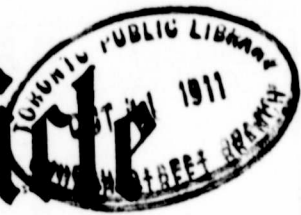


# The Chronicle



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**CANADIAN NORTHERN STATION.** **S**IR Donald Mann was frankness itself in talking to a reporter about the new Canadian Northern Station in Montreal. He said: "If I knew anything definite regarding the site I would not tell you." He added, however, that he expected the terminals to be completed and trains using them within three years.

**THE PARCEL POST.** **T**HE British Post Office handled during the last financial year 5,281,100,000 packets, of which 34,419,000 failed to reach their intended destinations because insufficiently addressed. The feature of the British Postal service, which is in most striking contrast with the service on this continent, is the parcel post, which handled 121,800,000 parcels, including those sent abroad. One of the great problems of the United States and Canada is how to keep the people on the farms; in other words, how to make rural life so attractive as to check the tide of migration to the big centres of population. An efficient parcel post goes a great way to make country life attractive. The extent to which it is used in England by both urban and rural population is a perfect revelation to visitors.

**THE ENGLISH RAILWAY STRIKE COMMISSION.** **T**HE Commission appointed by the British Government to investigate the railway strike has made a report, which, it is said, is bound to meet with the disapproval of the labour unions. The report is decidedly against the contentions of the men regarding the recognition of the unions. On this point it says:

"The commissioners think that with their great responsibilities the companies cannot and should not be expected to permit any interference by their men on the subjects of discipline and management."

Adoption of a new scheme is recommended to be in force until January 6, 1914, by which all questions affecting hours of work, wages and conditions of service that cannot be settled by negotiation shall be referred to a conciliation board to be

formed along the lines of the existing sectional boards of conciliation.

It is proposed also that existing agreements between the companies and the men shall remain in force till January 7, 1912. The commissioners recommend in conclusion that men on strike shall not be allowed to coerce by threats or intimidation other men who wish to work.

This means that on all points the companies are supported. The result is sure to involve the Government in trouble with its Laborite supporters in the House of Commons. Unfortunately it is not likely to go very far in preventing trouble between the railways and their employees.

**BRITISH INLAND REVENUE.** **T**HE report of the British Inland Revenue Commissioners for the year ending March 31, 1909, shows that the gross inland revenue amounted to £110,455,964, the principal items being as follows:

Estate, etc., Duties . . . . .	£25,972,117
Stamp Duties . . . . .	9,765,287
Land Tax . . . . .	1,258,739
Inhabited House Duty . . . . .	3,214,284
Income Tax (and Supertax) . . . . .	66,348,511
Duties on Land Values . . . . .	509,282

The net value of estates passing at death was £272,724,727, including the estates of fourteen millionaires.

For the first time the report deals with the land taxes imposed by the Budget of 1909. There are about 11,000,000 hereditaments in the United Kingdom. The four new land duties imposed by the Budget of 1909 were:

1. Duty of 20 per cent. on the unearned increment of land.
2. The reversion duty, a 10 per cent. tax on the benefit accruing to a lessor by the determination of a lease.
3. The undeveloped land duty, an annual tax of one halfpenny in the pound on the site value of undeveloped land.
4. The mineral rights duty, an annual tax of 1s. in the pound on the rental value of the right to work minerals.

The income tax was collected on incomes aggregating over £1,000,000,000.