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RAISE PATRIOTIC FUND BY TAXATION FAVORED

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The annual meeting of the Elgin Patriotic Association was held in the city hall, St. Thomas, on Wednesday, Nov. 24th, the outstanding feature being the decision to raise the bulk of the monies needed by the fund by taxation, instead of by taxation and voluntary subscription, as has been done in the past.

The statements of the officers were approved and a resolution passed authorizing the arranging for collection of unpaid subscriptions. Everyone who is capable of doing so and who subscribed last year and did not pay, will be made to pay, after being given a chance.

A resolution ordering the payment of \$500 to the Canadian Patriotic Fund was passed.

A resolution was introduced by Reeve Cornell, of Port Stanley, and A. S. Smith, to have all monies for the Canadian Patriotic Fund raised through municipal grants, and all other funds for patriotic purposes raised by voluntary subscriptions. Reeve Cornell gave the County Council's view that the system of making municipal grants would reach all classes in a more satisfactory way than voluntary subscriptions. It would not stop voluntary subscriptions, as the fund would need all the people could give; besides there were many other funds that could receive the attention of those who felt that their responsibility did not end by voting monies through the tax rate.

President Anderson called attention to the fact that even if the war was over to-day it would take months before the soldiers could be returned

Liver Sluggish?

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to their families. City Treasurer Perry, of St. Thomas said raising money was the only way to get money for a necessary purpose. The taxes could be levied according to population Mr. Perry admitted that many men escaped their just share even through the tax rate, but this no doubt would be remedied to a great extent by the Legislature at its next session.

Reeve McKenney was even ready to send a delegation to Toronto to ask for such legislation. Mr. McKenney also wanted something to get at the wealthy man who wouldn't pay.

Rev. N. H. McGillivray said it was Elgin's duty to do its part, irrespective of what other counties did he favored memorializing the Government to make it possible to reach the wage-earner, who is not a taxpayer.

George Geddes, of St. Thomas said the fact that Elgin with 45,000 population, by contributing \$70,000 in a year had done little to brag about. The average man smoked that much in a week's time.

Rev. Mr. Brownlee felt that the farmer, who was reaping the greatest harvest financially at present, was not paying his proper share.

Mr. Anderson said all the tight-wads were not in the rural districts. There were a few in St. Thomas. Every man should give according to his ability, regardless of the other fellow.

The concluding task of the Association was the receiving and adoption of the nominating committee's report, resulting in practically the re-election of the former members of the executive committee.

An outstanding feature of the meeting was the splendid spirit shown by the large audience, which comprised men from all parts of the county. A year ago, at a similar meeting there were many present with objections and criticisms of the course planned; this year there was a unanimity of purpose that showed a determination on the part of the people of the county and city to see the war to a finish, and in spite of the additional burdens, to do what is believed to be the county's part honorably and efficiently.

Three committees were named, all working under and in conjunction with the executive committee, but each being responsible for its own part of the work of the organization. The finance committee will carry on the work which has been done in the

past, such as securing the necessary funds and looking after the payments to the soldiers' wives and families; the recruiting committee will handle the matter of assisting in the work of recruiting for the 91st and other units to be raised here, and the third committee will look after the wounded and in many cases incapacitated.

The carrying of the resolutions in favor of raising the bulk of the money for the patriotic fund by direct taxation through the county and city municipal tax rates was carried by practically a unanimous vote.

The officers and committees named are as follows:
Patrons—Lieut.-Governor Hendrie and Hon. T. W. Crothers; honorary presidents, Judge C. W. Colter, Judge C. O. Ermatinger, David Marshall, M. P., C. A. Brower, M. P., P., and Hon. F. G. Macdormid.

President—R. M. Anderson.
Vice-President—Warden Alex. McColl.
Secretary-Treasurer—K. W. McKay.
Patriotic Committee—Chairman Anderson, Mayors of St. Thomas and Aylmer and the Warden of the county Committee for care of returned

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soldiers—J. H. Coyne, chairman; Rev. N. H. McGillivray, vice-chairman; Wm. Ford, of South Dorchester; H. H. Wright, Aylmer; Police Magistrate, W. J. Lindsay, of Springfield; Geo. Doolittle, of Union; Duncan Brown, of Iona; Thomas Hocken, Dutton; A. McKillop, of West Lorne; J. J. Mistle, Rodney; W. T. Hare, Aylmer, and the Mayors and Reeves of each of the towns and municipalities.

