crowd standing near the C. P. R. ticket office. Patrolman Robert Black was one of the first to see the danger, and after warning pedestrians to seek a place of safety, he braced himself for an attempt to stay the onrushing horses. While he missed the bridle of the nearest animal by a small margin, his action caused the horses to veer to one side for a short distance.

In front of the city hall stood a single rig with a coal black horse attached, and this narrowly escaped being struck by the runaway. One bystander, a woman, on the corner of Dundas street, shrieked as the large wagon just cleared the top of her arms and hands, and she promptly threw up her arms and fainted.

There were at least three trolleys along Richmond street between Dundas and the G. T. R. tracks, and these all stopped, while the passengers on the rear platforms and the conductors got inside. But all made haste to get inside. But all made haste to get inside. But all made haste to get inside.

The gates at the G. T. R. were not down and the team dashed across the tracks at full speed, passing just a short distance in front of a freight train which was coming through the yards. The train blocked all view of the runaways and the automobile was stalled until it had passed, when it was discovered that the team had stuck in the mud just the other side of the crossing, and that one of the horses had fallen down.

No damage of any kind resulted, but how the team ever cleared all the obstacles in its path was, and is, a mystery.

ENGINE CREWS PROTEST**C.P.R. Engineers and Firemen at Toronto Claim They Have a Grievance.**

[Special to The Advertiser.]
Toronto, March 19.—Friction in the traffic department of the C. P. R. here is likely to cause acute difference between the men and the officials, if not quickly adjusted. Engineers and firemen are the complainants. They say they have only had an increase of about 15 per cent in fifteen years, while on the other hand the conditions have been very unpleasant. Firemen are now being "pooled," taking the first engine sent out, irrespective of whether they have been working that particular locomotive or not. They resent this, and the fact that they are blamed for engines not being in good condition, which they say is not their fault. Recently 72 men were brought from England and are being trained at Toronto Junction to take the places of the dissatisfied. This has precipitated matters and all grievances are now to be ventilated.

NOT CONFIRMED.

London, March 19.—Telegraphic inquiries have been made, but as far nothing has been received to corroborate the reports of a three days' massacre of Jews at Podul Illos, Roumania.

**A LIVELY TILT
IN COMMITTEE****Brantford's Mayor and Studholme in Snappy Row.****LIABILITY OF MUNICIPALITIES****Important Amendments to Municipal Act Clause of a Warm Discussion.**

[Special to The Advertiser.]
Toronto, March 19.—Amendments to the municipal act, promoted by the Ontario Union of Municipalities, were considered by the municipal committee of the Legislature this morning. The union was represented by ex-Mayor Ellis, of Ottawa; R. W. McKay, St. Thomas; Mayor Bowry, Brantford; Controller Macdonald, Toronto; W. C. Mickel, Belleville; D. McIntyre, Kingston; City Solicitor Chisholm, Toronto.

The first bill taken up was that to enable a municipal council by a two-thirds vote to construct sewers, pavements and sidewalks without submitting it to the people. A number were in favor of the change, but the majority voted it down, choosing to trust the electors rather than the council. It had not, however, been voted down without a scene caused by Allan Studholme.

On behalf of the clause, Controller Hubbard said, it was sometimes necessary to protect the people against themselves.

"I believe," said Mr. Studholme, "in protecting the people against the graft of the council. There is always a graft of some kind."

"I resent the insinuation," interrupted Mayor Bowby, with warmth, "there is no graft in Brantford. They may have such a thing in Hamilton."

Here Hon. Mr. Hanna put an end to the altercation, and business went on. Considerable discussion took place over the amendment to clause 666 of the municipal act, a clause made famous by the hundreds of petitions which have been presented to the Legislature in favor of its repeal. The amendment declares that no municipality should be liable for damages for accidents on the highways unless the council had received notice of the defect a reasonable time before the accident occurred. Hon. Mr. Hanna thought something should be done.

"I think the statute is about right as it stands," said Duncan C. Ross, the new member for West Middlesex. "I think this amendment would be dangerous and would tend to make municipalities careless."

City Solicitor Chisholm said Toronto was not troubled by so many actions in proportion to the number of streets. Mr. McKay said it had been the subject of the largest municipal deputations which ever waited on the Government.

"I am entirely opposed to this," declared T. Herbert Lennox, North York, "if it does not think there is any agitation for it in my riding. There have been petitions," said Mr. Hanna.

"There have been petitions for the abolition of the three-fifths clause, but I do not think the majority is in favor of it," replied Mr. Lennox.

Mr. Evans, ex-warden in North York, disputed Mr. Lennox, as to the feeling in North York, and said the law as it stood enabled lawyers to enter action easily. After much discussion it was agreed to provide that notice should be given verbally or in writing to the council, or to the clerk, municipal and other officials before the municipalities should be civilly liable. This was adopted unanimously, Allan Studholme dissenting.

The water commissioners are to meet this afternoon at 5 o'clock, and the meeting promises to be one of special importance.

It was hinted today that Commissioner Saunders is again after the dismissal of Superintendent Moore, and that the matter will be brought up at today's meeting. Mr. Saunders, when seen by The Advertiser, refused to commit himself on the subject one way or the other.

