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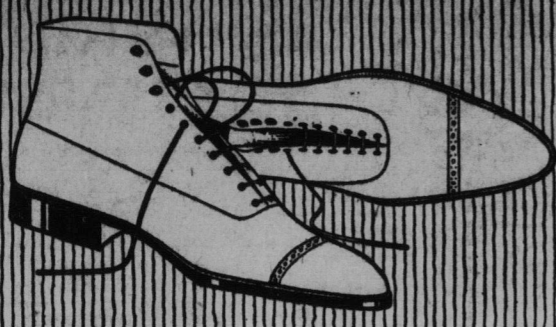
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And every ounce of every allied nation's strength is in the hands and brains and hearts of the individuals of each nation, because they are free peoples.

Now the individuals of each nation must live as well as fight, therefore a proportion of the effort and material of each nation must be diverted from war purposes to living necessities.

So the less each individual takes for himself or herself for personal use the more effort will there be left for fighting and winning the war.

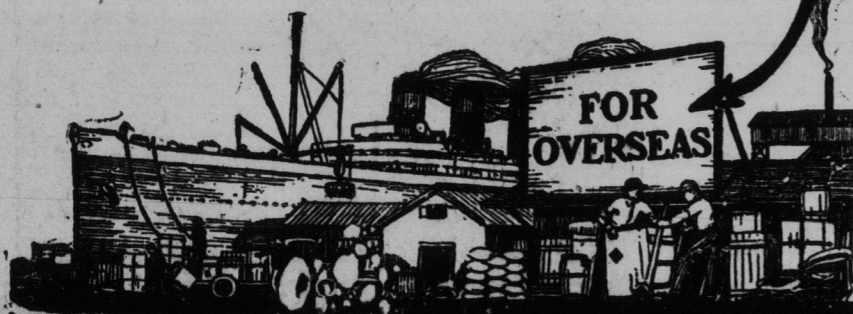
Every cent you spend represents that much effort because somebody must do something for you in order to earn that cent—somebody's effort must be given to you instead of to the war.

Therefore the less you spend—the less of somebody's effort you take for your individual use—the more will you leave in the national surplus for war effort.

The war can be won only by the surplus strength of the allied nations. The money each individual saves represents that surplus strength.

So the truly loyal Canadian will use less, spend less, and save more, to help to win the war.

Published under the Authority of
The Minister of Finance
of Canada.



COMMISSIONER McLELLAN'S ACTION APPROVED BY COMMON COUNCIL

Commissioner Fisher Wanted To Remove Police Department From Control of Safety Commissioner—Revised Schedule of Rates For Harbor Dues Adopted—Chairman of Assessors Will Visit Other Cities.

The common council at its session yesterday afternoon passed a resolution approving of the action of the Commissioner of Public Safety in opposing the affiliation of the police force with the Trades and Labor Congress. They adopted a revised schedule of rates for harbor dues, to take effect on October 1. Commissioner Fisher wanted to remove the police department from the control of the commissioner of safety but failed to find a second for his motion.

Mayor Hayes presided and Commissioners McLellan, Bullock, Hilyard and Fisher were present. The commissioner of finance and public affairs recommended payment of the following departmental accounts.

Safety	\$1,895.71
Public Works	2,613.24
Water and Sewerage	5,652.79
Harbors, Ferries, Public	
Lands	5,460.96
Finance	434.15
Adopted	

The committee of the whole recommended that the commissioner of harbors, ferries and public lands be authorized to install two new water barrels on the ferry steamer Ludlow at a cost of \$475; that the tender of R. M. Tobias for the excavation and back fill for the East St. John water extension, earth 89 cents, rock \$4.40, wet earth, \$1.50 per cubic yard, being the lowest received, be accepted; that the commissioner of water and sewerage be authorized to purchase four gate valves and two and one half tons of leadite for the work at East St. John. Adopted.

A complaint from M. H. Dunn that the retaining wall at the corner of Main street and Long Wharf was falling over on his property was referred to the commissioner of public works. Commissioner McLellan asked that the police matter be disposed of and a motion passed either approving or disapproving of his action in the matter.