Finance—A. S. Smith, chairman; Dr. N. A. Smith and C. O. Luton, of Belmont; R. A. Penhale, Yarmouth; Dr. Smith, of Fingal; W. A. Galbraith, of Dutton; A. D. McGugan, of West Lorne; W. E. Leeson, Aylmer; W. A. Fraser, of Pt. Stanley; W. B. Doherty and A. E. Ponsford, of St. Thomas; Mayor of Aylmer and Reeves of all municipalities.

Recruiting Committee—Geo. Geddes, chairman; J. C. Dance; Kingsmill; Earl Cole, Sparta; Jas. Brown, Shedden; Sidney Turville, of Wallace; Peter Stalker, of West Lorne; S. B. Morris, of Rodney; Chas. Ingram, R. R. 1, Pt. Burwell; Rev. W. H. Harvey and W. B. Doherty of St. Thomas; L. F. Clarke, Aylmer; Col. Green and A. S. Smith, also the Reeves and Mayors of municipalities and towns.

COUNTY COUNCIL DOES NOT FAVOR SYSTEM OF COUNTY ROADS

Aylmer's and Malahide's Good Roads Were Held up as Shining Examples, and Our Representatives Were Enthusiastic But the Council Turned Down the Scheme

The county good roads plan, which has been hanging fire in the Elgin County Council for many years, came to a head Thursday afternoon, with the result that the plan to adopt the

system to go into effect on Jan. 1, 1917, was knocked out by a vote of 11 to 6.

It was apparent that a majority of the members are in favor of some sort of a county good roads system, and while many of these stuck to it that the present was just as good a time as any to start operations, several felt that it would be best to see the war out of the way first before assuming additional burdens in the way of taxes for permanent roadways. Other arguments used against adopting the scheme were that the people, and even some of the councillors, were not conversant with the details of the plan, and that when they were they should have the right to say at the polls whether or not they favored its adoption.

The discussion as well as the hearing of the delegations from Yarmouth and Southwold, the principal opponents to the scheme, took up practically the whole day.

Reeve Cornell, of Port Stanley, who was chairman of the special good roads committee, presented the committee's report, recommending that a by-law be passed to assume a county road system under the provisions of the Highway Improvement Act, to take effect on the first of January, 1917, the road mileage designated to be in proportion to the equalization.

In endorsing his committee's report, Mr. Cornell, who, by the way, was the prime mover of the adoption of a system of good roads in Wentworth county, gave some figures as to the probable cost. The number of miles to be assumed in the various municipalities was 250, and the total cost would be in the neighborhood of \$250,000. Of this the county bears 60 per cent, and the Government 40 per cent, except in the case of the suburban roads leading out of St. Thomas, in which case the city would bear 30 per cent. Mr. Cornell said that if the debentures were spread over a period of ten years the annual payments would mean a rate levied on the average farm of 100 acres of \$7.00 a year. He did not consider this a high figure, and strongly advocated adopting the system.

Mr. Cornell quoted figures to show that in the 20 counties now operating under the Highways Improvement Act, the average expenditure per mile of road up to 1914 was \$1,550, which, after deducting the third paid by the Government, left the cost to the county of \$1,040.

Malahide Favors Good Roads

Deputy-Reeve Hare, of Malahide came out strongly for good roads, and even favored starting right away, doing the work gradually, with the result that in a few years the whole 250 miles would be completed. The cost of overhauling Mr. Hare was not afraid of. One man could do the work for the whole county.

Mr. Hare gave figures of Malahide's good road north from Aylmer where there is much heavy teaming. The drainage with six-inch tile on each side cost \$234.00, the stone both large and crushed stone and the fine stone for smooth surface, \$1,540, a total of \$2,276.00 per mile, and it was a first-class road in every respect. If it had been a county road, the Government would have assumed \$909.84 of the cost. As to maintenance, Mr. Hare said it cost \$150 a mile per year. The road is macadamized to a width of eight feet, with the sides of hard earth.

Mr. Hare said the people of Malahide were so well pleased with the road that they would not have it taken up if it cost twice as much as it did.

The Warden in Favor


Warden McColl said the principle of a good roads system was to equalize the cost, such as is done with schools and bridges. Mr. McColl explained that in suburban roads to be designated by a commission, the city and county would each bear 30 per cent of the cost and the Government 40 per cent. In designating the roads the committee had selected the roads leading to the market centres and no one would have to drive more than two or three miles to reach the main roads.

Mr. McColl called attention to the fact that if the county rate was increased under a good roads system the township rate would be reduced correspondingly, and he did not believe a mill and a half on the dollar would be any burden whatever. In fact, the roads would be a decided benefit, as the municipalities under the present system were losing money through an inefficient system and the lack of the government grant. Mr. McColl favored passing the by-law, giving next year's council a chance to work out the details and

(Continued on page 6.)

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