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Development of Indian Spring and Lake Ashby Section.
THE NEWS has had considerable to say, from time to time, about the settlement of strange, inexperienced people on Florida lands, while we have said nothing that we wish to "take back," we publish the following from the last issue of the New Smyrna Breeze:

Mr. C. E. Howe, of the firm of Howe & Currier, Chicago, Ill., has been in Florida this week looking after improvements on his lands at Indian Springs and Lake Ashby.
Mr. Howe informs the Editor of the Breeze that the matter of drainage will be gone into very thoroughly this winter. The land which was placed on the market November 13 will be drained north into Spruce Creek. D. D. Rogers, of Daytona, who has charge of the engineering work for Howe & Currier, has completed his profile maps of this district, which show that the land has over twice as much fall as is necessary to carry off the water, the average land in this section being about 2 1/2 feet above tide water. Mr. Rogers will go over the line of the main drainage canal again next week, and set the slope stakes and the stakes for the cut every hundred feet, and Howe & Currier will then be ready to receive bids for the excavation. It is estimated that there will be over 100,000 cubic yards of material to be removed. The drainage on every side of Lake Ashby will also be provided for during the winter months, so that the settlers in that section will be well taken care of.

Among other improvements contemplated by Mr. Howe are the laying out of the town sites of Indian Springs and Alameda, the latter of which will be the name of the new town to be established on the north shore of Lake Ashby. Mr. Rogers will plat these towns within the next two weeks.

Mr. George Moody will erect a good sized hotel building at Indian Springs to take care of the settlers as fast as they arrive. Mr. Moody will also erect a large store building at Indian Springs and put in first class stock of general merchandise.

Provision will be made for a hotel and a general store at Lake Ashby also.

Actual settlers are arriving almost daily now, and beginning improvements on their farms and everything points to a large and successful colony in that section of the county.

CARFARE IS ONE CENT.

Lord Mayor of Glasgow Tells of Municipal Ownership.

Glasgow's municipal ownership and municipal operation of public utilities was explained yesterday by Mr. James Shaw Maxwell, deputy lord mayor of the Scotland metropolis, who came to Baltimore in the course of a tour of the principal American cities.
Mr. Maxwell said that for the last fifteen years the street railways, gas supply, water supply and electric power service have been owned and operated by his city, and that greatly reduced rates to the public have followed municipal control.

Although the principal purpose of his trip to this country is the inspection of printing plants, Mr. Maxwell owning a large printing establishment in Glasgow, he has been investigating public institutions. He will pay a formal call on Mayor Mahool today and he has already been in Washington, New York, Boston, Detroit, Buffalo, Montreal and Toronto.

Mr. Maxwell said each year the services in Glasgow are being improved and the rates decreased. As an example of the rates of gas as compared with those in this country, the charge in Glasgow for 1,000 cubic feet is 50 cents, while in Baltimore it is \$1.10 with a discount of 10 per cent, if paid within ten days.
The tax rate, said Mr. Maxwell, is \$1 on \$100, as compared with Baltimore's rate of \$1.97 1/2. A revenue sufficient to meet the cost of the Scotch city's administration is realized by this source. The population of the city is estimated to be 900,000. The public service utilities are also used by the residents of the sections immediately outside the city limits, and, according to Mr. Maxwell, are enjoyed by 1,250,000 persons.
"Since the municipality has owned and operated the street car service," said Mr. Maxwell, "the street railway service has been wonderfully improved and the fares greatly cut down, until at present the net proceeds from the car system are only slightly in excess of the cost of operation, it being the plan of the city to provide the best service possible at a minimum cost to the citizens.
"A committee of three city council-

men comprise the tramway commission which has charge of the street system. This commission is composed of what may be called the business manager of the system. It is assisted by an expert railroad man as superintendent. He is paid a handsome salary and is retained in office as long as he is competent. The other public service utilities are managed in the same way, council commissions and permanent competent managers of superintendents assisting in their administration.

"Car fares in Glasgow are based on the distance the passenger desires to be conveyed. In the center of the city a rate of one cent is charged for a haul of six blocks or less; for five times that distance or less the fare is two cents; while four cents will carry a passenger anywhere within the city limits, or an approximate distance of five miles. For passengers who desire to go outside of the city limits a pro rata charge is imposed.

Mr. Maxwell said the system has met with general satisfaction and approval. The small fares for short distances, he said, allow the passenger to pay only for the distance he wishes to go. This, he asserted, is a decided advantage over the system here, which provides an invariable fare for a ride, whether it be for a few blocks or a mile or two.

The people of Glasgow and the outlying sections reached by the municipal car lines pay about \$3,000,000 a year for this service. The cost of operating the lines, according to the Glasgow official, almost aggregate this sum. The profits from the car service and other public-service utilities, are placed in the common good fund which usually receives deposits of \$2,500,000 a year. Most of this sum, however, is derived from the income on property owned by the city. The fund is used for general philanthropic and educational purposes.

American engineering firms figured prominently in the construction of the numerous electric power plants in the Scotch metropolis, according to Mr. Maxwell, who said that engines costing more than \$400,000 were installed by American firms when the plants were equipped.

All Glasgow city officials are elected by popular vote, and none receive a salary. The lord mayor, or provost, as he is called, presides over the council, which is composed of representatives from twenty-seven wards, who serve for three years without remuneration. One-third of the council go out each year. The only paid officials are those employed as permanent managers of the public-service utilities.

The plan of electing unpaid municipal officers, said Mr. Maxwell, who has served ten years in the council and is acting mayor during the lord mayor's absence, has proved successful. The officials he asserted, perform their important duties as satisfactorily and earnestly as if they received salaries.—Baltimore Sun.

One of the big houses in the beef trust recently wished to list \$30,000,000 of its bonds on the New York stock exchange. In order for the corporation to do that

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it was necessary for it to show a statement of its earnings. The statement was to the effect, that exclusive of operating expenses, taxes, interest and all other charges, it had earned 35 per cent. on its capital last year. That explains very clearly why the price of beef is high.

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