Commissioner Fisher said he had been giving a good deal of thought to the matter and felt the men should be allowed to organize and affiliate with the Trades and Labor Congress if they wished to and moved that the commissioner of public safety be relieved of the management of the police force.

This motion failed to find a second. Commissioner McLellan then moved that the council approve of the action of the commissioner of public safety in opposing the affiliation of the police force with the Trades and Labor Congress.

This was seconded by Commissioner Hilyard who stated he felt Commissioner McLellan was justified in the stand he had taken. This was not a labor question for a police force was more of military than a civil organization. He expressed the belief that the movement to organize police forces in Canada was part of the German propaganda.

Commissioner Bullock was in favor of the motion. While he did not always agree with Commissioner McLellan he did in this case.

Mayor Hayes felt the commissioner had taken the right course. He had given the council two days' notice of the action he intended to take in the matter and he would support the motion.

On the motion being put it was carried. Commissioner Fisher voting nay. On motion of Commissioner Bullock the council went into committee to consider the proposed schedule of wharfage rates. In support of his recommendation for higher rates the commissioner said:

"The port is a gateway for both land and water routes and the manner in which a port is developed and its affairs administered affects the country as a whole.

"In the United States the control of all navigable waters within the union is vested under the constitution in the federal government. Hence the government are bound to keep the principal harbors open and free from obstruction.

"A large number of the ports of that country depend largely upon federal assistance, in addition to which quite a few of the legislatures are erecting and maintaining deep water piers and terminals at various ports in the respective states.

"The public terminals at the great ports of Philadelphia, Baltimore and Boston are not self-sustaining. In regard to Boston my authority says: 'The difficulty of making newly established public terminals self-sustaining seems almost insuperable. It is believed that maintenance and operating expenses have been largely met out of the funds raised by bond issues, since the facilities of the port are not self-sustaining.' (Baltimore, 1913, exported Canadian wheat, 12,690,000 bushels; St. John, 285,000 bushels wheat and 500,000 bushels flour.)

"The port has a community value as well as a possible future commercial value and we should not dispose of our rights merely for a temporary financial advantage—without ample compensation.

"In the meantime we cannot continue to drift—nor yet should the tariff be allowed to the extent that the traffic will drift away. We should receive a handsome revenue instead of a pittance, as is the case in many instances. At the very least we should have a revenue to pay for upkeep and operating expenses.

He then recommended the following rates:
Lumber—15c. per 1,000 feet wharfage.
Timber—10c. per ton wharfage.

Grain—5c. per ton through elevator chutes or conveyors and otherwise.

General cargo—25c. per ton wharfage.

Coal—10c. per ton wharfage, 5c. per ton when delivered from barge, scow or vessel directly into vessel or vice versa.

Horses, cattle—10c. each.

Sheep—2c. each.

Same rate will apply when delivered from barge, scow or vessel directly into vessel or vice versa.

P. S.—In addition to the above there is a classified schedule now in effect, a revision of same will be made at a later date, as well as other harbor dues.

This was an increase of five cents on lumber, two cents on grain, five cents on coal, five cents on general cargo and eight cents on horses. Based on the 1917 traffic this would mean an increase of \$7,699 on grain, \$328 on lumber and \$18,156 on general cargo. On motion the rate was adopted.

Commissioner Fisher moved: That in the light of information received by the council, one man cars are not suitable for St. John. This was not seconded.

Commissioner Fisher then brought up the question of retaining walls and recommended the following: Brussels street, estimated cost, \$2,400; St. James' street, west, \$2,200; City Road, \$1,800; Prince street, west, \$200. It was decided to defer action until a later meeting.

The committee then rose and council adopted the proposed schedule of harbor rates.

On motion of Mayor Hayes the chairman of the Board of Assessors was authorized to visit other cities and look into the methods adopted by the boards of assessors in these places.



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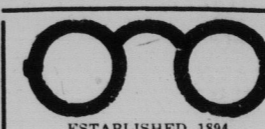
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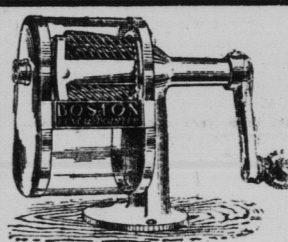
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