It was stated that Mr. Saunders accuses Mr. Moore of having failed to carry out the schemes mapped out by the commissioners, and that as a consequence, the water supply has been much embarrassed and placed in a bad light. Another matter upon which the commissioners are alleged to feel strongly, is also to come up. It is in the nature of a grievance against Mr. Moore.

The commissioners have been advised that Expert Maury's report was sent by express to London yesterday, and consequently it should have been here today. Strange to say, however, it had not put in an appearance up till 1 o'clock, and the commissioners were very much put out, as they wanted to have it this afternoon. It is possible that it may be secured in time for the meeting at 5 o'clock.

It is not known upon what foundation the rumor is based, but it was said at the city hall today that Mr. Maury is in favor of the city establishing a river water plant as a first means of overcoming the city's water shortage.

Secondly, he is in favor of the Kooka scheme, which was put forth by Commissioner Saunders.

And, thirdly, he is said to favor a system on the Ritus plan, though not the Titus scheme at the present prices.

Continued on Page Eight.

ADMIRAL TILLEY DEAD.

Philadelphia, March 19.—Rear Admiral Benjamin F. Tilley, commandant at League Island navy yard, died last night after a brief illness of pneumonia. He was made commandant at the navy yard Feb. 23.

The depression mentioned yesterday has now reached the lake region, accompanied by snow and rain, while in the Western Provinces the weather has cleared and become somewhat colder.

Detroit, March 18.—Lower Michigan: Tuesday—Rain or snow and warmer; Wednesday—Rain or snow and colder; Quebec to high east to south winds, becoming northwest.

THE WEATHER.
FORECASTS.
Tuesday, March 19—8 a.m. Today—Uncle and mild; occasional sleet or rain.
Wednesday—Strong westerly to north westerly winds; clearing and a little colder.

TEMPERATURES.
Stations. 8 a.m. Min. Weather.
Calgary 4 2 Clear
Winnipeg 14 14 Cloudy
Port Arthur 28 20 Snow
Parry Sound 26 22 Snow
Toronto 32 20 Snow
Ottawa 2 20 Cloudy
Montreal 20 15 Cloudy
Quebec 12 8 Cloudy
Father Point 12 4 Fair

The first column in the above table records the temperatures at 8 o'clock this morning, and the second column the minimum temperatures during the 24 hours previous.

WEATHER NOTES.
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**Manager McGuigan Says
No to the Indemnity Clause****UPPER GUINEA REBELS
WHIP FRENCH TROOPS****Thomans Tribesmen Administer Severe
Reverse to Column.**

Paris, March 19.—The Echo de Paris publishes a dispatch from Konakry, capital of French Guinea, West Africa, saying that a French column suffered a serious reverse in Upper Guinea while attacking the Thomans tribesmen, who were strongly fortified in a village. Seven French officers were badly wounded and eight sharpshooters were killed, and 25 were wounded. The column entrenched itself and is now awaiting the arrival of artillery.

**NEW ROAD TO
THE COBALT MINES****May Be Government Owned and
Will Tap Rich Mineral
Section.**

[Special to The Advertiser.]
Toronto, March 19.—A government railway through the mineralized country between Sudbury and Cobalt was foreshadowed in the railway committee this morning. A bill to incorporate the Sudbury-Cobalt Railway was up. Hon. Mr. Hendrie asked that it stand over until Thursday that in the meantime the Government policy might be declared.

The T. and N. O. commission has for some time been favorable to building a branch of the T. and N. O. through this country; in fact, preliminary surveys have been made and the commission is willing to have the construction of the road handed over to them. The country is considered a very rich one and a road should pay expenses from the start.

One of the aldermen who claims to have inside information, declares that despite all statements to the contrary, the Grand Trunk intends to build its new depot east of Wellington street, and that it has now an option on the property occupied by the Leonard engine and boiler works, the object being to build the depot where the freight sheds are, and the new freight sheds on the Leonard property.

It is hardly likely that Mr. Hays and the city will get together within a month or six weeks after his return to this country, so that it would be the 1st of June before anything could be done, and this would not leave time for the company to get through with the work before the snow flies again.

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**Negotiations For Elevation of
Grand Trunk Tracks Indefinitely
Held Up.**

Mayor Judd made the announcement to The Advertiser today that the Grand Trunk negotiations are indefinitely held up.

It is the indemnity clause which is causing the delay.

The railway committee, which all along has kept things to itself in a remarkably close manner, some weeks ago forwarded to Manager McGuigan its proposition re the elevating of the Grand Trunk lines in London from Ridout street to Adelaide street.

This proposition included a clause to the effect that the company shall assume all liability for damages caused to abutting property by reason of the construction of the works, and also liability for any damages which may result in the way of accidents to vehicles and pedestrians while the works are being constructed.

Manager McGuigan, when he talked with the mayor and Chairman Booth of the railway committee, stated emphatically that if the city's proposition embodied an indemnity clause, he would be unable to deal with it. General Manager Hays would have to give his consent to any agreement in which indemnity was mentioned, Mr. McGuigan declared.

Mr. Hays happens to be in England now, and it is understood he will be there for four weeks at least, so that the negotiations are held up for that length of time, and perhaps for all summer.

Around the city hall, there is a feeling that not much will be done this year.

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