

Fishing Rights.

The rejection by the local government of the bill introduced by Mr. Hall, of Queens, providing that the ordinary citizen may go fishing once in a while without being ordered off the earth, has aroused much indignation among the people generally and disciples of Isaac Walton in particular.

Briefly the situation is this. In former times anyone could go fishing on any lake, river or stream of any size and no one would say him nay. In fact it was conceded he had that right and it never was questioned.

During recent years the situation has changed. The time has come when the fishing rights on a stream are often of more value than all the timber along it. Good salmon pools are often sold for a fine figure. The scheme now is for a man to acquire the land on both sides of the stream and then put up signs along the river that trespassers will be prosecuted.

While possibly they do not claim the fish in the streams they make it impossible for anyone to get near the streams to catch them.

The best salmon streams have gone into private hands in this way. Wealthy men have formed themselves into associations or clubs and make a stream their own personal preserve.

Trout fishing also is in equal danger, it should be stated, and this also along the coast of the Bay of Fundy is a great attraction to tourists. These tourists pay well for the privilege of the sport, but the local man or boy cannot cast a line at any price.

That briefly is the situation. It is a case of wealth trying to acquire 'interests', which in a few years will be called 'vested interests' and the seal of holiness will be placed thereon, and from that time on for ever the ancient right of the people will pass away and they can fish no more forever unless some 'magnate' condescendingly says they may.

Unless we are very much mistaken our Legislators at Halifax will yet find that the people have rights which no government can safely take from them or allow to be taken away. The right to stay on the earth, to breathe the air and to fish in the streams the people will not allow to slip from them.

Mandate.

A very amusing gentleman is the Hon. Mr. Chisholm of the Murray government. One day he announced that before the government could enter upon a policy of public roads improvement it was necessary to have a mandate from the people, but a little later he announced that there was no need whatever for a mandate from the voter upon the question of reciprocity. His intelligence upon the question of 'mandates' is almost human.

H. H. Armstrong, M. P. P., of Yarmouth, is another of the lightning change politicians of the local legislature. He has reached the position where no one but Mr. Cooper takes him seriously upon the temperance question. One session he declares against prohibition and the very next he promotes it. The session just passed heard him in a long speech for reciprocity and the next one, if he is there, will hear him against reciprocity, judging by his past record. The government itself did not dare to bring down a reciprocity resolution, but the agile Mr. Armstrong was ready for the performance.

Mr. H. H. Wickwire, who quoted C. R. H. Starr, a strong conservative, as being a supporter of reciprocity, which of course, is not true, should have mentioned W. H. Chase, the leading liberal of the county, as openly opposing reciprocity.

Remarkable.

Captain Amundsen and his rollicking Danish explorers are having a remarkable and amazing experience. They started for the north pole and woke up one morning to find them selves in the antarctic region. Whether arctic society turned their heads or just what the explanation is. American magazines will pay well to secure the Danish commander so far has discovered nothing, very few explorers do. But for good, straight lying he seems to be a worthy successor of Perry and Cook.

There is a reasonable flavor in the first article of the April Canadian Magazine. It is 'Easter at Jerusalem', by A. R. Carnage. Mr. Carnage gives a most readable account of what one sees at the great centre of Easter festivities, and the illustrations are excellent. Other articles of special interest are 'The Philosophy of Tipping', by Phil Ives, with pen and ink drawings by C. W. Jefferys; 'The Art of John Russell', by Newton MacTavish, with reproductions of some of the artist's paintings; 'The Ethics of Taxes', by George Clarke Holland; 'Rosebery and the Lone Furrow', by H. Linton; 'Recess', 'Old Military Buttons', by R. W. Geary, President of the Lunenburg Loyal Historical Society; 'A Newspaper of 1810', by A. J. Clark; 'Montgomery at Quebec', by W. S. Wallace, with short stories by Mrs. E. Weston Mackay, Alma Sullivan, Olive Murray Allen, St. Clair Moore, and poems by L. M. Montgomery, Donald A. Fraser, Jean Stewart, Carol C. Allison, and Margaret O'Grady.

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A Question of Interest.

THE GOVERNMENT PUBLISHES FALSE FINANCIAL RETURNS.

For some two or three years past the Provincial Government has been setting forth statements in the Financial Returns indicating that the Halifax and South-Western Railway Company had been paying to the Government, year by year, upwards of \$150,000 for interest on the mortgage which the Government holds on the Halifax and South-Western Railway.

This amount is set forth in black and white as part of the revenue for the year actually received by the Government.

The members of the Opposition, and perhaps the most intelligent people in the country, have probably never believed these statements in the Government's Blue Book; and now the utter falsity of these Government statements has been proved and admitted.

A few days ago Mr. W. L. Hall, the Conservative member for Queens, put to the Government a series of pointed questions on this subject; and the Government's answers admit a state of facts which prove the Government's Blue Book to be false, misleading and deceptive.

Mr. Hall asked: 'In what manner did the Halifax and South-Western Railway pay the last two years' interest on its mortgage to the Government?'

The Government's reply was: 'By ninety day draft negotiated by the Canadian Bank of Commerce, which drafts have been renewed from time to time as they matured. These drafts were made by the Honorable Provincial Treasurer on the Halifax and South-Western Railway Company, Toronto.'

Now, just the admission, 'Which drafts have been renewed from time to time as they matured,' and this sort of thimble rigging has been going on for two or more years.

The facts are now plain to the public. No such interest has ever been paid by the Halifax and South-Western; and the Government's Financial Returns in stating that such interest had been paid and formed part of the revenues and assets of the Province, stated and suggested what was false.

What has been done, according to the Government's late and reluctant admission, is that drafts have been made for this interest, that these drafts have been renewed as often as they have fallen due, that no actual payment has ever been made, that this sort of sham has been going on for years, and may go on indefinitely.

