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TAX REFORM TO BE DECIDED BY THE ELECTORS IN JANUARY

Alderman Sam McBride, the Only Member of Council Who Opposed the Proposal to Submit a Bylaw to Ascertain if the People Are in Favor of Applying for Legislation to Assess Buildings, Business Tax and Incomes on a Lower Basis Than Land.

Single taxers, local optionists in taxation members of Manufacturers' Association, retail merchants and labor men appeared before the city council at its meeting yesterday to explain their individual reasons why a question should or should not be submitted to the people on Jan. 1 next, asking them:

"Are you in favor of applying for legislation to assess buildings, business tax and incomes on a lower basis than land?" Council subsequently passed on its submission to the electors.

F. W. Wegenast, counsel for the Canadian Manufacturers' Association, said his clients were not in favor of the proposed assessment, but he appeared in support of the idea of submitting the question to the electors of Toronto.

"I do not propose to go into the merits of the assessment act," he said, "but the general association has adopted a policy which calls for the abolition of the business tax by a general tax on vacant land, thus placing a greater burden on unearned increment, which goes into the pockets of landowners."

He was not prepared to adopt the policy of confiscation of a percentage of unearned increment, which is resorted to by some European countries. A Better Method.

"We should be guided by the principle that the value created by the majority is adequate for the responsibilities of the community, and should be taxed according to its responsibilities," declared Frank Beer, a member of the C. M. A. He stated that the association had given the question very careful consideration and had come to the conclusion that a better method could be resorted to than the imposition of a business tax.

He cited instances where the market values of land jumped hundreds per cent. in three years.

Secretary Trowen of the Retail Merchants' Association just wanted the local business tax reduced by some 15 per cent. "We feel that in asking you to request the people to make this reduction it is only fair to the retailers of Toronto, because we find that 92 per cent. of them will be satisfied. We don't want you to abolish the business tax altogether. Every man should pay according to his ability to pay, and by the abolition of the business tax you will prevent the large stockholder paying his share. You will be allowing the wealthy to escape and the poor man will be forced to meet a building on his property, whether he is able to or not, or on the contrary, pay a large tax on his vacant lot. If you want to place a check on land speculators you must adopt other means."

James Stevenson, a member of the Toronto and Leaside Councils, stated that his organization was in favor of local option in taxation on land values.

Local Option. "I am in favor of local option in taxation," declared Controller Church. "Toronto is large enough to have an assessment of its own. Every man improves to within 50 or 60 per cent. of their actual value, and assess lands in order to cope with any shortage."

Controller McCarthy had three basic principles to apply in the matter of assessment, namely: (1) The value of property should be its earning power. (2) No man should have the right to hold vacant land for the purpose of gaining unearned increment. (3) A landowner should either improve his land or suffer loss of some of the unearned increment obtained through other people's enterprise.

"The present method of assessment," declared "for every dollar you obtain from the business man in taxation on his business, he gets \$10 out of the citizens in extra value, and less than that on his vacant land in the suburbs."

"We have room in Toronto for another 200,000 people, and by the present method of taxation you place

such a burden on improvements that lands kept vacant for other reasons, thus making it almost impossible for the new-comers to secure homes.

"Every man owning a lot within the city limits should be required to improve his land in some way. This would prove a big benefit to the working classes, as of would mean the provision of a greater number of homes."

Falls on Someone Else. "The capitalist is quite able to look after their own interests," put in Ald. Graham. "If you take the burden of taxation on one person, the natural sequence that it must be shouldered by somebody else."

Attempting to eliminate the taxation on buildings for the benefit of the working men, let us discriminate against the business class, and assess on improvements of business and office buildings a shorter natural sequence that it must be shouldered by somebody else."

Real Estate Gambling. "There is more gambling in real estate in this city than in any other city on the continent," emphatically exclaimed Alderman O'Neill. "Speculators and individual operators get hold of large tracts of land and hold them vacant with the anticipation of ultimately obtaining hold-up prices, and the present system is responsible for the placing of a greater assessment on vacant land. You will be serving a dual purpose. Working men will be able to purchase land at reasonable prices, and the operators will be forced to unload. The latter will eliminate the desirability of working men to go into business, as the city limits to obtain cheaper homes."

