

Ottawa Glimpses

BY H. F. GADSBY

Ottawa, July 6.—Those members of Parliament who would conscript wealth as well as flesh and blood are coming round to the opinion that the first body of wealth which should feel the levy is that of the profiteers—particularly that of the profiteers who engaged in the manufacture of munitions and reaped the benefit of abnormal prices at the start.

It has been frequently stated that the war has left Canada a billion and a half dollars worth of orders up to date. These orders have made a comparatively few men and corporations enormously rich. So far Finance Minister White's special taxes have taken about twelve million dollars out of them and will probably take that much more—in round numbers twenty-five million dollars. If these men had carried on their business in England they would have contributed to the Imperial treasury out of their swollen gains, perhaps some seven hundred and fifty million dollars. Seven hundred and fifty millions applied to Canada's national debt, which grows at an alarming pace on account of the war, would reduce it to tolerable figures. The country, though hard pressed by the additional taxes, would not stagger under the post-bellum burdens as it threatens to do now.

Our national debt is now one billion dollars. According to the best authorities we may have to raise six hundred million dollars before the war is ended. This makes a total debt of one billion six hundred million dollars for a population of eight millions, a per capita debt of two hundred dollars for every man, woman and child in Canada. For the average family of five it amounts to one thousand dollars for the family.

In the three years Canada has raised by way of revenue \$525,222,877, which is only eleven million dollars more than our current expenditures for the same period. This revenue, which is much above the average, includes the war taxes which are paid most of it by way of the customs tariff.

Since the beginning of the war Canada has borrowed from England \$200,000,000, from the United States \$145,000,000, and from her own people \$355,000,000. An aggregate sum of \$700,000,000.

It looks like something more than a mere coincidence that our borrowings on account of the war which amount to \$700,000,000 should correspond so closely to the fifty per cent of the profits which many fair-minded men say the profiteers ought to pay—namely \$750,000,000. It looks as if Providence had an eye on our national mathematics and was pointing the way how to make the war pay its own cost and thus leave Canada with a more reasonable national debt—say \$300,000,000. Even at that the people will have to be heavily taxed to meet the fixed charges, the public services and the pension bill.

One hundred thousand conscripted men will cost just as much per year as one hundred thousand voluntary recruits—namely \$100,000,000 a year. Each soldier costs in round figures \$1,000 a year and the price is not going down. In this connection it occurs to many persons that it would be a sweet and becoming thing on the part of the profiteers to have in hand seven hundred and fifty million dollars which might have been handed over to the state, if they would pay out of their own pockets for the new levy of one hundred thousand men who are to help defeat

the Germans and make the profiteers' wealth secure. It has not been suggested in so many words but the thought dwells in many minds.

The other day Mr. Middleboro, the chief Conservative whip, gave a list of some twenty-two companies which had paid in war taxes \$5,268,811, during the year 1915. This amount represents the twenty-five per cent tax paid on any profits they made over a legitimate peace profit of seven per cent. Multiply \$5,268,811 by four and you get what they should have made—namely \$21,075,244. Multiply the same amount by three and you get what they kept for themselves after paying the pitance to the state—namely \$15,806,433.

And these figures represent only twenty-two companies. Of course there are hundreds of others. It is apparent that the money-power of the country is not being conscripted to nearly the same degree as the man power.

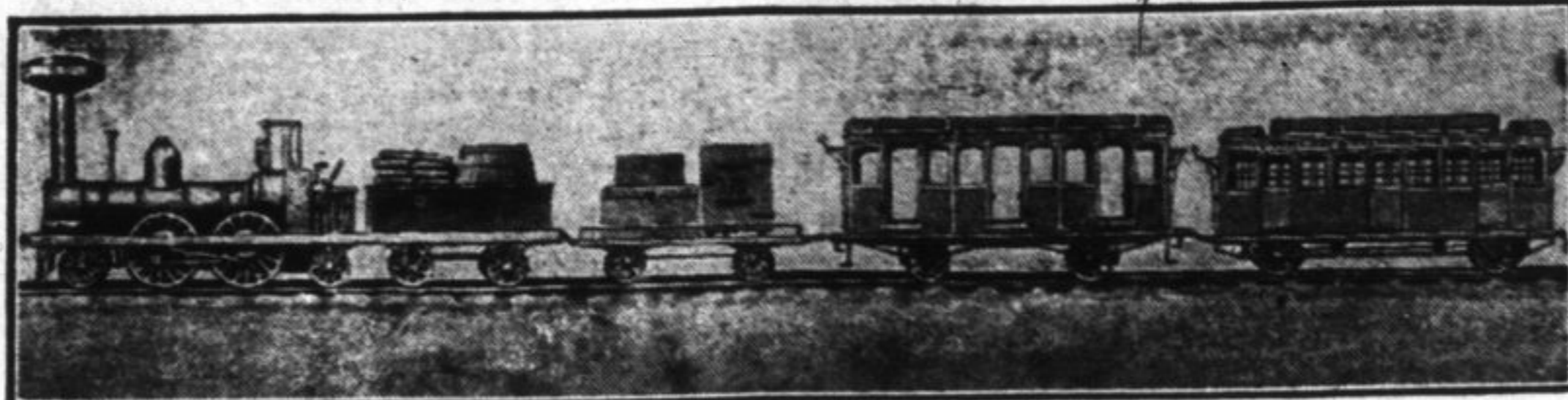
Looking over Mr. Middleboro's list one observes that the William Davies Company, one of Sir Joseph Flavelle's numerous activities, paid in 1915 an excess profits tax of \$199,623, which means that the William Davies Company made in one year \$438,492 more than it should. When one considers Sir Joseph's protean disguises as a food exploiter, the many packing companies in which he is interested here and in the United States and in England, one begins to understand the cause of the high cost of living. One also begins to understand how Sir Joseph can scourge the other profiteers for making hogs of themselves when he is making so much money on his own account.

