

commodated at a relatively small increased expenditure.

In view of the conditions described there has been forced upon the city during the war a policy of restraint as to provision for large capital expenditures. The conservative policy adopted has in a large measure been responsible for maintaining the general credit of the city in a very satisfactory position. The period of re-adjustment from war conditions will continue with us for some time, and we believe that this policy will still require to be adhered to, and that only such expenditures as are absolutely essential to provide for renewed growth and to conserve our present investments should be undertaken.

In former reports we have dealt with the increasing difficulties arising from the problem of financing current requirements. The annual estimates include on one side all expenditures and on the other side credit is taken for receipts. The difference is the amount of the taxes levied. While the expenditures described are actual during the year, the receipts are not all necessarily collectable during the year; and some means must be available to finance in respect to receipts estimated but not actually received. In past years certain reserves of the city have been drawn on for the purpose. In addition to this there is the cash loss of 1914 on Street Railways amounting to \$116,000, for which no levy was made; which loss was financed from above mentioned reserves in anticipation of sales of property sufficient to repay the loss. We then discussed the policy of using property sales funds to finance Street Railway losses and will not refer to it further here. It is either necessary to provide a working capital to finance pending the realization of the assets (the receipts above referred to) or to create a surplus by an additional levy. The former alternative is the proper one, but the city has no legal authority to set up such a fund; the latter alternative has been frequently discussed but rejected in view of the already high taxes necessary to carry on the business from year to year during war times.

The financial statement for the ten months ending October 31, 1919, is as follows:

Expenditure	Actual	Estimate for
	Ten Months	Year
General Government	\$ 89,452.76	\$105,092.02
Works Department	210,075.41	249,383.19
Health Department	92,983.32	106,405.37
Fire Department	86,666.07	104,253.41
Building Inspection	2,284.28	2,600.00
General Hospital	62,248.93	74,505.47
Charitable Institutions	4,198.62	3,320.25
Street Lighting	43,170.94	45,000.00
Police Commission	50,720.55	66,701.80
Parks Department	20,542.20	20,698.20
Cemetery	2,500.86	2,070.00
Markets	2,820.97	2,035.47
City Hall	6,942.90	8,260.00
Winter Fair Buildings	9,878.93	12,154.76
Exhibition Buildings	7,270.89	6,649.88
1918 Deficit	81,125.83	99,522.51
Utilities Deficit	7,708.13	
	\$780,591.59	\$908,652.33

Revenue	Actual	Estimate for
	Ten Months	Year
General Tax Levy	\$752,153.30	\$895,350.94
Utilities Surplus		13,301.39
Balance Deficit for period	28,438.29	
	\$780,591.59	\$908,652.33

Public Utilities Summary

For the ten months ending October 31, 1919:

Debit	
Waterworks, Net Deficit	\$ 2,757.08
Street Railway, Net Deficit	26,985.89
	29,742.97

Credit	
Electric Light and Power, Surplus	\$ 4,889.23
Property Sales Contribution for Street Railway Sinking Fund	17,145.61
Balance, Utilities Deficit, carried to General Revenue Account	7,708.13
	\$29,742.97

Quebec Savings and Trust Company

Head Office, MONTREAL

J. N. GREENSHIELDS, K.C., President.
J. W. PYKE, Vice-President.
F. W. TOFIELD, Manager.

This Company Specializes in the Joint Administration of Municipal Sinking Funds

Full Particulars Upon Application.

206 TRANSPORTATION BUILDING,
Corner St. Francois Xavier and St. James Streets.

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