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NORTHUMBERLAND COUNTY COUNCIL

(Continued from page 2)
WEDNESDAY MORNING

Council met at 10 a.m. Warden Gilchrist in Chair.

Secretary presented statement of Board of Health also request for assessment of \$5,000 for 1924 made up as follows:

Salaries, Sanitary Inspectors	\$1,925
" Deputy Registrars	\$350
" Sec. and Dept. Reg.	\$800
Chatham	\$800
Supplies, postage, telephone, etc	\$250
Supplies, Dept. of Health	\$250
Expense members attending meetings	\$150
Unpaid Bills	\$575
Contingencies	\$700
	\$5,000.

On motion the report was received and referred to County Accounts Committee.

Coun. McKnight read letter from Mrs. H.H. Ritchie; Secretary of Lord Beaverbrook Chapter I.O.D.E requesting the use of the Council Chamber for social purposes once

a month during the winter months for the purpose of raising funds for Miramichi Hospital Nurses' Home Fund.

Coun. Anderson asked if it was intended to hold dances or in what form the entertainments would be held.

Coun. McKnight thought it consisted mostly of teas, etc.

Request granted.

Error in Tuesday's Report—Visiting Jail Committee change Mercereau to read Menzies. Add to County Accts Committee—Anderson Baldwin, Tweedie, L. Doyle; McNaughton; Savoy and Schofield.

Secretary read his report of the Parish and County Accounts, showing Valuation as made by the Assessors last March as follows:

Real Estate	\$2,120,725.00
Income	704,675.00
Personal Estate	432,170.00
Real Estate of N.R.	370,200.00
	\$3,627,770.00

exclusive of the towns of Newcastle and Chatham.

The assessment for all purposes in 1923 was \$68,150.00 made up as follows:

Schools	\$22,000.00
Aims House	8,150.00
Board of Health	6,000.00
Contingencies	32,000.00
	\$68,150.00

The above amount does not include the percentage for assessment and collecting.

The total receipts from all sources were \$116,198.81

The Expenditures \$107,367.88

Leaving a credit balance on hand 8,830.03

The assets of the County are given as \$110,122.25

Liabilities 112,747.98

County Deficit 2,625.08

Secretary Teed said that the finances of that County were in better shape now than at any time since he had been Secretary. They had paid running expenses; owed the Provincial Government nothing; interest coupons had been paid; Sinking fund increased by \$10,000 and \$10,000 worth of bonds had been retired. If taxes could be collected earlier in year some money could be saved in bank interest and would make the financing of the County much easier.

Coun. Anderson drew attention to the fact that only one collecting Justice had made returns of fines to the County; other Justices had been collecting and Councillors should take note of the fact of fines collected must be paid into the County and not put into the pockets of the J.P.'s

Sec. Teed said that this was the first case since he had been Secretary and this had come from Doaktown.

Coun. Anderson said that report was the best ever presented to the County and the County should be very thankful to the Secretary for his work and on motion the report was adopted.

Coun. McKnight said that Dr Desmond would be present at 3 p.m. to answer questions regarding the Board of Health and also that Miss Manney would be before the Council at 2 o'clock with a request.

On motion of Couns. Johnstone; Coun. Sutherland; South Esk was excused from attendance account of illness and that he be paid his per diem allowance.

Council adjourned until 2 p.m. (Continued next week)

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CHARLES EDWARD DAVIES

Formerly Assistant General Manager whose appointment as Acting General Manager of the Canadian National Telegraphs has been announced, following the sudden death of Mr. George C. Jones, late General Manager, December 31st, 1923.

