

THE MARITIME BOARD OF TRADE

(Continued from page 1)

Mr. W. C. Milner said the present tax system was simply barbarous, and some radical change must be made. A Halifax property assessed at \$10,000 recently sold for \$5,000, after city had built a railway near. Such increase was entirely due to community. He had put \$40 worth of paint on his house and his assessment had been raised \$500 in consequence. The idle land paid very small tax. He was not afraid of municipalities taking up this matter and discussing it. Reforms do not come down but up—the people originate reforms. Agitation was needed.

Dr. Walker would vote for the resolution because it called attention to the wide-spread dissatisfaction with regard to the present system of taxation, and in the hope that some improvement might be devised. He did not approve of Home Rule for taxation purposes, because it would be most confusing to have one system adopted in one place and another in another place. There should be one law for the whole of the province. The present system was bad. There should be no question about that because in 30 cases out of 100, men were only paying on a small proportion of the property they owned, and the hardship fell on the poor man, the whole of whose property was easily ascertainable. He approved of the poll tax as the only means of getting at men who didn't own property and who were just as much entitled to pay their share of taxation as anybody else. He did not believe either in exempting church property from taxation.

Mr. J. Y. Meserve thought that what was most needed was a full valuation, and unearned increment should most certainly be included. He hardly thought the single tax was the best method to adopt, but unquestionably some change was needed.

Mr. D. P. MacLachlan feared that the resolution would not commend itself to the Legislature. It would open the door to too many varieties of systems. The trouble was not so much with the present system as with the way the assessors carried it out, and what was needed was not so much an improvement in the assessment law as in the men who had to carry it out. He preferred a tax on income to any other tax, because income is a true test of man's ability to pay. Real Estate was only valuable in so far as it brought in income. Unearned increment was taxable at the present time, but the assessors did not include it.

Secy Williams said the difficulty was in getting at the value of a man's personal property. Single tax was not in quite so much favor now in the West as it used to be. It was well enough when land was rising in value, but the West was now beginning to look for some other method of taxation. He would vote for the resolution in order to bring the matter to the attention of the Legislature.

President Lodge said it amounted to this: That those who didn't own any land, wanted the single tax, and those who did own land, did not want it. He referred more particularly to conditions in Moncton where his experience was that the men who paid the least taxes were generally able to get the most done for them. He did not believe in the single tax, because it would result in representation without taxation. The man who paid no taxes would want to have just as much voice in the control of affairs as the man who did. There should be a central authority for taxation purposes, and not leave it to every municipality to make its own regulations. He was opposed to the resolution because he did not think any Legislature would accept it.

At this stage the discussion of the matter was adjourned till the evening session.

Fishing Leases

The next item on the agenda was as follows:—

THAT THE ATTENTION of the Local Government be called to the advisability of abolishing the present system of leasing our streams to clubs and individuals to control the fishing privileges; and the adopting of the system of licenses for fishing on streams the same as is the case for hunting game.

(By Newcastle Board.)

This subject as introduced by Mr. Morrison, seconded by Ald. Belyea. Mr. Bets counselled going slow in the matter. He was personally in favor of the present system on the ground that more was now being done in the interest of fish production and preservation than would be the case under the suggested alteration. Sportsmen who owned the leases were careful to preserve the supply.

Mr. E. A. Saunders said Nova Scotia had the same sort of law that apparently was being asked for by this resolution by New Brunswick.

Ald. Belyea said that the Government realized \$49,000 a year by the sale of hunting licenses and last year they received \$17,000 by the sale of fishing leases, but the latter were sold for a term of years. Most of these leases were owned by foreigners. The natural resources of the province should be held primarily for the benefit of our own people. As things are at present any resident in the province who wants to take a friend for a day's fishing cannot do so because

there is nowhere to take him, all the streams where fish are to be found being under lease. The sportsmen who own the leases, really buy very little in the province. They usually have their supplies sent on ahead in bulk, whereas if our own people had the fishing to themselves, any parties they might bring in would be catered to at home.

