

THE CHARLOTTETOWN GUARDIAN

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MORE FACTS

In defence of the Bell Government's extraordinary conduct in the now notorious auto marker persecution case, the Patriot tries to shift the blame onto the farmer's own shoulders because, it alleges, he was in trouble with the mail courier who refused to deliver his mail. This might have proved extenuating circumstances in favour of the government were it not for the fact, so we are informed, that the farmer, expecting his markers, had sent several times to the Post Office for his mail only to be disappointed. From the correspondence it was evident the farmer expected delivery for he expressed the hope that he would get his markers in time to attend the obsequies of the Bell Government. So that even the additional "facts" produced by the Patriot fail to "whitewash" the Bell Government.

LOSING TIME

The federal government has so far not been fortunate in its efforts at providing jobs for discharging demobilized and discharging well known competent men to make room for them. One instance has already been referred to, namely the unwarranted and unjustifiable dismissal of Captain John N. McDonald, Inspector of Dredges. No charge had been preferred against him; an investigation was denied him and the only reason given in the House of Commons for his dismissal was that it was "in the public interest," which being interpreted, means that it was in the interest of some heeler who wanted the job and in the interests of the Prince Edward Island representatives who to secure votes had promised jobs to all equippers. The outcome, however, was that the "public" who wanted the job, could not qualify and it was given to an outsider and the province has lost the position.

Another instance is the Dredge No. 9, now lying idle in the harbor undergoing repairs because of an accident. The Captain of the dredge, Captain Cosgrove, one of the most competent men in the service, was dismissed, in the spring to make room for a friend of the government. The latter may or may not be equal to the job but in any case an accident which dumped the crane and scoop into the harbor occurred and as a result the dredge is idle and being repaired at a cost of probably some thousands of dollars. This at a time when every day counts and the needed dredging must wait.

Accidents may occur under the best of management but little good comes from discharging competent men to make room for party friends.

THE CATTLE EMBARGO

Canadian stock breeders are naturally interested in the prospect of the removal of the British embargo on Canadian cattle. It is now generally expected that, as both the House of Commons and the House of Lords approved by resolution the removal of the embargo, the necessary legislation will be passed as soon as the House can come to it. The only concern now is whether this legislation can be effected in time to be of any benefit to Canadian stockmen this fall.

Many in Canada are of the opinion that the finishing of cattle in Canada and shipping the beef chilled to Great Britain would be a more profitable business. There is much in the argument. Freight rates are necessarily high from Western Canada across the Atlantic and there is always much pro-

fit from the feeding and slaughtering of cattle at home. The Western farmers, as a class, says an exchange, do not seem to believe that chilled beef business will pay them as well as exporting cattle on the hoof, fattening them in Britain, and getting so much per pound for the whole weight, horns, hoof and tail included. Yet the matter ought not to be allowed to drop there. The Dominion agricultural department ought to have a special study made of chilled beef export business.

Some months ago a trial shipment of cattle was made from the West to Glasgow, and it was found that the cost of transportation was just about equal to the price received per animal. The cost was far more than any business man would deem practical. Rates have come down since then, both on railways and on the ocean, but they are, even yet, almost prohibitive. The best that could be obtained out of this exporting would be a narrow margin of profit on a precarious basis. If at even one central point in Western Canada a huge abattoir was established for chilling export beef for shipping in dead parts, would go a long way toward establishing a profit on the acceptable sections. New Zealand has built up a great trade in chilled meat by the use of closely-studied marketing methods, and, 9,000 miles nearer Britain, Western Canada ought to be able to do the same. It may be objected that by killing cattle in England, after a fattening process, a much more ready sale is obtained for the unwanted sections. The shanks, neck, head, and offal have a monetary value that would not exist in the cattle-raising country. But the freight on these is just as heavy as on the quarters, shoulder or loin, and it is a question for experts whether the extra returns would exceed the extra cost. As long as the West has no big chilling establishment, and there is no steady and adequate chilled meat transportation service, the farmers there cannot be blamed for staking heavily on a live cattle market in Britain.

The cattle-raising industry is one of the big ones in the West, and is complementary to the grain growing business. It is permanent. It would pay this country to proceed on scientific lines to ascertain exactly what success might be expected of a complete chilled meat transportation system, and to cultivate in the big British market such a demand for our meat as exists for Canadian cheese, butter and bacon. The railways would undoubtedly co-operate. The way things are, we may be disappointed with the actual results obtainable from live cattle export.