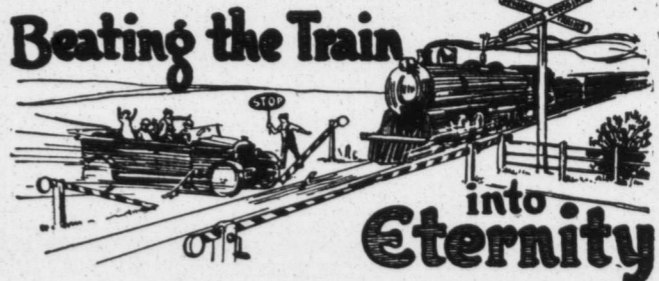
Mr. Davies received his first telegraph experience with the Western Union Company at Helena, Montana. On January 1, 1906, he commenced his career with the Great North Western Telegraph Company, starting at Ottawa as Chief Operator. On September 20, 1909, he was made Manager at Ottawa, and two years later was given charge of the electrical equipment in addition to his other duties as Manager at the Capital city.

On January 1 of this year he was made Assistant General Manager, in charge of electrical engineering, plant work and railway service. Owing to the sudden death of Mr. Jones, however, he only held this position for one day when he was made Acting General Manager.

Mr. Davies is a Fellow of the American Institute of Electrical Engineers, and a member of the Committee of Direction of the American Railway Association. He is also an active member of the Association of Professional Engineers of Ontario.

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Beating the Train into Eternity

In line with new legislation being passed in the various States of the American Union aimed to diminish the alarming number of accidents through reckless driving of automobiles, particularly on level railroad crossings, the Board of Railway Commissioners for Canada has requested the Canadian Pacific Railway to submit information bearing upon similar dangerous practices by motorists on various portions of its system so that use may be made of the information with a view to endeavoring, through education, to minimize the occurrence of such dangerous practices.

In a Bulletin issued by the Board of Railway Commissioners on June 15th, 1923, 54 cases of danger at protected crossings are cited for the period October, 1922, to May, 1923, and of these fifty are declared to have been due to the carelessness of motor drivers. "Motor accidents," says the bulletin, "are becoming more frequent. Every sane motorist deprecates this. If accidents are to be lessened, the sane motorist must educate the culpably negligent motorists."

All highway crossings are by law protected by signs, and they are only dangerous when the driver of the automobile makes them so. They are not dangerous if motorists will take a small part of the care they exercise in turning on a city street. It is the motorist's carelessness that makes them dangerous. The train has right of way. Everyone knows what may happen if the plainly seen warnings are disregarded at a point where the motor car can stop while the train cannot.

The surprising part of it also is that safeguards and precautions erected by the railroads are so often entirely ignored. Thus after time newspaper reports show that crossing alarm bells, barrier gates and even watchmen waving "stop" signals mean nothing to the man in the motor car who is determined to beat the train to it.

Coroners' juries are usually more discriminating, and put the blame where it belongs, but the general public, seeing the usual newspaper heading, "Train Crashes into Motor Car," starts out with the impression that the train must necessarily be to blame, when, as a matter of fact, a fairer statement of the case would be "Another Auto Gets in Path of Fast Train." Quite as often, too, the heading should read, "Flying Auto Dashes into Moving Train." Frequently the auto strikes the train well behind the engine, a convincing indication that the motorist too frequently treats the railroad crossing with the same casual notice that he gives the intersection of a quiet country road.

Out of 32 level crossing accidents that happened in Ontario during 1922, 22 were the result of the motorist not heeding the stop signal, and seven were the result of running into the lowered gates or actually passing under them after they were lowered or while they were being lowered. One man had no headlights and apparently did not see the gates were down while the remainder in other ways tried to cross in front of the engine in order to save time.

In an editorial on this question, the Toronto Star says that: "In a country like this, with its magnificent distances, and railway systems with twenty thousand miles of track, the time may never come when all level crossings will be eliminated. With motor cars in use everywhere there is no railway crossing so remote but that a motorist may use it. It is his business to see that he does so at a safe moment. It is his business for two reasons: (1) because it is the presence of him and his car at that time and place, and not the coming of the train, which causes the risk of a crash; and (2) because if there should be a crash he and his car will be crushed, and not the train."