

THE EVENING TIMES-STAR, ST. JOHN, N. B., SATURDAY, APRIL 12, 1924

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FEDERAL TAXATION

While any proposal to lay hands upon the tariff appears to cause a shiver of apprehension in more than one circle, the fact remains that as an instrument for producing revenue the tariff is by no means what it used to be. Before the war it was sixty-four per cent. of all Dominion taxation for federal purposes came through the tariff, while for the last twelve months tariff taxes constituted less than thirty per cent. of the Government's revenue.

It probably is not generally understood yet how great a change in taxation the war has brought about. In 1914, we had excise duties, but no excise taxes like the sales tax, no income tax, no business profits tax—and these imposts now produce annually more than \$150,000,000. Under the stress of war conditions the general tariff and the British preference were changed to produce more revenue, the excise taxes were increased in number, and the Government gradually placed new taxes on banks, loans, trust and insurance companies, telegrams, cheques, railway tickets, patent medicines, and what not.

It would be well if the Government, in seeking to decrease taxation, would move towards simplicity. There is at present much time lost and much trouble caused by the multiplicity of taxes. There is always an argument over the effect of lower tariff duties. Sometimes by increasing the volume of imports the result is an increase in revenue, and this is well if this increase arises from the bringing in of articles we do not ourselves produce. Naturally stiff taxes on luxuries and lower ones on articles of daily necessity are favored by the low tariff element which demands something like real competition in the home market when it can be brought about without industrial dislocation at home.

Relief for those who pay income taxes on their earnings is a matter that will doubtless be pressed upon the Government during the budget debate, and it may be expected, too, that friends of the Maritime ports, particularly of the Maritime provinces, will urge that the British preference be confined to goods entering Canada direct. That would do something effective toward leveling out the playing field by both Liberals and Conservatives with respect to all-Canadian transportation. It would give the railways as well as the ports a considerably augmented traffic, and it would be a step toward that national justice upon which the leader of the Progressives says national unity depends.

DO THEY WANT TO CROWD US OUT?

"If there is not to be fair play—which the Maritime Provinces have never had—there will be disintegration."

So says Mr. H. S. Congdon, President of the Maritime Club, in reply to the Montreal Gazette's latest outburst about the Maritime Provinces. He warns the Gazette and all who may share its opinions that there is such a thing as crowding the Maritimes too far, and says that its refusal to concede that these provinces have the right to the trans-Atlantic trade when the St. Lawrence is closed is mere persistence in its old, self-centered, and that the Maritimes have no rights beyond those already received.

He charges broken faith. "The Maritimes were to have the winter trade. That the delegates at the Confederation conference solemnly pledged. That was to come with the I. C. R. At the same time, Ontario was pledged by the same delegates at the same time that certain sums would be spent in developing their canal system. That money has been spent—and sums vastly in excess of anything ever dreamed of in addition—but the Atlantic ports have never seen the promised trade. Never but once. That was when the war was in progress." Since then, he says, Halifax trade did off with the war.

But while the pledges to the Maritimes were broken, Quebec and Ontario were treated bountifully. He estimates the cost of the St. Lawrence waterway system at \$289,063,000 to date, and says that when the projected canal improvements and extensions are completed all Canada will be taxed \$20,000,000 a year chiefly for the benefit of Montreal. Montreal is eight times larger than it was in 1867, and Mr. Congdon thinks Halifax also would be eight times larger if the pledges of Confederation had been kept.

The Maritime people do not deny that the building up of Montreal has been of benefit to the whole country, or that the canal system has been, but they insist that justice be done all round, and Mr. Congdon is right in saying that the Gazette's attitude, if it is representative, will produce "dire results" if persisted in. "Ontario and Quebec must play fair as well as others. Confederation was a dire need for them. It is serving them well. They have received most all the plums, but the present is not the time for them to openly and arrogantly preach a

breach of the contract, especially when they have had their half more than fully put into effect. The Maritimes will not stand for any such unjust treatment."

Down here we welcome proof of the growth and prosperity of any other part of Canada. It is wholly untrue that we have lost our initiative through depending on government aid, as the Gazette alleges. We are asking, and will continue to ask, for our rights as Canadians, and for justice at the hands of every government at Ottawa, whatever its complexion. And we shall be in no sense backward in recognizing and appreciating any national policies which are based on equality of treatment and of opportunity for all of the provinces. The case of the Maritimes is not to be whittled down the wind. Contemptuous treatment such as the Gazette resorts to is sharply resented here, and it is distinctly bad service to the cause of unity and justice. Anyone in authority who is guided by such evil counsel will not find that these provinces take ill treatment lying down. One of the best things that can be done for Canada—and real statesmen can do much—is to make these provinces prosperous and contented. A broad and truly national policy will help. It must be a policy clearly recognizing our place in the Confederation of our value to it.

CITIZENSHIP.