NOVEL BUT PRACTICAL

In Great Britain yesterday, says the Victoria, B. C. Times, two men started upon a walking tour under the auspices of the Canadian Pacific Railway in order to meet the people of the country-side and commercial centres and answer all questions that intending emigrants might care to put to them. If the idea is novel it is intensely practical and if the men are fully qualified for their task and confine their answers to cold facts their mission should be more valuable than tons of literature that often inclines to the picturesque and obscures the truth. There is nothing like personal contact in matters of this kind. It saves a great deal of time and the inquirer can pump himself dry about every thing that he considers has the least relation to the new life he is about to adopt. But the official

who undertakes to provide answers should take pains to be at most brutally frank. The man who hears that his life for a year or two is going to be a hard grind against big odds and then sets his teeth and prepares for conquest is the sort of settler this country needs. He can be accommodated by the hundreds of thousands.

The Public Forum

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions expressed by its correspondents.

Fire Escapes

Sir,—Since the fire I have heard considerable talk re the fire, and fire escapes. I wish to say there was one on this building by a door on the south side, and a drop of about four feet on to the Spa roof, then down the back and by ladder to the yard. Some people have a lot to say about the property. One would think they covet it.

How many tenement houses or hotels in the city are there, where lots of people sleep, and not a word ever said about fire escapes? There are other means of boycotting going on about this property that you may hear of later. At the city hall suggested or ordered a certain style of fire escapes I don't think I would fail to comply with their wishes. I am, Sir, etc. R. K. BRACE.

Laudation From A Visitor

Sir,—I recently returned to New York from a tour of the Maritime Provinces, which included a few days visit (my first) to Prince Edward Island, appropriately named the Garden of the Gulf, and I hope that you will favor me with enough of your valuable space to tell the readers of the Guardian what an outlandish thinks of the place and the people. Of course, I have not seen everything, but I do believe that nowhere else on this continent can one find anything like Prince Edward Island. The red roads, fields of white daisies and crimson devil's hogwash (or is it paint brush?), and the grazing sheep and cattle, combine to make a colorful and alluring picture of charming pastoral scenery as one could wish for. And the hospitality of the people matches it in intensity.

At Halifax, I made the acquaintance of a traveling man from Boston, who happened to be a member of one of my fraternities. He had been making four trips a year for about fifteen years, through New Brunswick and Nova Scotia, but had never been over to Prince Edward Island. I told him that that was my objective point, since it was described to me by an official of the Canadian National Railways at Montreal in June of last year had created a desire to see the place that could only be satisfied by the reality. He said that if it was as appealing as all that he ought also to see it, so he came over with me and stayed from Friday night until Monday morning instead of from Friday night to Saturday noon as I had originally planned. My stay will be longer next summer, you may be sure. We met kindness and courtesy on every hand. Mr. Brown, the general manager of the Victoria Hotel, learning that it was our first visit, took us up to the roof of the hotel Saturday morning and gave us a view of the surrounding country that was admirable indeed. The view was as satisfying to the eye as the meals in his dining room were satisfying to the senses that make it worth while having a palate and a stomach.

The supreme surprise was afforded by Charlottetown, my dear. My Boston friend and myself had made the acquaintance of another first-time visitor, a lad from Fredericton, N.B., and on Dominion Day as we were walking out to the Exposition Grounds to witness the athletic games a man came along in an automobile with a fine sheep dog riding on the running board. He waved to us as if asking whether we were bound for the track. We indicated that we were. Then he invited us to jump aboard, which we did. When we were comfortably seated he introduced himself as the Mayor of the city and told us that he was to be one of the judges of the event. When we recovered our breaths from this unexpected treatment by such a dignitary, we told him who we were and he found time miraculously, it seemed to me—before we arrived at the grounds, to jot down our names and home towns on a slip of paper. Arrived at the athletic grand stand, across the track and into the inner field and there presented us in the most cordially hospitable manner to the other gentlemen who were acting as commissioners and judges of the contests! We stayed until the end and had the pleasure of seeing some fine new records established by your remarkable local athletic talent. A fine lot of boys, indeed, some of whom are destined to shed lustre on Charlottetown's escutcheon.

After the games His Worship drove us about the town and took us to see the fine specimens of plant life in the experimental

farm. Then he drove us to the Victoria. At parting he expressed regret that he was not free to devote any more time to us during our short stay in Charlottetown, and his words are still filling my ears and amazing my senses. The Garden of the Gulf is truly a wonderful spot. Charlottetown is a lovely and hospitable town. His Worship, Mayor Jenkins, is a prince. What a tremendous thing it would be if every town and city in the world were so worthily officered! I am, Sir, etc. J. S. ANDERSON, Room 2061, 165 Broadway, New York, July 27, 1922.

Notes By The Way

The income tax as a means of raising revenue for the state has grown venerable with age in England. It dates as far back as the struggle with Napoleon and was first introduced by Pitt as a war measure. After Waterloo it was discontinued until it was revived by Sir Robert Peel in 1842 as a mere temporary expedient. Gladstone in 1874 and other Chancellors talked of repealing it, but none of them succeeded in doing so.

