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## MARITIME BOARD.

Sixteen Boards of Trade Represented at the Opening.

Most Representative Meeting Yet Held-Eight Nova Scotia Boards Send Delegates.

President Jarvis's Address Deals Exhaustively with the Question of Municipal Taxation.

board of trade opened under most favorable auspices in the Church of England institute rooms Wednesday ev'ng. With sixteen boards of trade repre sented at the opening, it is the most important and generally representative annual meeting yet hell. Eight Nova Scotia boards sent delegates, and Charlottetown sent two representative men. It will be noted that Moncton, St. Andrews and Newcastle were not repre-Sydney, Truro and Windsor. Delegates from a number of these places are, however, expected today.

Among newspaper men present were William L. Edmonds, editor of the

Canadian Grocer and of Hardware; J. B. McKenna of the Halifax Herald; D. G. Smith, of the Chatham Advance; T. C. L. Ketchum, of he Woodstock Dispatch; and F. E. Cox of the Mid-dicton, N. S. Outlook Following is a list of the delegates Serwick, N. S.-W. V. Browne, J. D.

Pridgetown-John Ervin.

Halifax—J. E. DeWolfe, C. M. Creed. Kentville—C. T. Dodge, M. G. Seely, G. E. Calkin, M. G. DeWolfe.

St. John-W. M. Jarvis, S. Schofield, D. J. McLaughlin, W. S. Fisher, W. F. Burdit, Geo. Robertson, J. A. Likely, T. H. Estabrooks, W. F. Hatheway, F. A. Dykeman, C. E. Macmichael, T. H.

St. Martins-W. H. Moran. Sussex—C. G. Armstrong, J. D. O'Connell, W. B. McKay, Murray

Woodstock-Alex. Henderson, James Carr, T. C. I. Kitchen. J. T. G. Carr of Hartland was present, but not as a representative, the board at that place not yet being or-

THE PRESIDENT'S ADDRESS. President W. M. Jarvis then delivered his annual address. He referred to the organization of the maritime board, and pointed out with admirable clearness its field of usefulness; dealt with the growth of the maritime provinces in all lines of industry, pointed out the chief hindrances to progress, and re-viewed present conditions. He then

The maritime board of trade during its brief existence has dealt with many important questions. First among these stands, I think, the position affirmed at Halifax in 1895, that the products of Canada should be exported through Canadian ports. The memorial based upon the resolutions then adopted has been acted upon by the government of the dominion. Subsidies for Atlantic steamship services are now offered only when the western port of arrival and departure is within

The annual meeting of the maritime | Canada itself. This great principle has become fully recognized and generally accepted. It seems unlikely that any idy will hereafter be given, as such past, to assist in building up the com-

> such shall be the case. It would mean that all Canada was at one in its desire for preferential trade within this great dominion. It would mean that Canada was complete in itself, and at last taking its due place in the great British empire encircling the world. It would mean a thorough development of commerce from our ports. Mails and passengers would no longer be conbut by the shortest possible routes. Paying freight services from the mari-time ports of Canada must bring fast rain. The one is but the developm of the other, or rather its comple As the traffic extends the correspondence expands, and the merchant will again to establish and regulate his connections on either side.

Somerville, T. H. Hall, H. A. Harvey, James Jack, F. L. Potts, T. B. Robin-

And again the question of return freights has to be considered. Rapidly as the maritime provinces are developng, the traffic originating within their Steamship owners naturally desire to carry freight both ways, and it is the carry freight both ways, and it is the same with the great railway lines. Only as preferential trade within the empire becomes thoroughly developed can it be hoped that full freights will be found for the great carriers by land and sea, and only as such full freights are found can it be hoped that the freight will be carried on the root. freight will be carried on the most favorable terms.

Meanwhile, in order that such traffic may be developed, the subsidies are given. And surely with such an end in view no patriotic Canadian can object

It was hoped at one time that the older of the great Canadian railway systems, established by British cap-ital and controlled from the mother land, would have carried its rails across New Brunswick to Salisbury or Moneton and thence found outlets at Halifax, St. John or elsewhere, over

merce of foreign ports. The day may come when such subsidies will no longer be required, and I feel certain that there is no member of this board who will not rejoice when

But while our railway connections were incomplete vast interests have grown up to the south, and fast lines of steamers have been established with which it would be hopeless, without some such temporary aid, to compete. not given to change. They have be-come accustomed to the established outes. It will take years perhaps be fore our fellow citizens in the interior learn to look on the maritime prov-ince ports as their business outlets and to give them the preference even on

to their continuance for a time.

