

The Searchlight.

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QUESTIONS OF THE DAY.

The agitation for a fast Atlantic steamship service is an evidence of the degradation of Canadian party politics. It is as foolish to ignore the existence of icebergs, fog and other impediment to navigation as to ignore the fact that night follow day. Yet the landowners in a few doubtful constituencies would make bigger revenue by an attempt to establish an impossible service, and for fear of offending them both parties are silent. A gross waste of public money can thus be made without a word of protest from anyone of authority and all for the fear of one or two doubtful constituencies. The alleged statesmen who might be displeased by an opposition to this foolish venture can well be spared.

Toronto is seeking to own and operate public franchises after the manner of Glasgow and thus escape a great part of her taxation. Such a change would be greatly advantageous to the city landowners, but to no one else. The great franchise, the privilege of living in the city, is still in the hands of that class and it will enable them to absorb all the benefits from other franchises. Until they are made to pay the city their percentage, the annual rental value of the room they hold, they will get all the benefits from the other improved methods. Look at the poverty of Glasgow for proof. Let the city get the great franchises.

There is some ground for the belief that in several other wards single tax candidates will take a try for the Council board. The difference between the ordinary individual running for office and the single taxer is that the latter knows what he is running for and how to get what he is after. The ordinary individual—well, the less said about him the better.

The recent elections in the State of Washington resulted in the election of seven representatives to the Assembly, the Lieutenant-Governor, the Secretary of State, State Treasurer, State Auditor, Commissioner of Lands, besides seven minor officers of considerable importance, all of whom are known as single tax men. In all parts of the United States the single tax question is fast coming to the front.

PULP WOOD RESOURCES.

Canada, or those people who have been stupidly allowed to get hold of Canada, may be rich in pulp wood. To prevent the natural result of allowing the pulp wood to be nabbed, it is proposed to put on an export tax that the so-called owners may not sell it. Men have our property, and to save the total loss, we are to prevent them selling it to anyone else. If we took our own by securing its value in taxation, it would be sold to the best bidder here, or elsewhere, and the best bidder would be best for all the people, not for the alleged owners. It is easy to start an agitation in favor doing a thing the wrong way.

PUBLIC WORKS AND LAND DAMAGES.

The people of Toronto want, or think they want, the Queen-street subway widened, and are prevented by inordinate demands for land damages. This whole principle of land damages is wrong. Men promote public works for the contradictory purpose of getting their land damaged. The worst frauds ever perpetrated on the city have been through land damages, and so it will be while such claims are possible.

If the occupiers were paying to the public treasury the yearly value of their holdings, a public improvement that lessened the value of, or "damaged" the holding would simply lessen the amount they would be asked to pay.

A WRONG PRINCIPLE.

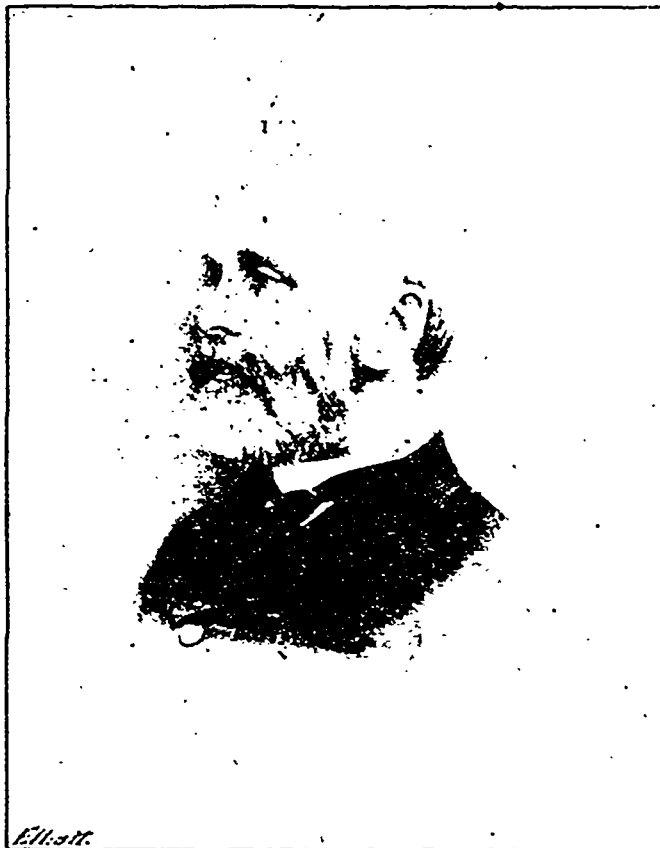
The people who don't own more than a life tenancy of the land of Canada had the assurance to give it away forever to the Hudson's Bay Company. Their descendants were foolish enough to buy back that which was their own. Again, the life tenants gave the land away forever to the

Canadian Pacific Railway. There is now an insipient movement on foot to induce this generation to pay good money to recover their own property. The people should claim their own and compound no theft, legal or illegal. Those who purchased our land understood the situation very clearly when they secured perpetual exemption from taxation. This generation is under no obligation to respect that bargain in which one generation exceeded its rights in bargaining away the rights of others. The value we give to the land held by the railway is ours, and we should take it by taxation.

move on. This is a beautiful example of the ordinary wisdom displayed by that so-called "Liberal" Government; it's so Liberal, in fact, that any speculator and monopolist who applies for special privileges need not go away empty handed.

ROYALTIES AND WAGES.

The Financial Reformer of Liverpool, England, gives some facts relating to mining royalties in Britain, which are of interest. The royalties paid to owners of coal lands range from sixpence to four shillings and sixpence sterling a ton. The disparity in the royalties received is owing to the



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GIVING AWAY THE LAND.

The arguments against the granting of land to the corporations instanced, applies with equal reason and force to the intended proposition of the Ontario Government, which intends deeding the University of Toronto some thousands of acres of land in liquidation of an old debt. If the Government had decided to settle the liability by the payment of cash, its action would be praiseworthy and entirely justifiable. But when it deeds away that which it has no right to do, it also bequeaths a power, which, in the hands of any but the Government—the people—is dangerous to the state and ruinous to industry and production generally. If the University authorities intended to cultivate and make good use of the land, the fault would not be so great. They intend nothing of the kind. They are going to hold on to it until settlements begin to arise in the immediate neighborhood; until this land is wanted. Then when the people require to purchase more farming locations, circumstances will compel them to go to the University corporation, who will demand big purchase money; or yearly rents for the privilege of using the earth. Here is where the iniquity of the game comes in.

Labor must accept the terms offered or different advantages of the location of the coal—the position of the coal beneath the earth's surface as well as the relation of the pit's mouth at the earth's surface to the consumer of coal, or, as we say, to the market. The Reformer averages the above royalties at nine pence per ton, which seems far below the mark, and is probably nearer correct at twenty-five cents per ton.

An ocean steamer, on the average, consumes about 6500 tons of coal on one round trip, the royalties on which, at the above rate, would amount to \$1625. The large ocean steamers required 72 firemen and 52 trimmers. The pay of the former averages 90 cents, and of the latter 75 cents per day. Making a round trip at 15 days, the owners pay for service as follows:

72 firemen at 90c a day	\$ 972 00
52 trimmers at 75 cents a day	585 00

Total

It will be observed from these figures that the owners of steamships have to pay to the owners of coal lands for the privilege of extracting coal from the earth just about as much as they pay 124 firemen and trimmers, demonstrating only one of thousands of instances where the men, as Andrew Carnegie says, who do not work never get rich.