"The increases in land values in Toronto are abnormal," put in Stewart Lyon of the Tax Reform Association, "and the business people of Toronto have to pay a great deal more for the privilege of doing business in the city than the landlords do. Yet the latter receive immense sums for the increase of the value of the land, practically free of taxation."

Increased Assessment. "In five years the assessment of Toronto has jumped up from \$80,000,000 to \$201,000,000, which means a large increase in the cost of doing business throughout the city. The community has made this increase. It has also made it by making a few people immensely rich, and a change is absolutely necessary. Manufacturers are receiving better treatment in other localities in order to keep your service should be deprived of these electoral rights."

H. Millard, the minister of war, in an impassioned speech, and declared his entire agreement with such a measure. While he did not believe that many French youths would be found to shirk at the moment of dationism, I say, 'Dead today but alive tomorrow,' said Henri Bourassa, leader of the Nationalist movement in Canada, when seen by The World at the King Edward Hotel last night. He is to address the students of the University of Toronto at a dinner tonight.

Mr. Bourassa laughed at the idea of the Hochelaga election having a serious effect on the Nationalists. "The candidate was not a Nationalist, but a labor man, who adopted the Nationalist platform because he considered it would help his election," he said. "When you consider that he was opposed with the greatest opposition by both the Conservatives and Liberals, does it not seem wonderful that he polled more than two thousand votes?"

"No, Nationalism is not dead. It is stronger than ever. Not only is it growing in Quebec but it is spreading rapidly. Up to but recently the people of Ontario considered Nationalism a bad thing—something wicked. This was because the press had purposefully given a false view of what Nationalism is. The truth regarding Nationalism is now becoming known, and those who formerly opposed it are now in Quebec and Ontario, and Mr. Bourassa strongly opposed both the giving of a grant to Great Britain and the building of a Canadian navy. What Canada requires, he contends, is a strong coast defence force, which would be used solely for coast defence, should be undertaken by the Dominion."

An Insult, He Says. "If it was essential that Canada did something toward the British navy then Canada should have a voice in imperial affairs. Until such time as this was granted Canada's duty was to uphold and protect her navy. Britain was a rich nation and could well afford to build her own navy. The support of Canada to that navy would be but an insult."

Encourage Improvements. "We should encourage the people to improve their land, and discourage them from holding land in order to derive benefits from other people's enterprise. Such methods are not helping the country, and the only way to do this is to place a tax on vacant land."

The question council decided to submit to the people is: "Are you in favor of applying for legislation to assess buildings, business tax and incomes on a lower basis than land?"

The vote was: For—Aldermen J. H. Kennerly, G. A. Perry, George Gilchrist, Second vice-president—J. H. Kennerly, Third vice-president—R. J. Butler, Secretary—John Maghan, Treasurer—E. Demer, Sergeant-at-arms—Joseph Nunan, Press correspondent—G. B. MacCallister, Auditors—George Gibbard, H. A. Dickson.

At a special service held last evening in Bonar Presbyterian Church, Rev. Dr. J. Gray was consecrated for missionary service in Romania.

With the departure of Dr. Gray for his missionary field, the Sunday school of Bonar Presbyterian church will have the distinction of being the only Presbyterian Sunday school in Canada that supports a missionary in foreign lands.

At the farewell service addresses were given by Principal Gandler of Knox College, Rev. A. P. McKay, who performed the religious ceremonies, Dr. Gray, who arrived in the city yesterday morning from Montreal, is a graduate in arts, medicine and theology of Queen's University, Kingston.

Shortly after his marriage to a young lady from Hantsburg, who will take place on Thursday, Dec. 5, Dr. Gray will proceed, in company with his wife, to the place where he will labor among the heathen.

STREET RAILWAY MEN. Nominations For Officers Made at Labor Temple Last Night.

The following were the nominations for officers of the Street Railway Men's Union at their meeting in the Labor Temple yesterday.

President, H. C. Johnston, Joseph Scott, W. R. Stephens, vice-president, J. J. Rogie, A. J. Coombes; business agent, Joseph Gibbons (incl.); finance secretary, D. D. Robbins; secretary, executive board, Dundas bars, John Travers; Roncesvalles bars, A. Conn (incl.); Lansdowne bars, John Coles; R. B. Brown; T. Lester, Burlington; Kings east bars, John Wilson, H. Green, J. Scotty.