If you want the BEST SOYTHES MADE see that the name DUNN EDGE TOOL CO, is stamped

on them. The Brands are-

## CLIPPER FINEST CUTLERY STEEL GIANT HAND MADE WARRANTED

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W. H. THORNE & CO. Ltd. MARKET SQUARE.

advantages. If they are cut off frus by a few miles of sea they h

MPROVED TRAFFIC SERVICES PASSENGERS AND PREIGHT.

On the St. John is it he outforn to the appearance of the st. John the st. John the st. John and United States ports, and the more careful handling of frequent sailings in winter by the steamship lines between Bigly and St. John, the rates of freight on apple st. Halfar, St. John and United States ports, and the more careful handling of frequent. And such provinces are not always upon the steamship lines between Digby and St. John, the rates of freight on apple st. Halfar, St. John and United States ports, and the more careful handling of frequent sailings in winter by the maritime provinces may not be concerned. And such prominence as may be ziven them now will enable the local boards more directly interested to deal with them, feeling that their efforts are better understood, and that they have the sympathy and support of all.

FERE INSURANCE—STATUTORY CONDYTIONS.

Last year at Truro the subject of "Sistuatory conditions for fire insurance policies, and the provinces may not be concerned. And such prominence as may be ziven them now will enable the local boards more directly interested to deal with them, feeling that their efforts are better understood, and that they have the sympathy and support of all.

FERE INSURANCE—STATUTORY CONDYTIONS.

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July last. The object of the act is to secure uniformity in the fire insurance contract, and this object has to a very great extent been secured. There was no opposition on the part of the insurance companies. They would have preferred generally a stricter form of contract as more likely to prevent fraud and entitle the fair insurer to protection at the least possible cost. But even this has to some extent been attained through the power given to the companies to add variations to the statutory conditions, subject to the decision of the court as to whether such variations may be reasonable and just. The extent to which fire insurance

enters into the business transactions of the marifime provinces may not be generally understood. The premiums received by the companies average a little more than a million dollars yearly, or very nearly one-seventh of the premiums paid within the dominion. They were but hree-quarters of a million fifteen years ago. The entire fire loss of the last three years in the three provinces together has been about \$4,200,000, or an average of \$4,00,000 for each year. Of this amount about \$1,800,000, or an average of \$605,000,000 gearly, has been borne by the fire insurance companies, or perhaps i may which is necessary for its development forced into concealment or driven forced into concealment or driven

ation on this occasion MARINE INSURANCE RATES.

Passing from fire to marine insurance, we have an important topic to consider, "the increase in giarine insurance cases in connection with Canadian Atlantic ports."

This increase has come from Great Britain. Canada has used out her hand with the offer of preferential trade, and charges one-fourth less duty on the products of the mother country and her colonies than on those of other lands. It seems hard that

MUNICIPAL TAXATION. Municipal taxation in the maritim for consideration. There may perhaps be some feeling of surprise at its men-tion. And yet it has a vital bearing on their trade relations, their pros-perity and their growth.

Upwards of one million dollars is levied each year in the maritime prov-inces for local purposes through direct taxation.

taxation.

premiums over the community at large.

In early days a simple plan was very generally days a simple plan was

ratio at Halifar will fall considerably below that of the sister city.

The systems of minicipal taxation followed at the present day may be classed under three general heads.

1. In England the basis of taxation is real estate, but the assessment is usually collected, not from the owner, but from the occupier, and, where the occupier is a tenant, is paid by him in addition to his rent.

2. In the United States each rate-payer is taxed theoretically on the capital value of his real and personal property, and very generally, though not always, upon his income of the past year, derived from his skill or labor, over a certain exempted amount, or, in other words, upon his personal earnings above a bafe living expense as well. But inasmuch as, except in the case of those receiving salaries, and the artisan and laboring classes, each ratepayer's earnings are very largely within his own knowledge, and personal estate on one-fifth only of the actual value, pays but 1.22. But what of the incomes so grossly over-assessed. Let these be taken into consideration, and the general valio is at once increased.