As in the Mother Country, so in the Dominion, but more than a century later, the income tax was introduced during the late war as another source of much needed revenue. Prince Edward Island under Liberal rule, had adopted the income tax over twenty years ago and if we mistake not was the first among the provinces to make this form of taxation a source of provincial revenue. Some Canadian cities among them Saint John, New Brunswick had before imposed a tax on incomes for civic purposes. It will be seen from this, that it would be quite possible, however undesirable for a city, a province and the Dominion each to levy a tax upon the same income of an individual.

The taxing powers of the Federal and Provincial Parliaments are clearly set forth in the British North America Act 1867. Section 91, of that Act, tersely specifies the Federal power as "The Raising of Money by any Mode or System of Taxation," while the Provincial power is expressed in the words, "Direct Taxation with the exception of Income Tax." It seems not to have been intended that the same method should be adopted by both the Federal and Provincial authorities as has been done. The general idea in the minds of the framers of our Constitutional Act seems to have been that Federal taxation should be, at least mainly indirect, while Provincial taxation is strictly limited to the direct method.

In theory the income tax should be a very fair form of taxation but in practice it is difficult to discover what a man's income really is, so that he pays more or less in proportion to his honesty. Its enforcement calls for inquisitorial methods. Canada only resorted to it in a great emergency as Great Britain did, but both have found and are still finding it difficult to get rid of a form of taxation once imposed. The example of Prince Edward Island in imposing an income tax has not been followed or approved by other Provinces. The same is true of our Provincial poll-tax, the principle of which is directly opposite to that underlying the tax on income.

The income tax has been productive of revenue in Great Britain for generations past, but has not been successful in the United States except for short terms and in emergencies caused by war. It was first imposed in 1861, during the War of Secession and was repealed in 1870. An income tax was again imposed in 1894 as a feature of the tariff act of that year, but was declared to be unconstitutional by the Supreme Court of the United States. Since the Republic entered the late war an income tax has been again imposed and has yielded a very large revenue, but it has little prospect of the permanence which this form of taxation has gained in Great Britain.

Just why in this Province the Liberal party first adopted a Provincial poll-tax, these being based upon the opposite principles, and neither of these measures finding favor in the other Provinces of Canada, is something that calls for explanation. The poll tax is manifestly unequal and unjust in that it compels the poor man to pay as much as the rich. And the doubled income taxes imposed by the Federal and Provincial authorities constitute an anomaly, that should not be permitted to continue. Present conditions of taxation as imposed by the two authorities are chaotic

rather than orderly and systematic. They call for simplification. Common sense would seem to dictate that Dominion and Provincial tax gatherers should not operate in the same fields. When they do so it tends to confusion and perplexity in the minds of tax-payers, and it is often a matter of inconvenience and hardship when both authorities are collecting at the same time, as happens frequently. The more our present complex systems of taxation are considered the more obvious it becomes that either one or other of these authorities should abandon the income tax field, which the Federal authority, being dominant and hard pressed for revenue, seems unlikely to do for a long time in the future.

Others' View Points

THE LANGUAGE OF DIPLOMACY (Montreal Gazette.) The language of diplomacy is likely to be in future the English language. This is not by any means a reflection on the French tongue. When French became the language of the Royal Courts and chancelleries of Europe there was no British Empire and the English language had not spread over the face of the globe. The United States then, too, was not a powerful economic factor in the world, as it is today. It will be recalled that France's close ally, Belgium, where French has been the language of the Court since the days of the ruling French-speaking counts, is no longer of the same mind with her, but has shown a desire to make English the official tongue of the nation, which, after all, is but a sign of the times.

Daily Selections for Guardian Readers

From the W. S. Louson collection

TREES

No tree in all the grove but has its charms. Though each its hue peculiar; paler some, And of wannish grey; the willow such, And poplar, that with silver lines his leaf, And ash far stretching his umbrageous arm Of deeper green the elm; and deeper still, Lord of the woods, the long surviving oak, Some glossy leaved and shining in the sun, The maple, and the beech of oily nuts Profuse, and the lime of dewy eve Diffusing odours, not unnoted pass The sycamore, capricious in attire Now green, now tawny and ere autumn yet Have changed the woods in scarlet honors bright.

COWPER

WHAT'S LAVENDER FOR?

"Rosemary's for remembrance," Lavender is sweeter. Lavender's for every chance Fate gives me to meet her Lavender's for quiet walks Sunday afternoons Coming home to homely talks over clinking spoons, Lavender's for eager hands, touched and snatched apart, For a look that understands, for a quickened heart, Lavender's for springs to come, rides across broad hills, For a white October moon in a wind that chills, Lavender's for luscious hours watching day's last gleams Fade on water, fade on flowers. —F. C. L. R. in New York Evening Sun.

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