"To vote is one of the duties of citizenship that is not to be ignored by the good citizen. This year, as on the occasion of the last civic contest, nearly half the electors are disqualified by reason of unpaid taxes—a condition all the worse because a large percentage of those in default could have paid had they made a real effort to do so and recognized not only that the city needs the money but that in deliberately forfeiting their chance to vote they are forgetting the duties and privileges of citizenship."

Those who do not vote are only so much dead weight in the boat. Not going to the polls they lose the right to criticize the civic government elected by the actual voters. The absentees—those who deliberately refrain from voting—invite careless and inefficient civic rule. They show that they really do not care. To go to the polls for the average voter means little effort and slight loss of time. Surely to vote is indeed a slight sacrifice for anyone. It should be a duty performed gladly whenever the occasion comes. The conscientious citizen will go to the polls and vote for the men who, in his judgment, after a study of the issues, will best serve the city.

It is agreed on all sides that public spirit is a mighty public asset, that a city is largely what its active electors make it, that a community gets pretty much the sort of government it deserves. What shall be said of the citizen who has not even enough public spirit to go to the polls?

Comment on the budget by men of prominence in the province, secured by the Telegraph-Journal, is published in The Times today with some additions. It is a most timely and interesting contribution. In the main the opinions are strongly favorable, and the Government is frankly commended, with few dissenting voices. The Conservatives, as was to be expected, are hostile, but the Liberals and Independents believe the reductions will help the Maritime Provinces and the country generally. There appears to be a general feeling that the income taxes need cutting and that now is as good a time as any, though the announced budget decreases are probably all that may be expected this year.

Germany is reported as accepting the Dawes plan "in principle"—which means, it appears, that she will seek important changes, one involving the withdrawal of French and Belgian troops from the Ruhr. The French will resist that. They also will urge changes. Another prolonged wrangle is in sight, but if Britain and France unite Germany can be made to take the remedy, which is not harsh but exceedingly complicated—to fit an unruly patient with many complications.

The estimated population of the British Empire is 444,822,000, and its area 13,419,000 square miles. To represent all this is the aim of the British Empire Exhibition—a wonderful task and a most inspiring one.

WILL REPAIR ROAD.

A letter received from A. F. Bentley, M. L. A., by a constituent in St. John county announces the intention to have necessary work done on the Loch Lomond road from Silver Falls out, in order to put it in good condition. Last year the section from Kane's Corner to Silver Falls was re-made. The Times informant expressed the appreciation of the people for Mr. Bentley's interest in having the rest of the highway given necessary attention this spring.

Press Comment

FAITH IN THE FUTURE.

(Victoria Colonist.)
Everybody, with the possible exception of the few who hang upon the words of the prophets of gloom who are to be met everywhere, even in Victoria, where every prospect pleases—everybody likes to hold converse with the person who has faith in the future. There is Sir George E. Foster, who predicts that within a certain period of time Canada will have a population of one hundred millions. There is no doubt that this prediction will be fulfilled. The people of the continent of Europe have their eyes fixed wistfully upon the continent of America, and Canada is the largest physical division of this land of promise. Consider the millions of bushels of golden grain, the finest produced in the world, that have been shipped out of the prairies within the past year—and only 16 per cent. of the land available there for productive purposes is under cultivation.

And the whole land, from the Far East unto the Far West, is fruitful. Its resources are not limited to the products of the husbandman. The waters which wash our far-flung shores teem with fish of the very highest quality. Our mountains are going to produce precious metals in great abundance. Our forests are a valuable heritage if we have the common sense to protect them and turn them to the highest advantage of the people. If material prospects are the chief consideration, then Canadians should be the most contented and the most optimistic people in the world.

The sublime faith of the builders of the Canadian Pacific Railway, which either climbed the mountains or bored holes through them and established the largest transportation system in the world, should be exemplified in the lives of the Canadian people. There were Jeremiahs at the time of the conception of the C. P. R.,

NEW LAMP BURNS 94¢ AIR

Beats Electric or Gas

A new oil lamp that gives an amazingly brilliant, soft, white light, even better than gas or electricity, has been tested by the U. S. Government and 85 leading universities and found to be superior to 10 ordinary oil lamps. It burns without odor, smoke or noise—no pumping up, is simple, clean, safe. Burns 94 per cent. air and 6 per cent. common kerosene (coal oil).
The inventor, O. K. Johnson, 246 Craig St. W., Montreal, is offering to send a lamp on 10 days' FREE trial, or even to give one FREE to the first user in each locality who will help him introduce it. Write him today for full particulars. Also ask him to explain how you can get the agency, and without experience or money make \$250 to \$500 per month.

who bewailed the fact that the new system never would pay for the oil to lubricate the axles carrying the wheels of its rolling stock. Today the C. P. R. is one of the wonders of the world, and the people of Canada own and operate a transportation system that is nearly as imposing as the C. P. R. Now watch and see a country relatively great as the C. P. R. and the C. N. R. building itself around those two wonderful transportation systems.