If people generally could pay their debts by merely writing their names on a piece of paper once in three months, this would be a different world from what it is.

Again Mr. Hall asked: 'Is any interest on the said mortgage due and unpaid?'

To that the Government replied: 'Drafts are now maturing to the amount of \$305,460.'

Think of that—\$305,460 of interest unpaid, and yet the Government's Blue Book represents the interest as all paid up and received into the revenue.

Finally Mr. Hall asked: 'Has the Government any liability, directly or indirectly, as a party, either by way of accommodation or otherwise, to any instrument in any way connected with said interest payments, or as a guarantor for such interest or any part thereof?'

To this the Government replied: 'The Government is responsible for these drafts by reason of their having been made by the Honorable provincial treasurer.'

Thus the public will see that, so far from the Government having received that \$305,460 as interest and revenue, the Government is actually liable to pay the bank \$305,460 when those drafts fall due.

This is a large liability, equal to nearly a fifth of a year's revenue of the province, and yet the Government's Blue Book gives no intimation of any such liability whatever.

Thus, apart from the financial aspects of this question of 'interest', the public will see that the Government is chargeable with the most serious offence—the issue of false and misleading official returns.

Never Be Without Baby's Own Tablets.

Mothers, if you wish to guard the health of your little ones against the sudden outbreaks of those ailments peculiar to childhood, always keep a supply of Baby's Own Tablets on hand. These Tablets never fail to relieve baby of distressing stomach aches, pains caused by difficult teething and in many other little troubles that make baby's life miserable. The Tablets are sold under the guarantee of a government analyst to contain not one particle of opiate or other injurious drug and they may be given to the youngest baby with perfect safety. Concerning them Mrs. Hypolite Chanson, Eastern Harbor, writes: 'We have used Baby's Own Tablets for our baby and they have done her much good. Please send us two more boxes as I find them the only medicine that helps our little one.'

The Tablets are sold by mediating dealers or at 25 cents a box from the Dr. W. H. Dana Medicine Co., Brockville, Ont.

Before the fall bench of the Supreme Court on Saturday on motion of J. J. Ritchie, E. C. Loring II, Putnam was admitted to the bar and the oaths administered to him. Mr. Putnam belongs to Liverpool, N. S., and studied in the offices of J. A. McLean, E. C. Bridgewater, and W. L. Hall, Liverpool. He intends going west the coming summer.

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D. A. R. and C. P. R.

Great surprise and disappointment is expressed at a recent pronouncement of the general manager of the Canadian Pacific Railway in reply to an enquiry of the St. John Telegraph, which is in effect that they do not own, do not intend to operate, either now or at any future time, the Dominion Atlantic Railway.

We presume this means that the C. P. R. will hold in its palm our valley railway for all time, in order that no western rival shall step in and operate it any way injurious to the C. P. R.

We have reasons, however, for stating that, but for the reciprocity pact between Messrs. Fielding and Taft, the great Canadian Pacific Railway would have begun active operations in developing the D. A. R. early this spring. Every arrangement was made to this end and a great boom in the valley was in active anticipation.

The plans of all the big railways are held up until the reciprocity question is settled once and for all. If it goes on and continues in operation, we can bid goodbye to the development of this valley by the C. P. R.

The great railway has never expended a dollar either in rails or steamships, or solicited a pound of freight or traffic on sea or land from the United States, and never will. The most deadly blow ever dealt this valley was when this reciprocity business arose.

Will Reciprocity Increase Farm Values?

Advocates of reciprocity are making statements to the effect that the adoption of reciprocity will immediately increase the value of Canadian farm lands 25 per cent, or more. Instead of making wild guesses let us get at the facts. Since the reciprocity negotiations began the United States Government has had a report prepared by experts showing the comparative value per acre of improved farm lands in 1910 and 1916 in various border states and in the Canadian provinces adjoining them. This report states that between 1900 and 1910 the value of improved farm lands increased 67 per cent. in Maine, 37 per cent. in New Hampshire, 33 per cent. in Vermont, 181 per cent. in Nova Scotia, 120 per cent. in New Brunswick, 70 per cent. in Prince Edward Island, 81 per cent. in Quebec, 43 per cent. in Ontario, 39 per cent. in Michigan, 77 per cent. in Minnesota, 123 per cent. in Manitoba, 201 per cent. in Saskatchewan and 185 per cent. in Alberta.

The great influx of settlers in Manitoba, Saskatchewan and Alberta accounts for the rapid increase in farm values in those provinces; but what is the explanation of the extraordinary increase in farm values in the Maritime Provinces of Canada? Why did Nova Scotia farm values increase 181 per cent. while farm values in the neighboring state of Maine only increased 67 per cent.?

Undoubtedly the great increase of values in the Maritime Provinces is due to the establishment of manufacturing industries in recent years. The establishment of great iron and steel industries in Nova Scotia has revolutionized conditions throughout the three provinces. A profitable home market has been created, for everything the farmers produce. These industries have been equally beneficial to the fishermen. As the steel industries are located in Nova Scotia the influence on the price of farm lands has been most marked in that province, but Prince Edward Island and New Brunswick have been greatly benefited. The development of St. John as a winter port has also helped to increase farm values in New Brunswick.

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It is responsible to draw the conclusion that if as a result of reciprocity large quantities of Canadian barley, wheat and oats go into the United States, it is more probable that the American prices will come down than that the Canadian prices will go up.

Anyone who would like to procure the series of articles concerning reciprocity which have appeared in this paper should send his name and address to the chief editor of The Canadian Century Magazine, Montreal, and a pamphlet containing these articles and other valuable information will be mailed free of charge.

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