Another company which made considerable hay while the sun was shining in 1915 is the Imperial Oil Company. In fact the Imperial Oil Company is at the very top of Mr. Middleboro's list. Like Abu Ben Adhem its name heads all the rest. The Imperial Oil Company is the name of the Standard Oil Company—John Rockefeller—takes to do business in Canada. In 1915 the Imperial Oil Company paid an excess profits tax of \$734,045. This means that the Imperial Oil Company made almost three million dollars more than a legitimate profit of which it kept two million three hundred thousand dollars. Every farmer's coal oil lamp, every motor truck, every automobile pair cees to John D. Rockefeller. There is nothing like making the old man happy. He needs the money for his philanthropies.

The Imperial Oil Company's representative in Ontario is the Hon. W. J. Hanna who was but lately appointed food controller. Mr. Hanna is working without salary and it therefore behoves us not to look a gift horse in the mouth. But the question naturally arises what is Mr. Hanna's personal attitude toward the people who in 1915 were squeezed of an extra three million dollars by the company he represents. One hopes that Mr. Hanna's efforts for the public good will not have a kerosene flavor. Mr. Hanna is said to be working for the good of the cause, a more plentiful supply of limelight for himself than he has lately enjoyed and—a knighthood.

—H. F. GADSBY

Pioneer Railway Made Confederation Possible



By Walter Thornton.

Any extended reference to the Confederation Anniversary and to the development of the Dominion of Canada during the past half century would be incomplete without some allusion to the part played by the Grand Trunk Railway in the up-building of the Dominion. It was one of the Fathers of Confederation, Sir George Etienne Cartier, who presented to the Canadian Legislature the act to incorporate the Company. Cartier regarded with pride the fact that he had taken a prominent part in establishing the railway. "I had charge of the Act which creates the Grand Trunk," he declared in Parliament, "and I am prouder of that than any other action of my life," adding that the line was "the greatest benefit that had ever been conferred upon the country."

The building of the Grand Trunk, linking the widely separated centres of population and activity, was in one of the great forward steps of the pre-Confederation period. It has been justly said that the Union of British North America would have been a farce if it had been brought about before the successful operation of the railroads had been demonstrated. It was clearly realized also that unless Canada could combine with her inland water navigation plans a railroad system her great territories must forever remain unproductive.

Investors in England supplied the large amount of capital necessary for the construction of this pioneer railroad, and it may not be amiss to quote the following from the Royal Commission report recently issued:—"The Grand Trunk came

into existence almost entirely as the result of the investment of private capital. It is comparable in this respect with the private railway companies of England and United States." Unexpected difficulties were encountered from the inception of the Grand Trunk scheme; traffic did not develop to the extent anticipated, the most acute commercial crisis through which Canada had ever passed came along when the railroad was just throwing open its lines to traffic, while the Civil War in the United States caused the road heavy losses. In spite of these and other difficulties the Grand Trunk steadily persevered in the task it has undertaken, year by year extending its lines, developing its facilities and improving its service. The benefits which have followed as the result of the creation of the Grand Trunk Railway stand out very clearly when the history of the first half century of the Dominion's progress is examined. No single force, it has been declared, more powerfully contributed to the growth of Canada along rational lines. The immigration movement which has peopled the territories of the Dominion was gradually by the Grand Trunk which brought the North-west from Quebec, Montreal and Portland. In order to make immigration to Canada as attractive as possible arrangements were made in 1857 for the giant steamship "Great Eastern" to sail to Portland in connection with the through booking arrangements of the railway. The building of the road stimulated trade of all descriptions, large expenditure of capital

