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TAXING THE NATIONAL PORT. **S**OME cities appreciate a national port alongside them more than others. According to Mr. Ballantyne, Glasgow has given \$44,000,000 towards its harbour, Liverpool \$150,000,000, and is about to give \$10,000,000 more, Manchester \$85,000,000, Newcastle \$85,000,000, Bristol \$25,000,000, Antwerp \$45,000,000 and is ready to double it, Hamburg \$100,000,000, Rotterdam \$20,000,000, Montreal \$500,000 to build a revetment wall to save the city from floods, and has now supplemented this generous gift with a bill for taxes. What a howl would go up from the City Council, if the Dominion Government were to remove the national port from Montreal. The city may be strictly within its legal rights in taxing the property of the Harbour Commission, but no city has a right to all its rights, and this policy of taxing harbour improvements is short-sighted.

REMARKABLE CUSTOMS RULING. **T**HE ruling of the United States Customs Court that animals taken out of the country must pay duty on returning, may be good law, but it is not good sense. The regulation will be an unmitigated nuisance on the Canadian frontier. The American citizen who takes a drive into Canada, even if he returns within ten minutes, will have to pay \$30.00 duty on his horse, if it is worth \$150.00 or less, and 25 per cent. if it is worth more than \$150.00. Practically, it means that no American hack can bring a fare, and no American farmer can bring a load of produce, across the border. This is one of the follies of the United States, which Canada is not, however, bound to imitate, and, if the Americans can stand this kind of restriction, there need be no kick coming from us. That the United States Customs should exact reasonable proof that the horse going home at night is the same horse that crossed the frontier in the morning, is fair enough.

JAPANESE EMIGRATION. **T**HE Japanese Government is showing a conciliatory disposition, worthy of emulation, in dealing with the emigration question. It recognizes that there are two sides to the emigration question and the new Japanese-American treaty will not change the present restrictions on Japanese emigration to the United States, Hawaii and Canada. In this matter, the Japanese Government shows

more consideration for British, Canadian and American interests, than Great Britain, Canada, and the United States show for each other in the same connection. The attitude of Canada towards the Hindu soldiers of the Queen was anything but Imperial, and might have tended, perhaps did tend, to injure seriously British prestige in India.

VANCOUVER STRIKE.

THREE or four thousand union men in Vancouver are actively engaged in what they euphemistically call "cessation from labour." They are not "on strike." Oh, dear no—that would be illegal. They have not collectively gone on strike, they have just individually stayed at home; and the effect upon the building operations of Vancouver is very much the same. They are practically all carpenters; the bricklayers have refused to join them in their holiday, and even the street railway men and teamsters have not ceased to labour. If the carpenters are not on strike, of course, it is difficult to see how the other men can declare a sympathetic strike. The street railway men by a vote of ten to one voted against joining the strike (that is to say, the "cessation from labour") chiefly because they have just made an agreement for three years with the British Columbia Electric Railway, which is satisfactory to them. There would be no finality about such agreements, if men having no grievances of their own could repudiate them at any moment out of sympathy for men employed in some other business. Why on earth should any workman deliberately injure his employer, who is treating him well, simply because some other man is not satisfied with his employer? What encouragement would employers have under such a system to treat their men well?

TREATIES AFFECTING THE DOMINIONS.

THE Imperial Conference, last Friday, discussed a motion made by Premier Fisher, of Australia: "that it was advisable in the interest of the United Kingdom and the Dominions, that the efforts in favour of British manufactured goods and shipping be supported as far as practicable." Mr. Pearce pointed out that the principal difficulty was with regard to certain treaties, in the main with small countries, and if the Dominions desired to assist British shipping, it could only be done by the British Government denouncing such treaty provi-