

## BUY PARIS ROAD, AND ABOLISH TOLLS ON COCKSHUTT HIGHWAY

City Council Agrees To Pay \$1,000.00, One Quarter of Price, For Former Road; Arbitration Tribunal On The Other Highway

The city council on Saturday afternoon agreed to pay the sum of \$1,000 toward the purchase of the Paris road, and also took the first step toward acquiring the Cockshutt road by instructing the city solicitor to secure an arbitration tribunal for a hearing on the question of abolishing tolls on that highway. The council's action followed the hearing of a delegation of county councillors, who laid the county's case before the board. The county council had for the present abandoned the project of buying the Cockshutt road, but had obtained an option on the Paris road at the sum of \$4,000, just half the price formerly asked by the owners of the road.

### Warden Pitts.

Warden Pitts, the first speaker of the delegation, explained that the proposal to buy the Cockshutt road had been dropped, but that the Paris road could be bought for \$4,000. He asked the city to contribute a share of that sum, giving assurance that Paris would do likewise.

### A. Crichton.

A. Crichton of South Dumfries, stated that the county had been trying in the past to make two deals in one. He recounted negotiations which had been held with the owners of the Paris road, as a result of which the latter had agreed to accept \$4,000.00 as the purchase price.

### J. A. Seace.

J. A. Seace of Brantford township declared himself as still favoring the purchase of the Cockshutt road. That project had been abandoned, however, and a rock bottom price had now been obtained on the Paris road. The toll roads committee had not been authorized to make any definite offer to the owner of the road, but if supported by the city and by Paris it could go back to the county council and be sure of the purchase.

Ald. Harp inquired if the Paris road could not be confiscated if the present owners did not repair it. Mr. Seace replied that they could not be forced to abandon the road, and would not do so voluntarily unless the highway was beyond repair. It would be better for the city and county to acquire the road before further expenditure in the way of repairs became necessary.

### City To Pay \$1,000.00.

Mayor MacBride inquired whether

\$4,000.00 was an approximate price or an exact one. Mr. Seace replied that it was the latter.

Ald. Chalcraft seconded by Ald. Mellen moved:

That this council support and cooperate with the county to purchase the Paris road at a price of \$4,000.00 the city's share to be in the neighborhood of \$1,000 or 25 per cent.

Ald. Harp favored the purchase of the road, but feared that the maintenance question might yet prove an obstacle.

Ald. Bragg declared himself of the opinion that the road should be purchased by the government. He could not conscientiously vote for the purchase by the city or the county.

Ald. Mellen believed that the time for action had come, before further repairs were necessary.

Ald. Burrows wished to see the city's share set definitely at \$1,000.

Ald. Chalcraft expressed willingness to amend his resolution as Ald. Burrows had suggested. He believed that it had paid the city to wait until the present, but that further delay would be useless.

"There should be far less quibbling between the county and city," observed the Mayor. "We would get better results were it so."

Ald. Harp inquired whether the motion committed the council to any share of the up-keep of the road. The Mayor replied in the negative.

The resolution carried, Ald. Bragg voting nay.

Arbitrate Cockshutt Road.

Mayor MacBride, seconded by Ald. Burrows, moved:

That the city solicitor be instructed to take the necessary steps to secure an arbitration tribunal for a hearing on the question of the abolition of tolls on the Cockshutt road.

Ald. Symons feared that this resolution would result in the owners of the Paris road withdrawing their offer and demanding arbitration. In arbitration cases, he continued, municipalities generally suffered.

"The owners of the Paris road don't want to arbitrate," declared the Mayor. He did not fear that the city would suffer through arbitration.

The resolution carried.

"I am glad to see this action," observed Mr. Seace, "as it proves that the city is vitally interested in this question."

## CITY SUPPORTS HYDRO SYSTEM

Wants Action to Check the Attack of Private Interests on the Public Power

"That this Council views with great concern the attacks made on Sir Adam Beck and the Hydro-Electric system in Ontario, and that we not only send a strong delegation to the meeting next week, but that this Council write promptly to the mayors and Reeves of other Ontario municipalities in an effort to awaken the said municipalities to the danger threatening this great public utility."

The above resolution, moved by Mayor MacBride and seconded by Ald. Symons, was unanimously passed by the City Council at its session on Saturday afternoon. The Mayor and Ald. Chalcraft were appointed a delegation to attend the

## TO ALL WOMEN WHO ARE ILL

This Woman Recommends Lydia E. Pinkham's Vegetable Compound—Her Personal Experience.

McLean, Neb.—"I want to recommend Lydia E. Pinkham's Vegetable Compound to all women who suffer from any functional disturbance, as it has done me more good than all the doctor's medicines. Since taking it I have a fine healthy baby girl and have gained in health and strength. My husband and I both praise your medicine to all suffering women."—Mrs. JOHN KOPPELMANN, R. No. 1, McLean, Nebraska.

This famous root and herb remedy, Lydia E. Pinkham's Vegetable Compound, has been restoring women of America to health for more than forty years and it will well pay any woman who suffers from displacements, inflammation, ulceration, irregularities, backache, headaches, nervousness, or "the blues" to give this successful remedy a trial.

For special suggestions in regard to your ailment write Lydia E. Pinkham Medicine Co., Lynn, Mass. The result of its long experience is at your service.