being made and thousands of men employed. New towns were established where hitherto there had been only forests of oak and hardwood. In the matter of the defence of Canada the Grand Trunk also proved of great value. It is of interest to recall, in view of the demands placed upon the transportation companies by the war, that the Grand Trunk in the year before Confederation was transporting rapidly and safely the troops necessary to meet and overcome the Fenian invaders. Every man on the system was enrolled for service, and the readiness with which the invasion was dealt with was a very great measure due to the existence of the railway as a means of communication. The people of Canada were unanimous in testifying to the military value of the line. "The Grand Trunk Railway," said one of these public tributes, "has been of the utmost service in this emergency, and the promptitude and efficiency with which that service was performed, deserves great credit. The iron horses were ready at all hours, and whenever let loose thundered away with the long train of cars, filled with troops, in whatever direction they were required."

To-day, after more than sixty years of public service, the Grand Trunk faces the future with every confidence in its ability to render the service which the growing needs of the country will demand as Canada takes her place among the mighty nations of the earth. Railway progress is well illustrated by the accompanying pictures, showing the first railway train in Canada in 1826, contrasted with "The International Limited" of to-day.



The Man on Watch

Well the Glorious Twelfth is at hand and the champagne waltzers if the Orange boys have lost any of their cunning with the life and the drum.

When the Lampanian is arrested on a charge of being drunk he is going to make his accusers prove conclusively that he was intoxicated. No guessing will do.

An uptown resident remarked to the Lampanian that if his neighbor's hens root up his vegetable garden there will be no police court case unless the owner of the deceased hens brings it.

Wolfe Island had better look out or it will dance itself to death in a warm weather. If the island lads cannot play baseball or hockey they certainly can dance.

Here are a few questions for the curious: Who is the only party that can pay its light bill three months after it is due? What church has already laid in its coal supply for next winter and what church forgot for two years to pay its coalman?

Editor Daley of the Kingston Bulletin is surprised at Rockwood hospital authorities accepting seized whiskey. The Lampanian isn't. Who is there who would turn down a gift

of free booze in these famias times? Anyway a Government will take everything it can get its hands on.

According to the papers, Kingston leads the Dominion in tax collecting. Everybody pays. Many years ago some aldermen made themselves exempt as they regarded themselves, like the Hun Kaiser, divinely appointed, and simply would not pay.

For the forty-seventh time the Lampanian urges men who will fill up with whiskey to lie down on their beds and keep off the public highways. Drunks are quite safe in the home, which, by the way, hides a good many toppers.

An invention has been announced of a device which enables a user of a party telephone line to identify any other subscriber who may be listening to his conversation. This will be good news to many Kingston people bothered by listeners, who are as bad as "Jack the Peepers."

The Utilities Commission has about as high a regard for the City Council as the City Council has for the Utilities Commission. The latter thinks the Council is old-fashioned and negligent while the Council thinks the Commission requires to be peeted and put up with.

The Yankee girls are going to get hit hard. Uncle Sam has decided to put a tax on face powder. As the Canadian tax has not decreased the

tinging of the face by Kingston ladies, Uncle Sam's levy will hardly cause the young girls and likewise the old girls to the south of us to be sparing of the powder tin.

The Lampanian is of the opinion that the country's lawmakers at Ottawa are doing right in jamming through the conscription bill without asking the people for their opinion. He has no doubt whatever that the bill would be defeated on a referendum. Eliminating the province of Quebec, the rest of Canada would defeat the bill. Ontario would vote against conscription and the loyal old city of Kingston would give an adverse vote, despite the burrahs given at a picnic last Monday. This may be surprising news to some people, but it is correct. The ballot is still a curious thing.

Sometimes it is necessary to pass legislation that the people do not want, for the people and their Parliament will never agree. For instance a few years ago the people of Ontario voted decisively against banishing the bar. A year ago the Ontario Government decided to abolish liquor was sold—and the people are now satisfied. Six years ago the people voted against reciprocity with the United States, and here recently the powers that be at Ottawa put reciprocity partially into effect. When conscription comes along no doubt the people will also be satisfied. The people think they are the rulers, but they are not.

—THE TOWN WATCHMAN.

BICYCLING IN KINGSTON

FIRST WHEEL PASSED THROUGH CITY THIRTY-SIX YEARS AGO

One of the Biggest Meets of the Canadian Wheelman's Association Was Held in This City Twenty-five Years Ago—Some of the Old-time Riders.

