

pal treasury. In New Brunswick the spoil is divided with the provincial treasury.<sup>1</sup>

*Assessment.*—General Acts govern the assessment in counties and towns in each of the three provinces and special Acts the assessment in cities. The provincial Act of Nova Scotia declares all real and personal property and income (subject to certain exemptions) liable for taxation. The assessment law of Halifax omits income. A fixed poll tax of 60 cents in the country, \$2.00 in towns or \$5.00 in Halifax is also exacted. Exemptions are numerous and important. Among others may be mentioned the property of widows to the value of \$400, implements or tools of farmers, mechanics or fishermen to the value of \$200, the produce of the farm and of the sea; income up to \$400 in the country and \$600 in the towns. Ships are rated at half value. Funds in provincial debentures, the income from provincial or municipal debentures, the property of railways, and other property by special Act, are exempt.

The New Brunswick provincial Act requires one-sixth of the tax to be raised by a poll tax and the remainder to be levied equally on real and personal property and income. Fredericton until 1907 enjoyed the distinction of retaining a provision whereby income is rated at full value and real and personal property at one-fifth. The exemptions granted are similar to those of Nova Scotia. Corporations are assessed on their paid-up capital less their real estate.

In Prince Edward Island the confusion of provincial and local obligations has produced a distinct type of assessment. The absence of mines, forests and important industries leaves that pastoral island without the great sources of revenue of the

<sup>1</sup> Some of the differences between the license laws of New Brunswick and Nova Scotia may be traced back to their early history. The provincial license control in New Brunswick runs back to the first charter of St. John when the mayor, and the mayor only (a nominee of the Government), could grant a license. The restriction of this power to the nominee of the provincial Government continued down to 1833. At the same time the number was limited to 35. In Nova Scotia from the first, fees were by law expended on roads and bridges, with the exception that in Halifax not more than two-fifths might be expended on the police. In both provinces the justices of the peace in general (not special) sessions granted the licenses in early days. In 1873, possibly earlier, the Nova Scotia law required a recommendation from two-thirds of the ratepayers of the polling district, and the concurrence of two-thirds of the grand jury before the justices could, if they so decided, issue a license. New Brunswick in 1877 transferred the veto power to the ratepayers, and in 1896 placed the licensing in charge of a board of commissioners.