## To The Editor of The Courier

To the Editor of the Courier.

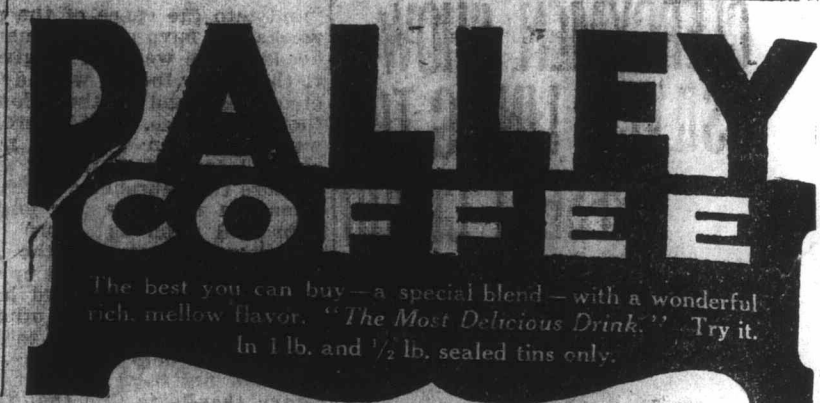
Dear Sir,— Chamberlain would say it is very plain to see that said gentleman has not looked or enquired into the charges re ambulances for moving stricken people to and from their homes to the hospital. It seems very evident he is afraid that it may cost him a 10th of a mill on his taxation. The facts are if people are too poor to pay the charge

it is done free by the city, but surely he ought to be thankful and all citizens for the work being done by said ambulances being here and placing same in charge of Chief Lewis at the Fire Hall and we as citizens owe a debt of gratitude in these times to Chief Lewis and his gallant men, practically worked day and night. He talks about the charge of \$2.00 to these stricken citizens, what does he think it would have cost the city if they had to hire all the conveyances to move these unfortunate people. How about his own child or wife, would he have moved her in the old junk wagon for \$2.00 or taken the city ambulance. Then he

goes on to say the Alderman that will take this charge off will get his support and others. It seems evident that he is like the little boy when he looked out of the back window when he heard the cat howl and said there are millions and his daddy said, "It cannot be so." Well there are thousands" and so on till there was only one. To me it is not a matter of \$2.00; it is a matter of speed and comfort of life and death and not quibbling about \$2.00 in those unfortunate and terrible times.

Ald. J. Burrows,  
Ald. John Hill.

Snow fell at several points in Ss. Katchewan.



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## 1918

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—because Canada cannot carry on unless we support our fighting men.

—because you have in you the fighting blood that stops at no sacrifices.

—because you must buy Victory Bonds else all sacrifices will have been in vain.

—because your heart yearns for Peace.

—because nothing else matters until we win the war.

## BUY VICTORY BONDS

Issued by Canada's Victory Loan Committee in co-operation with the Minister of Finance of the Dominion of Canada.

convention of the Ontario Municipal and Electric Association in Toronto on Thursday of this week, in connection with Hydro-Electric development. Nearly all the aldermen present aligned themselves with the spirit of the resolution, declaring in favor of a vigorous policy of hydro extension and of opposition to the private interests working against the Hydro system.

Attempts to Discredit Hydro.

The Mayor referred to the attacks frequently made against Sir Adam Beck personally. These, he declared, an attempt to discredit the greatest public utility owned by the people of any province of any country in the world. A well organized corporation of private interests, headed by "the cleverest man in Canada, Sir Clifford Sifton," was making efforts to obtain control of the power system of Canada. Last winter Hydro had been saddled with heavy burdens of supplying power to munition plants. Every possible effort to discredit it had been made, and these would be repeated this winter.

Ald. Symons, seconding the resolution, emphasized the advocacy of public ownership. The price of Hydro to-day was lower than before the war. If Hydro were discredited, it would be a great victory for the private interests, and would take millions of dollars out of the pockets of the public.

Ald. Chalcraft wanted to know the exact financial position of the Hydro system to-day. If it were a paying proposition, it should be held and supported.

Ald. Baird declared himself satisfied that Hydro was on a sound financial basis.

"Hydro is an established fact," observed Ald. Mellen. "They can cut the price of domestic supply nearly in two, and still go on paying for their plant."

Ald. Shupson supported all the Mayor's contentions and promised to support the resolution.

Mayor MacBride deplored the general apathy on the part of the public toward Hydro. The system was in danger unless it received unanimous support. The personal attacks on Sir Adam Beck were sufficient proof that Hydro itself was unassailable. A financial statement published recently had shown Hydro to be financially sound.

The Mayor's resolution carried.

### MOUNT ROYAL TUNNEL, MONTREAL OPENED OCTOBER 21st, 1918.

Mount Royal Tunnel (3.35 miles in length under Mount Royal) was opened on October 21st, by the Canadian Northern Railway, establishing through train service, between Toronto Union Station, Ottawa Central Station and Montreal Tunnel Terminal, 415 LaGauchetiere St. W., two blocks from the Windsor Hotel, Victoria and Bonaventure Streets.

Rail, sleeping and parlor car tickets are obtainable at all Canadian stations by ticket offices, or John S. Bowling & Co., Agents, Brantford.