IN THE POLITICAL DRY DOCK.



Anti-Militarists Give France Alarm

Campaign of Socialists Denounced in Chamber of Deputies as Detestable Effort to Grippe Country.

PARIS, Dec. 2.—(Can. Press.)—The danger to the defence of the country caused by the activity of the anti-militarist propaganda was the subject of a lively debate in the chamber of deputies today. M. Bonnetou, referring to the fact that more than 30,000 citizens had either eluded military service or deserted, proposed a bill whereby all deserters or persons who mutilated themselves to avoid military service should be deprived of their electoral rights.

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NATIONALISM IS GROWING STEADILY

Henri Bourassa Says It is Spreading Rapidly in Ontario and is Far From Dead.

WASHINGTON, Dec. 2.—(Can. Press.)—The great Harriman merger, created when the Union Pacific Railroad Co. bought 46 per cent. of the stock of the Southern Pacific Railroad by the supreme court of the U. S., as a violation of the Sherman anti-trust law, has not been the only violation of the law for one road to be principal finding when he was a judge of the Utah circuit court, to the effect that the two roads were not competitors and therefore no violation of the law had resulted from the purchase, was reversed and annulled.

The circuit court of the District of Utah was directed to supervise the separation of the two roads after hearings, and in emergency to appoint a receiver to sell the stock of the old Central Pacific line from Ogden to San Francisco. The decision of the lower court that there was no violation of the law in the attempt to acquire the Northern Pacific stock and the stocks of the Atchison, Topeka & Santa Fe Railroad Co., was afterwards abandoned, and a certain interest in the San Pedro, Los Angeles & Pacific Railroad Co., was allowed to stand.

It is the general belief here that the decision of the court to annul the railroad situation in the country will be widespread, placing a powerful pressure in the hands of the attorney-general to prevent the consolidation of competing roads.

Department of justice officials, however, were not prepared to discuss tonight the full effect of the decision on other railroads.

Three Constables Alleged to Have Beaten a Boy While Placing Him Under Arrest.

That three constables had maltreated Gordon Hackett, aged 17, while arresting him, and that their treatment had been unnecessarily brutal, was the charge made in the police court yesterday by Mr. E. Lomas, manager of the Terrell Book Store, East King Street. After hearing the witness testify, Magistrate Denison and Crown Attorney Corley demanded an investigation.

The trouble occurred at Queen Street and Logan avenue on Saturday night. Constable Turner, who was in plain clothes, claimed that Hackett had used obscene language and resisted arrest. Constable Mackenzie bore out the story told by Turner.

Hackett repeatedly, the latter was handcuffed by a wooden leg. While waiting for the patrol the prisoner was greatly abused.

In court Hackett's face was battered, and it was also alleged that he was unconscious when taken from the patrol at Richmond Street. The case was adjourned until today. It is likely that the police commissioners will investigate.

FELL INTO A CELLAR. Mrs. Emily Barker, 747 Pope avenue, fell down the cellar of a new building on Richmond Street, just east of York on the north side, about 7.30 last night. She was taken to St. Michael's Hospital in the police ambulance, suffering from injuries to her head, back and chest. Mrs. Barker was passing along the street with her husband, and when they stopped to inspect the new premises she lost her balance and fell from a beam.

Work is to be rushed through the winter on the big new six-roomed school at Kew Beach on Williams Road. This was assured by the action of the board of education yesterday afternoon.

After some discussion it was decided that the committee report to the board of education be given on hand to award contracts for the new school, and masonry on the new school, the site for which has already been procured. The estimated cost of the masonry is \$31,970, and of the carpentry, \$18,540.

The decision on the part of the committee to rush the completion of the work is very timely, as the pupils of the district to be served by the new building are at present housed in portable structures in the school yards.

It was decided by the committee to appoint A. H. Gilley messenger for the board at a salary of \$800 per annum, his duties to commence on Jan. 1, 1913. Regarding the recommendation that lantern slides of medical inspection work be obtained at a cost not to exceed \$80, for educational purposes, the committee decided to order these immediately after the close of the current year.