President Lodge was very glad to see strangers come in, and he thought the more strangers they could bring in the better for the Province. He did not think our own people were as careful on the rivers as they might be, because in many cases saw-dust was dumped in, and the fish were killed, besides that netting was prevalent in many spots. In one place on the Miramichi where he had seen them stretched, he began to wonder how the fish found their way up the river without a compass.

Mr. Morrison was much surprised at the President's remarks about saw-dust, and he could hardly credit the statement, because anywhere around here at any rate, mill owners dumping saw-dust into the river would be heavily fined, consequently nobody did it, moreover everything was being done to prevent illegal fishing and fish wardens of whom there were a large number, were constantly on the alert. He favored some legislation which would give the local people a chance to get a day's fishing when they wished in a thing they could not do now. Mr. T. W. Butler supported the resolution which was carried.

Historic Places

THE ACQUISITION by the Federal Government of historic spots in Canada for the purpose of their preservation.

(By Halifax N. S. Board.)

Mr. W. C. Milner of the Dominion Archives Department, opened this subject in an excellent address in which he said that conservation of historic spots had not hitherto engaged the attention of the Maritime Provinces to any extent. More than this line was being done in Ontario and Quebec. Nova Scotia had done something, it is true, to preserve the old historic spot at Port Royal, other places in Nova Scotia, where preservation was badly needed, besides Port Royal, were Bridgetown, where there is an old battle-site, and the West Grand Pri where Fort Bell, and where the debarcation of the Acadians took place, were spots which appeared of interest. American consular agents, than they did our own people, that there was the battle ground at Chignecto. The Nova Scotia Government, some time ago, issued some grants covering the old Town of Lunenburg, but the records are so indistinct that they cannot be traced. Lunenburg should be turned over to the Town, and the old relics preserved. In addition there was Charlottetown Harbor, Fort Joffe, where there are some old emplacements, but by the French, which badly needed a monument placed there to keep them on record. Chignecto, the scene of Laurence's victory in 1758, Fort Cumberland where more emplacements were existing, but the barracks had disappeared. To come nearer to New Brunswick there were many historic spots on the St. John River where monuments should be placed, these were the scenes of many conflicts with the Indians. On the Miramichi there were Bearpaw Island, Burnt Church, and further down the coast at Miramichi. There ought to be monuments placed in all these places to keep a permanent record for all time. Premier Borden and many other prominent men of the Government had expressed themselves favorable to the idea but before undertaking any steps in the matter wanted some evidence of public sentiment in its favor. He then moved the following resolution:—

"Whereas the territories embraced within the limits of Ancient Acadia, first settled three hundred years ago, being the first European settlement made in America, north of St. Augustine, wherein was the struggle for national supremacy, were the scene of many conflicts in the French, Indian and Revolutionary wars, and were associated with many historic individuals and with deeds of valor and heroism, and with acts of self-sacrifice and patriotic devotion.

"And Whereas, except in five cases the sites of such scenes have passed into private hands and in no case, but one, has the Federal Government taken any steps to preserve and perpetuate such sites for the benefit of future generations.

"Resolved that this Board of Trade strongly recommends the Federal Government to acquire by purchase or otherwise such historic sites as they do not now possess and to mark the same by appropriate monuments, and also that the management and perpetual keep of the same be placed in the hands of a government department or commission, also that copies of this resolution be sent to the Right Honorable R. L. Borden and Hon. Messrs. White, Foster, Hazen and Col. Hughes."

Capt. Read seconded it. After several remarks by Ald. Stuart and T. W. Butler, the resolution was unanimously adopted.

The next item on the agenda was as follows:—

THAT THIS MARITIME BOARD OF TRADE co-operate with all other authorities, Provincial and Dominion, with respect to furthering the con-

struction of Inter-Provincial Highways across Canada.

(By Newcastle Board.)