If the entire taxation at St. John was transferred to real estate, the ratio would be doubled and become 3.10. If this were done at Halifax will fall considerably below that of the sixter city.

Fredericton may perhaps claim that it has a low ratio of taxation, because real and personal estate, rated there ou one-fifth only of the actual value, pays but 1.22. But what of the incomes so grossly over-assessed. Let these be taken into consideration, and the general valio is at once increased.

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property or income is assessed at all; out special charges in the form of li-

is supposed to be distributed between the owners of real and personal pro-nerty, and generally also, subject in some cases to living expense exemp-tions, upon the income or wage earner

tions, upon the income or wage earner in some proportion to their means.

I have endeavored to tabulate the result of the application of this system to twenty-two of the cities and towns in the maritime provinces, returns from which have been kindly furnished by the boards of trade or procured from local sources. It is, I fear, but a crude attempt, but its imperfections may be pardoned, since it is I believe the first comparative statement of the kind that has ever been prepared.

RATIO OF MUNICIPAL TAXATION AND RATIO OF MUNICIPAL TAXATION, AND



for purposes of comparison, utterly delusive. Real estate is in many cases undervalued in order that the district may contribute the less to the charges of the larger municipality of which for county or township see charges of the larger municipality of which, for county or township purposes, it may form a part; and the ratio is proportionally increased. This is manifestly unjust and unfair. It is unjust to the rest of the municipality and may very likely provoke retaliation of a similar kind. It is unfair to the individual ratepayer, since if in any case his property is estimated at its full value, he has to contribute more proportionally than others, and is without a remedy. The law contemplates that property shall be put down at its actual value, but it is nowhere said how that value is to

is nowhere said how that value is to be ascertained.

be ascertained.
Some principle should be laid down to guide the judgment of the assessors. The best would probably be that all real estate should be valued at the price at which it might reasonably be expected to change hands between a seller and a purchaser, neither of whom was under any special pressure to complete the sale.

But this is not all. The taxation ratio for each town is no test of the burden actually borne. At Halifax it is 1.72 and at St. John 1.55. And yet St. John is the more heavily taxed city of the two, since at Halifax income, and a large proportion of the personal property which is subject to assessment in St. John, escapes. Let the incomes taxed in St. John, and the personal property also taxed there, but exempt at Halifax, be taken into account, and it will be found that the

In no part of Great Britain is personal property or income the subject of municipal taxation. An income tax si levied, but for imperial purposes only. Personal property, as a rule, is not assessed in any form.

In the maritime provinces the system of the United States has been followed, and the burthen of municipal taxation is supposed to be distributed between of the best some are vacant and other taxation of the best some are vacant and other taxation.

of the best some are vacant and others offered for sale at a quarter of tion, because it is my birthplace and my home. I am not despondent as to the future of my native city. It has

side New Brunswick, income contrib-utes very little to the municipal purse. In Prince Edward Imand, and at Hali-fax and Dartmouth, it is exempt. Over the rest of Nova Scotia the highest ratio is .06 at Amherst, and the average is only about .02 of the general

But in New Brunswick, while the as-dessors of Moncton and Woodstock may perhaps be wiser in their genera-tion, we find elsewhere a higher incom-rate. At St. John it is .15 and at Fred-

than he who earns annually \$500 by his labor or his skill.

For the purposes of the state each contributes very nearly in the same degree. True, even in the state taxation of incomes, there is usually of necessity an exemption up to a certain amount. But the customs duties from which the greater part of the state revenues are derived fall in Canada almost equally upon all. The contribu-

his living by his daily toil.

But for the accumulation of property in the town such charges would not be required. The farmer is satisfied with such access to his house as he can himself provide. He lives without fire protection because his house is not endangered by others around. He draws water from his own well uncontaminated by the drainage from other premises near. In the matter of police he is his own guardian. There is no accumulation of wealth to tempt the thief against whose depredations the city has to guard.

(Continued on Page Four.)

## HENRY T. SEARS, M. D.

475 Massachusetts Avenue

Between Columbus Avenue and Trement Street.

BOSTON, MASS.