Western Power Company of Canada Limited

For

Power, Heat and Light Rates

Apply CONTRACT DEPARTMENT
Carter-Cotton Building

Phone, Sey. 3520.

VANCOUVER, B. C.

ERLING H. GISKE

AUDITOR AND COST ACCOUNTANT

1104 DOMINION BLDG.

VANCOUVER, B. C.

The Union Steamship Company of B. C. Limited

Frequent and regular sailings to all settlements, logging camps and canneries on the Northern B. C. Coast. For full information as to freight and passenger rates and times of sailing, apply to

Head Office on Wharf, foot of Carrall Street
Phone Seymour 306

Don't Bang Your Receiver

Banging the receiver on the hook in the midst of the other person's genial "Good-bye" is like slamming the door on a departing guest. Don't think he fails to hear its clatter or misunderstand its significance.

The telephone is a delicate instrument; otherwise it would not register the human voice. It merits careful handling; thereon largely depends its satisfactory working. And, just as important to the user, the all-important impressions which he makes by telephone—whether in or out of business hours—depend in great measure on the consideration he shows other people, up to the last faint click that should end the connection.

British Columbia Telephone Company, Limited

Canadian National Railways

NEW ROUTE

THROUGH Mount Robson and Jasper Parks, across the prairies through the most fertile grain belt in the world to Winnipeg, Toronto, Ottawa, Montreal and Quebec.

CONNECTIONS at Winnipeg and Duluth for Central States, at Toronto and Montreal for Eastern States and Atlantic Ports.

FINEST TRAINS, electric Lighted Standard and Tourist Sleepers, also Dining Car.

For Tickets, Literature and Information, apply to Assistant General Passenger Agent

605 Hastings West Phone Sey. 2482 Vancouver

PHASES OF TAXATION—PROFESSOR HAIG'S REPORT

(Continued from page 15)

The Tax System should be thoroughly re-organized both in relation to Kinds of Taxes imposed and in relation to Administration.

Both equity and financial considerations demand thoroughgoing tax reform in the Province. The taxes now in existence constitute a complicated medley which can scarcely be diknified by the term "system." Certain taxes should be entirely eliminated and the others should be recast and marged into a coherent revenue system.

The administrative machinery, which has stood unaltered for fifteen years, should be modernized and made efficient. The Rates on Wild Lands must be modified if this Tax is to

be preserved as a Source of Revenue.

The tax on wild lands, the most important fiscally of the taxes on real estate, appears to be on the verge of collapse, the statistics of arrears revealing a most serious situation. If the Province desires to use this tax as a source of revenue and does not desire to confiscate the lands, the rates must apparently be lowered considerably.

A Thorough Investigation should be made with a View to re-adjusting the Tax Burden on Agriculture and on

Mining, Timber and Canning Industries.

Data should be secured which would make it possible to draw sound conclusions regarding the relative burdens now being imposed upon the various industries. The variety and nature of the various charges preclude comparisons, and without an investigation no scientific re-organization is possible. There is ample evidence that such a re-organization is needed.

The Poll-tax, Amusement-tax and the Personal-property Tax should be slated for Repeal at the Earliest Practicable Moment.

These are the least justifiable of the taxes now in force and their elimination would not involve great financial loss. So soon as it becomes apparent that the yield from these sources can be dispensed with, these taxes should be repealed.

The Income-tax should be reformed by re-defining the Definition of Income and re-arranging the Scale of Rates.

The present income-tax law should be radically amended by redefining income in accordance with the detailed suggestions detailed in the body of the report, and by modifying the rates so as to make them more uniform and, if financially possible, more moderate.

The Various Charges on Motor-vehicles should be consolidated.

At present the variety and number of separate taxes levied on motor-vehicles involve needless expense to the administrator and needless inconvenience to the owner. Banks, Railways and Service Corporations should be taxed

in a Matter which Measures more accurately Relative Tax-paying Ability.

The present levies on these types of property are so undiscriminating as to involve substantial injustices as between different units.

A Permanent Tax Board with Wide Powers should be placed at the Head of the Tax System.

The proper administration of the revenue system demands a more elaborate organization than has been used heretofore. It is recommended that a permanent Board of power, dignity, and responsibility be created to assume direction of the tax machinery. This Board as its first duty should re-organize the assessment districts and build up an efficient force of Assessors.

A Strict Policy with respect to Collections should be adopted.

The present lenient arrears policy has demoralized collections. Until a firm and businesslike stand is taken on this question, a satisfactory solution of the financial problem of the Province cannot be hoped for.