Mr. T. W. Butler said this was an important subject, particularly to the people of the Maritime Provinces. The construction of the Transcontinental railways had occupied the attention of the country for a good many years, and it was now time that the matter of a transcontinental highway. The matter of an Inter-Provincial Highway was most important because it helped to link the people of the various provinces together. The construction of the Inter-Provincial Highway was undertaken for the express purpose of uniting the Maritime Provinces with the rest of Canada, and a highway would further the same object. The Dominion Government had expressed its approval of the scheme, by offering to provide a large grant of money in aid of the road. He was heartily in sympathy with the motion. Mr. Morrison seconded, and the resolution was adopted.

Discrimination in Railway Rates

The following subject was introduced by Ald. Belyea:—

THAT THE ATTENTION of the Canadian Railway Commission be drawn to the unfair discrimination of the Transcontinental and other Railways in passenger rates in favor of Western Canada as against Eastern Canada.

(By Newcastle Board.)

In speaking of this subject, Mr. Belyea said that everyone had probably noticed that the C. P. R. was willing to take people out to the west at a very much reduced rate than they would bring them from West to East. The consequence was that there was a perpetual drain from the Maritime Provinces to the West, and when these people desired to come back again, they found it cost them considerably more to do so than it did to go. This course was most unfair to the Maritime Provinces. The young men of these provinces were lured out to the West by the golden promises which were held out to them. The East was being robbed of the young men who are needed just as badly there as any other part of Canada, and if the cost of coming back East was brought down to the level of the rate which the Railway Company charged to take these young fellows out West, the East would be in a very few years be just as flourishing as the West. It could not be denied, of course, that in some cases, opportunities for meeting advancement were to be found in the West which could not be found in the East, but these opportunities were not available to the great mass of young men who went out, but who were simply lured out by the low cost which it took to take them there. Maritime Provinces people were proud to think that a large number of the leading public men in the Western Provinces came from the East, and while they would always be glad to help to build up the Western Provinces by supplying them with these leaders of Public Life, it was quite a different matter to have our provinces drained of the young men who should be working on the farms at home.

Capt. Read seconded.

Rev. Mr. MacArthur said that this was not a question of politics, but just a matter of what was fair between province and province. Speaking recently with a friend, who not long ago returned from the West, he said that the Westerners were in the habit of referring to the Maritime Provinces as the "Effete East." The Maritime Provinces were proud to think that the men who had made the Western Provinces what they are were Easterners, and as long as the Maritime Provinces were supplying those Western ones with Statesmen, college professors and other leaders in public life, it ill becomes Westerners to talk about the "Effete East." After a few remarks by Messrs. G. T. Higgs and T. W. Butler, the motion carried.

At this stage adjournment was taken until the evening.

Evening Session

At this session the subject of taxation was resumed, and Mr. Morrison moved the following amendment to Ald. Stuart's resolution:—

"That this Board recognizing the General dissatisfaction that exists with respect to the distribution of the burden of civic and municipal taxation, particularly with respect to arriving at a correct valuation of personal property and income, memorializes the Local Governments to appoint Commissions at their next meetings to investigate the grievances complained of with a view to providing a remedy, also that a copy of this resolution be sent to the Governments concerned."

Mr. T. W. Butler condemned the present system of taxation to be altogether wrong, as in many cases property was taxed twice over, if one man owned a thousand dollars which he lends to another to build a house with, the man who lends the money and the man who borrows it are both called upon to pay taxes on it, the one as personal property and the other on the house which he built with it, whereas had the lender left the money in the Bank it would have escaped taxation altogether. He

favoured having a Royal Commission appointed to enquire into the whole system of taxation.

Ald. Stuart said if the matter were left to a Commission, it might be shelved entirely, at any rate until after another election. The amendment was altogether indefinite and fixed no time by which the Commission should make its report.

Mr. E. T. Higgs while disapproving of the present system of taxation did not approve of a reference to a commission. Commissions as a rule were not much good. They were generally partisan, and would bring in just whatever sort of a report the Government wanted; moreover these commissions were liable to be influenced by wealthy men and big corporations. He thought that each municipality should be at liberty to petition for whatever particular form of taxation might be most suited to its means. He didn't approve of the motion or the amendments.

