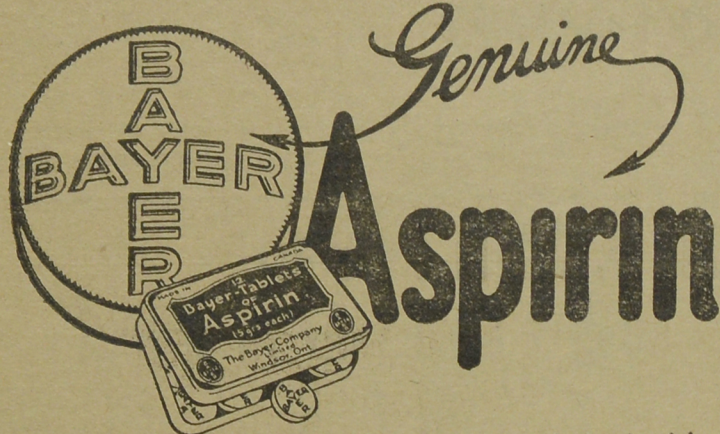




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COUNTY COUNCIL INCREASED GRANT TO VICTORIA HOSPITAL IN FACE OF OPPOSITION

The Municipal Council of York County Friday afternoon in face of opposition on the part of a section of the council increased the grant to Victoria Hospital from \$1,000 to \$3,500. A plea on behalf of that institution was made earlier in the session by a delegation from the Trustee Board and was ably seconded by Coun. Brewer and others today. The result was that the increased grant was given by a vote of sixteen to eleven.

By motion a basis of assigning the various charges in connection with the Municipal Home, to the county or to the various parishes was reached.

The proposal of the McAdam councillors that the Municipality make application for an allotment under the Housing Act to relieve the housing congestion at McAdam and any other portion of the county in which it might exist, met with determined opposition the majority of the councillors expressing a belief that the rest of the county was to be placed under a financial obligation to benefit McAdam, if the proposal was adopted. The vote was nineteen to six against the motion. It is probable that the movement for the incorporation of McAdam as a town will be assisted by this action on the part of the council.

The council resumed business at 3 p. m.

Assessment Matter

There was discussion on the matter of making up parish assessments. The uncertainty with regard to the assessment for maintenance of inmates at the Municipal Home was causing delay.

County Solicitor Richards on request gave the opinion that maintenance of inmates of the Home was a parish charge.

After further discussion Coun. Brewer moved a resolution to provide for the charging of the following expenses to the county: interest on debentures, repairs and improvement to buildings, matrons salary and salaries of yearly appointees, insurance and other expenditures properly chargeable to capital; the remaining expenditures to be charged in proportion to the number of inmates to the respective parishes having inmates at the home.

Coun. Pond asked to which the salaries of additional officials would be charged.

Coun. Brewer said they would be a parish charge.

Coun. Seymour said that under the present arrangement the matron furnished all help for \$100 per month. It was not known whether or not the arrangement would hold for the ensuing year.

Coun. Greenlaw reported that after the necessary deduction had been made, the charge per week per inmate at the Municipal Home on each parish was eighty seven cents.

Coun. Brewer's motion was carried.

Municipal Home Audit

Coun. Whipple presented a report for the special audit committee on the Municipal Home accounts, which was found correct. The recommendation was made that the present system of book-keeping be abandoned and that expenditures be entered under the headings of capital, maintenance, administration, etc.

The report was received and adopted.

Public Accounts

Coun. Inch presented the report of the Public Accounts Committee recommending the payment of \$389.92 for printing and miscellaneous. The payment of the account of F. H. Pet-

(Continued on Page Three).

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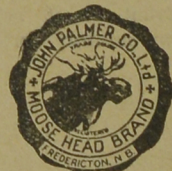
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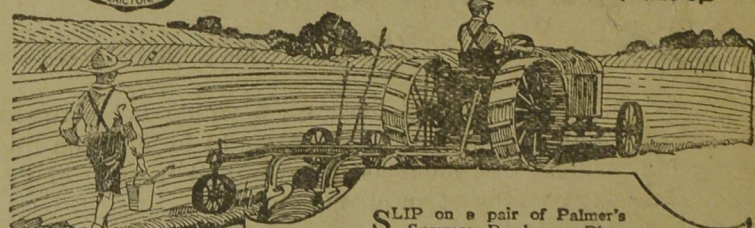
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FOR SHIPPERS

The percentage of advance granted to the Railways in 1920 has been reduced ten points. In addition to a five point drop at the first of the year.

These changes became effective December 1st.

Your cost of Living

YOUR cost of living should be directly affected. If it is not it is because (1) as the railways have pointed out before, the actual money paid for their services is an almost negligible factor in making prices, and because (2) even the huge sum now cut out of the railways' revenues and amounting to approximately—

\$25,000,000.00 *

annually—becomes a very small fraction of a cent when split up among the billions upon billions of small and large articles which constitute the freight traffic of Canada during a year. And because

(3) the Court which has the power to control railway rates is not able to direct who is or is not to get the benefit of reductions. In other words, whether these savings in railway charges are passed on to you—or whether they are absorbed in marketing, cannot be controlled either by the railways or the public.

BUT this fact remains: a very great sum of money—enough to build every year a small city, or a Quebec Bridge, or four hundred and fifty of the newest and most powerful locomotives—is now removed from the revenues of the Canadian Railways and should be reflected, at least to some extent, in the family budgets of all Canadians!

WHETHER your railways can continue to function without the revenue thus lost to them, is an experimental problem facing the various managements. It depends largely on whether traffic keeps up or falls off—and whether costs rise or decline. But the managements are attempting the problem cheerfully and with determination to keep Canada's railway service the cheapest, mile for mile, and among the most efficient in the world!

* Estimated.

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