

### A TRANS-CANADA TOUR

The Montreal Board of Trade has done a very patriotic act in arranging a "Trans-Canada Tour" for its members and their wives.

The one drawback to this splendid Dominion of ours is its enormous size. For it is so large that a very small percentage of its citizens have the leisure and the money to see the whole of it. Consequently, there is misunderstanding which tends to friction between West and East, caused by the lack of knowledge of each other.

Looking back to our first trip across Canada, on the special train of the British Association (on which we were the only American journalists—in the widest sense of that adjective!) we saw the early days in many places.

Then a hurried trip to be present at the founding of the B. C. Municipal Union, when great strides had been made. Still later, to Conventions in Medicine Hat and Calgary, with an extension to the coast. And later was added the knowledge which is unavoidably acquired.

Now the Montreal Board of Trade is taking its members and with them some members of the British House of Commons, and their reason is well expressed in the booklet issued: "The Board believes it can make no more important contribution to the interests of the Dominion and Empire than by helping to bring East and West together and by affording members of the Imperial Parliament an opportunity of seeing Canada and meeting representative Canadians. Both objects are served by this Trans-Canada tour."

Looking over the concise and interesting itinerary, one's eye catches "Lake Louise" and reads, "one of the most perfect gems of scenery in the world." To the writer, the then publicity man of the C.P.Ry. described it as "the most beautiful bit of scenery on the railway"; while Mr. Ussher went even further, saying to us, reverently, that "It was the loveliest thing God ever made!"

### LESSENING THE DEFICITS

A suggestion for lessening the deficits on one section of the Canadian Government Railways was put before the Member for Argenteuil, Hon. Mr. Stewart, by a deputation recently, who laid a good business investment down.

It was to build a small section, some 12 miles, to connect the main line running from Tunnel Station, Montreal, to Ottawa, with the old C. N. Ry. line at St. Jerome, and thus tap the rapidly increasing traffic to the Laurentians. At present, passengers to the C. N. Ry. in the mountains, have to go by C. P. Ry. to Montfort Junction, and there change. By the proposed altered route they would go over the C. G. Ry. the whole way. As the passengers on Friday and Saturday who have to make this change are numbered by the hundreds, there would be an immediate income to pay for the very small expense in building the section that is necessary.

This has been promised for several years, and, according to some of the deputation, not only has the right of way, but also the rails have been purchased. So that all that is needed is the labor, and the construction of a small bridge.

The arguments made it look like a good proposition for lessening the deficit on that section of the line, and, naturally, it has the support of all the municipalities affected.

### A SECOND BRIDGE AT MONTREAL

For many years there has been an agitation for the construction of a second bridge from Montreal to the mainland, to supplement the Victoria Jubilee Bridge, which cannot handle the rapidly increased requirements caused by the increase in rail and motor traffic. For the present bridge carries only one roadway, in addition to the two lines of steam and one line of electric railway. And the traffic section is too small for the huge trucks of to-day, which block traffic on the whole distance of nearly two miles.

The need was emphasized when fire took place on the Victoria Bridge, and threatened to wipe out every line of communication on it. And this led to a revival of the agitation for a second bridge. The lead was taken by the South Shore Board of Trade, which looks after the interests of that district, and it was passed on to a Committee chosen from the leading public bodies of Montreal. Later, it was taken up by the Union of Municipalities of the Province of Quebec, which organized the matter into good shape. A deputation waited on the Government which represented all the principal bodies in the city and neighborhood, as well as 117 municipalities of the Province, who had passed resolutions in favor of the project.

The speech of Mr. Joseph Archambault, Member for Chambly-Vercheres, put the position very forcibly, and his arguments were unanswerable. He pointed out the almost incredible position of Montreal, with only one means of communication to the mainland on the south, and that this also covered the whole province above the bridge at Quebec. Then he adduced the argument that the harbor needed more access to the south side, where it will soon be necessary to build wharves for the increasing shipping; and that Montreal harbor was the only one in Canada that had not been the recipient of gifts from the Federal Government, and that had, on the contrary, always paid interest on the loans made by Ottawa. Also that the city of Quebec had been presented with a bridge by Ottawa, where the traffic needs were not nearly so pressing. He was supported by representatives of the Board of Trade, Chamber of Commerce, and others.

Of course, it was taken into serious consideration.

### ARREARS OF TAXES NO BAR

Some little time ago the Hon. R. G. Reid, Minister of Municipal Affairs in Alberta, advocated an innovation that must seem almost radical to many.

This was, that no citizen should be deprived of his vote because his taxes were unpaid.

Of course the non-payment of taxes has been considered a disqualification for a voter from time immemorial, the accepted argument being that this was an admirable way to see that the taxes were collected promptly. For, of course, every tax is collectable, or the owner is sold out.

But what has been the result of the old rule in many places?

Those property owners who spent money by building houses had heavier taxes than the speculative owner of the vacant lot. Consequently, the improved property owner is often prevented from voting, while the land speculator, whose taxes are small, comes in merrily and governs the elections.

The Minister's position is a sound one and it will be well for every Province to enact legislation on the lines advocated by the Hon. Mr. Reid.