Railway Merger is Annulled by Court

Supreme Court Decision of Far-Reach Importance, Prohibits Union Pacific From Controlling Roads

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PLANS OF LEASIDE HAVE BEEN FILED

C. N. R. Townsite Has Wide Boulevards, Diagonal Streets With Many Parks and Crescents.

GOOD TRANSPORTATION Toronto Railway May Be Extended in Order to Give Residents Quick Facilities, Says Mackenzie.

The plans of the Canadian Northern Railway Co.'s new subdivision at Leaside have been approved by the city surveyor, and are now registered with the city. They provide for an area of nearly two square miles, laid out for a model city capable of accommodating a population of 50,000 people.

Altho the matter has not been definitely decided, it is not probable that the land will be placed on the market before next spring. An official of the C. N. R. land department informed The World that the size of the lots and the way they would be laid out was not being decided upon until the city's approval of the street plans had been obtained. Now that the plans have been approved this has still to be done, and following the staking of the lots out will also have to be undertaken.

One of the most important questions to be met by the C. N. R. is the system of transportation. That Leaside is to be given a radial service, practically decided upon. Asked by The World in this regard just before he left for Ottawa, Sir William Mackenzie, president of the Canadian Northern Railway Co., said that it was altogether probable this would be provided by an extension thru to Leaside of the Toronto Street Railway.

One long boulevard, which bears no name upon the plans, and which runs from north and south a short distance from the west side of the subdivision, is 110 feet wide. This has been left exceptionally wide with a purpose in view, and is looked upon as a suitable route thru which to run the street cars. It is pointed out that the Metropolitan cars and the Toronto Street Railway cars will be brought to a connection at some point on this boulevard.

Provision is made in the plans for one of the 36 feet wide diagonal streets which Assessment Commissioner Forman laid out thru the country. The suggestion of the assessment department in the southeast corner of the subdivision, has been adopted. These are all 88 feet wide, and have been marked with stone monuments. The Leaside subdivision, past the Leaside power line, which is to belt the districts north of the city, will come down from Bayview avenue, past the Leaside subdivision, and will supply the model city with power and light.

In the laying out of the subdivision the Leaside power line has not been adopted, and a number of gently curving avenues and drives have been provided. The plan in this regard is the same as in the Northern Securities case, to buy the controlling stock of two competing companies.

As the Northern Securities plan failed nearly ten years ago, so the Harriman plan fell today.

Will Supervise Separation. The circuit court for the District of Utah was directed to supervise the separation of the two roads after hearings, and in emergency to appoint a receiver to sell the stock of the old Central Pacific line from Ogden to San Francisco. The decision of the lower court that there was no violation of the law in the attempt to acquire the Northern Pacific stock and the stocks of the Atchison, Topeka & Santa Fe Railroad Co., was afterwards abandoned, and a certain interest in the San Pedro, Los Angeles & Pacific Railroad Co., was allowed to stand.

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M'CARTHY'S MOTION IS REFERRED BACK

Council Would Prefer Traffic Commission Appointments Made By Council and Not Electors.

COULD GET GOOD MEN Legislation Committee Will Advise as to Advisability of Adopting Only One Clause.

That a better traffic commission could be appointed by council than elected by the people, is the opinion of the majority of council, relative to Controller McCarthy's motion, which reads:

"In the opinion of this council it is advisable to create for Toronto a railway traffic commission, to hold, construct, operate and manage the city's street railway and local transit lines, and to have the power to appoint and remove the members of the board, which shall consist of five members, one to be nominated and elected by council each year for a one year term, four to be elected by the electors qualified to vote in municipal elections, and one member elected annually afterwards for a four year term; that at the next municipal election the question of amending the present traffic commission be submitted to the electors; that, if approved by a majority of the electors, the present traffic commission be continued until the next session of the legislature for the necessary legislation creating such a commission."

On a vote of 18 to 5 it was decided to refer it back to the legislation committee for further consideration as to the advisability of making the committee directly responsible to the electors rather than to council. The city council could use its discretionary powers, and the general public to greater advantage than the electors who would be perforce to elect those who would be some of the public putting themselves up for election.

Where municipal ownership has been successful, declared the controller, speaking in its support, "it has happened concurrently with lengthening the term of office of council members, and the general public has been the case throughout all European countries, especially where the term of office of council members has been in existence, with the ultimate end