C. N. R. MAN PROMOTED.

Frederick M. Crocker, who has been C. N. R. agent at Gagetown since that station was opened, has been transferred to the main office in St. John.

"Two cents more, little girl. Bread's gone up since yesterday."
"Then give me a yesterday's loaf."
—Le Roy Blas (Paris).

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is impossible if your eyes need help and they do not get it.

Frequent headaches are likely to indicate eye trouble.

Our glasses will be as becoming to your face as they will be helpful to your eyes.

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You expect your new house to last a lifetime. And naturally you want a roof that will last—a roof that won't rot or rust—a roof that never needs painting. Barrett Shingles, mineral-surfaced in red, green or blue give you such a roof—durable, economical and handsome. They make a fitting roof for the finest house.

Fire-protection is another important advantage of Barrett Shingles. Sparks and blazing embers falling on their mineral surface burn off harmlessly. Yet Barrett Shingles are surprisingly low in cost. Ask the Barrett dealer show them to you. There are also several types of roll roofs.

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Ry. Bldg., St. John, N. B.
INSURANCE PROTECTION OF EVERY KIND.

ON HIS BLINDNESS

(Milton.)

When I consider how my light is spent
Ere half my days, in this dark world
and wide,
And that one talent, which is death
to hide,
Lodged with me useless though my soul
more bent

To serve therewith my Maker, and
present
My true account, lest He, returning,
chide—
"Doth God exact day-labor, light denied?"
I fondly ask. But Patience, to prevent
That murmur, soon replies: "God doth
need
Either man's work or His own gifts;
who best
Bear His mild yoke, they serve Him
Best: His state
Is kingly: thousands at His bidding
speed,
And post o'er land and ocean without
rest;
They also serve who only stand and
wait."

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damask, denim, pulp and underwear
mills in the United States.

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It costs no more than you would spend at a Summer resort but its value will be many times greater—there is so much more to see and do.
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Largest steamers from Montreal. Sailings every Saturday. For complete details, call, phone or write
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IN LIGHTS REVEIN

Was She Satisfied?

She—"John, do you love me as much as you did when we were married?"
He—"More, I think—but not as much as I thought I loved you then."

Good Enough
Young Wife—"This dish, dearest, is an original composition of mine."
Hub (after sampling it)—"In future, my love, perhaps you'd better cook after the old masters."

Going Up
Doctor—"Well, how is our patient this morning?"
Sick Brother—"Fine! My temperature slumped three points last night, but it rallied this morning and is now above par."

Either man's work or His own gifts; who best Bear His mild yoke, they serve Him Best: His state Is kingly: thousands at His bidding speed, And post o'er land and ocean without rest; They also serve who only stand and wait."

North Carolina has the greatest damask, denim, pulp and underwear mills in the United States.

The Liquid Vener Mop with the removable swab, as shown in the picture—these come in triangular shapes. O-Cedar Mops in round and triangular shapes; Mop Cloth.

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EMERSON & FISHER, LTD.

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A community is largely dependent on its industries. The prosperity of the one is reflected in the other. These are simple statements of fact.

Some cities secure industries by means of bonuses—tax exemption, free sites, etc. Every city realizes the necessity of industries. What the heart is to the human system so are industries to a community—the vital centre.

To the community an industry has its obligations; to an industry a community has, also, its obligations. Consequently, when one asks from the other support and co-operation, it is in its right in so doing.

With a community and its industries working together there is no objective, within reason, that such unity of purpose may not achieve.

We are operating three very important services in St. John. From wide experience in other fields, the new owners see where these services can be bettered and extended and, to a local board of directors, have entrusted the duty of seeing that the needs of the community are faithfully and carefully met.

The proposed enlargements would mean that a considerable sum of new money would be spent here, but, with public co-operation, the Company feels any such expenditure would be amply justified.

In St. John there is an ever-present demand for new industries. We endorse that stand; we endorse it heartily. We are prepared to co-operate in any possible way. The carrying out of our plans would be a substantial contribution along that line. As a citizen of the Community we, also, are vitally interested in all things that make for its progress.

Let us quote you on your electrical or power proposition for the home, the factory, the store. We can serve you cheaply, efficiently, steadily.

With your patronage we can put our progressive programme into full action. Working together we can do much, for we have much in common.

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This will be a busy week-end at this popular Shoe Store, and justly so when you consider the wonderful values that are being offered for your consideration. Remember it's a short time until Easter and everybody likes to be well dressed for the Easter Parade.

Women's Patent leather one strap with Black Suede Trimming, medium heel with Rubber heels.

Women's Log Cabin Brown Buck Oxford, Brogue Pattern with medium heel.

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Women's Suede or buck one strap two button pumps, in Grey, Log Cabin, Fawn, or Brown, all Goodyear welt sewn soles, with rubber heels.

Women's Light Fawn Grecian Sandal or Plain one Strap Pump with Military or boules heel.

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