Capt. Read said the matter under discussion didn't concern P. E. I. very much where there were no municipalities at all. The whole Island outside of Charlottetown was governed directly by the Legislature, and when the people wanted any change, they simply went to the Government for it. It seemed to him that if the resolution carried every different municipality in the province might want something different from the others.

Mr. H. W. Woods, M. P. P., suggested the appointment of a committee to draft a bill.

The President said either the resolution or the amendment would call the attention of the Government to the matter. The amendment was then put to the meeting and carried, after Ald. Stuart had stated that if the amendment called the attention of the Government to the urgency of the subject, his purpose would be largely effected.

(The remainder of the report will be given in next week's issue.)

HITCH IN TAKING OVER TRANSCONTINENTAL

Grand Trunk Want to Break Bargain and Only Take What Puts Suit Them

A dispatch from Ottawa says that there is evidently a serious hitch in the negotiations between the government and the Grand Trunk Pacific Railway Company in regard to carrying out the agreement as to the operations of the National Transcontinental by the company.

The line from Winnipeg to Cochrane is now practically completed and the government would like to have this autumn under the terms of the legislation of ten years ago and operate this section of the road for this year's grain export. But the lease has not yet been signed and apparently no definite arrangement has yet been reached for the taking over of this section of the National Transcontinental by the G. T. P.

The Grand Trunk has an agreement with the Ontario government for running rights over the provincial road from North Bay to Cochrane, thus giving the company a through service for its trains via the National Transcontinental from Cochrane right through from the Atlantic seaboard to Winnipeg and Edmonton.

The government naturally wants to make the leasing and operation of the Cochrane to Winnipeg section of the National Transcontinental a part of the agreement for the leasing and operation of the whole line from Moncton to Winnipeg. But it is stated on good authority that the company would prefer to come to an arrangement with the government, contemplating merely the use of the Winnipeg to Cochrane section by the G. T. P., leaving the balance of the line for the government to do as it likes with.

Such an arrangement would give the Grand Trunk a through transcontinental line. According to some, at least, of the officials of the company this is "all that is wanted."

The taking over of the balance of the National Transcontinental from Cochrane to Winnipeg would, it is said, be unprofitable and unnecessary. It is stated that this is the real reason for the present delay in concluding any agreement as to the operation of the line from Winnipeg to Cochrane this autumn. Doubtless some temporary agreement will be reached before long as the government and the Grand Trunk are both anxious that the new outlet for western grain should be utilized when the crop begins to move. But under the circumstances it is hardly likely that any permanent agreement can be concluded this year.

DIED

At his residence, Newcastle, August 29th, James Morrell in the 91st year of his age.

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Navigable Waters Protection Act

Notice is hereby given that the Dominion Pulp Company, Limited, of Newcastle, in the County of Northumberland, in the Province of New Brunswick, is applying to His Excellency, the Governor General of Canada in Council, for approval of the area plans, site and description of a proposed extension to the said Company's mill, situated on the northern side of the Miramichi River in front of its mills, in the Parish of Newcastle aforesaid, and has deposited the area and site plans of the proposed works and description thereof with the Minister of Public Works, at Ottawa, and a duplicate thereof in the office of the Registrar of Deeds for the said County of Northumberland, at Newcastle, N.B.

Dated this twentieth day of August, A. D. 1913.

The Dominion Pulp Company, Ltd.
Petitioner.
per WALTER G. STEVENS,
Manager.

CARD

To the electors of the Parish of North Esk.

The time has now arrived when you are asked to elect two representatives for the parish on the County Council. During the two terms in which I have had the honor to be your representative, I have endeavored to the best of my ability to look after the interests of the parish. For what I have done commends itself to you, I ask you to give me a renewal of your confidence when polling day arrives on Tuesday next.

Yours truly

WM. DUNNETT.

CARD

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Yours truly

P. A. FORSYTH.

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