

enterprises having to keep their business offices at Rothesay for the purpose of avoiding the taxation of the city, we may be sure there is something seriously wrong and that capital will not be encouraged to come to a place which treats its residents in such a fashion. At present the tendency is to avoid St. John, and this will certainly continue to be the case until the system of taxation is changed. It will be difficult no doubt to devise a system which will lighten the burden of taxation, for St. John has now a large indebtedness, the interest of whom amounts to upwards of \$3.90 a head on every man, woman and child in the city. But the burthen might be adjusted in such a fashion as not to

strangle industries and prevent capital from being invested. That this is the effect of the existing system needs no demonstration.

In this article I have touched but lightly on the question under consideration, in the hope that what has been said will awaken those who are most interested in the subject, to a sense of the true position of St. John, which is certainly not enjoying that degree of growth and prosperity which seems to be its right. A consideration of this question and its proper solution will be far more beneficial to the city than too much devotion to politics which seem to lead to nothing except disappointment.

ONE WAY TO MAKE ST. JOHN GROW.

What will make St. John grow? That is the vital question for the people who live in the commercial metropolis of New Brunswick. If we accept the census returns as fact, and we have no means of contradicting them, St. John has not increased in population for thirty years. Cities and towns in all directions are growing, yet St. John stand stills. Why? That is a question upon which a variety of opinions exist. Since the days of wooden ship building St. John has been without a leading industry. In the old days everything depended on ships and lumber and every industry of this city traced its origin to one of these two industries which gave the greatest employment. Wooden ship building is now gone forever and the majority of the men who directed, or were employed in the building of ships have joined the silent majority. It will never return, as wooden ships are a thing of the past. Possibly as many men are employed in cutting lumber as ever for we have gradually developed that industry beyond its limits of thirty years ago. Still we export too much of our forest growth as

raw material—or only partly manufactured.

The reason St. John does not grow is that there is not enough manufacturing done in the city. It has always been a difficult task to obtain capital for manufacturing establishments because a few have been started that have failed to earn dividends and gone out of being. Nothing is said about the hundreds of thousands of dollars that have been sunk in unprofitable mines by those who sought to gain riches quickly and easily. If an investor loses his money in a gold mine he says nothing about it, but if he loses it in an effort to start a factory he lays the loss to every reason but the real cause. The failure of every industry in St. John that has passed out of existence can be directly traced to one cause—lack of working capital. If an industrial concern is to be made a success it must be its own banker—must have sufficient money to go into the market and purchase raw material at the right time and not be compelled to sacrifice the manufactured article to raise ready money for the pay roll. Many