Bicycle riding was a very popular sport in Kingston twenty-five years ago. On July 1st, twenty-five years ago, the Canadian Wheelman's Association, which was a live organization at that time, held its annual meeting in this city. The event was attended by six hundred wheelmen, from various points in Ontario, while the city had 6,000 visitors to enjoy the sport. A big parade was the finest in the history of Canadian cycling.

It may not be generally known, but in 1881 the first bicycle passed through Kingston. The rider and bicycle attracted much attention. In the write-up in the Whig, the event is referred to as "a nine days' wonder."

The novelty of owning and riding the first bicycle in Kingston fell to the lot of a man named Bailey, who was employed as a teller in the Bank of British North America. He rode an American Sanspareil, which weighed between fifty and sixty pounds, straight spokes, straight handles and small hard tire. Shortly after Mr. Bailey, W. C. Carruthers, "Harry" Richardson, D. F. Armstrong and John Tweddell purchased wheels.

In 1882 the Kingston Bicycle Club was formed at the City Hotel, under the direction of Dr. Doolittle of Toronto, "the second oldest rider in Canada." There were eight members: R. Wilson, George Smith, Jack Tweddell, D. F. Armstrong, N. Coy, W. Carruthers, Henry Richardson and W. Newman. The officers were: Hon. President, John Carruthers; Captain and Secretary-treasurer, D. F. Armstrong; lieutenant and bugler, John Tweddell. The first races were held the same year by the club in the City Park, and resulted in W. Skinner winning the two-mile gold medal and George Smith the one-mile event. J. Minnes was very successful, and the club's fastest rider, defeating several Toronto cracks, and winning the Carruthers gold medal twice in succession, which made it his private property. Later on S. McRide and J. McKay were the club's fastest men. There were some very fast men in the club. E. O. Sitter held the record to Odessa and back, twenty-five miles. Andrew McMahon was another fast rider. "Bert" Robertson also showed great speed, while Hugh Nickle was one of the youngest and best all-round riders of the club.

Kingston at this time had one of the fastest tracks in Canada.

U.S. TAXES BIG INCOMES

ALSO PROFITS, TABACCO, TEA, COFFEE, SUGAR, ETC.

Fermented Liquors and Soft Drinks Both Have to Help Pay the Nation's War Debt.

Washington, July 5.—War wealth, incomes, drinks and "smokes" will pay the bulk of the first great war tax. Of the \$1,670,000,000 to be raised under the revenue bill drawn by the Senate Finance Committee and reported \$1,277,800,000 will be derived as follows: From incomes taxes (incomes as low as \$1,000 for single persons and \$2,000 for married, and sugar, \$532,700,000; from excess profits, \$523,000,000; from distilled and rectified spirits, \$111,000,000; from fermented liquors and wines, \$44,500,000; from soft drinks, \$10,000,000; and from tobacco products, excepting the poor man's stogie, \$56,600,000.

This schedule of taxes represents authors of the bill insist, a heavier burden on the rich and a lesser weight upon the poor than the committee originally contemplated.

It will cost more to buy sporting goods; more to own a machine; the girls will suffer from a tax on cosmetics and perfumes; patent medicines will cost more, and cameras, too.

But the tax that will hit the average household will be that on tea, coffee, cocoa and sugar. Some of these levies are: Coffee, 2 cents per pound; tea, 5 cents per pound; crude cocoa, 3 cents per pound; sugar, 1/2 cent per pound; saccharine, \$2.50 per pound; glucose, 1/4 cent a pound; grape sugar, molasses and can syrup, from 1 to 2 cents a gallon.

Extra theatre taxes, amounting to one cent for each ten cents' worth of tickets are imposed except in the case of movies, where there is no levy except on shows costing over 25 cents.

Beer is hit \$1.25 per thirty-one gallon barrel, in addition to its present tax, and still wines are taxed double their present figure. Sixty wines must pay an additional tax of \$1.10 per proof gallon on the grape brandy or wine spirits used in fortifying them.

Syrups and extracts used in soft drinks and soda will be taxed on a scale ranging from three cents a gallon for those selling at no more than \$1 a gallon to twelve cents a gallon for those selling above \$4 a gallon. A tax of one cent a gallon is imposed on all unfertilized grape juice, ginger ale, pop and kindred thirst quenchers.

It will cost one cent to reach 25 cents or less paid in ship packages by express or parcel post. Second-class postal rates are increased one-quarter cent a pound, and net incomes of all newspapers are taxed five per cent, when exceeding \$4,000.

Public Library Bulletin

- July List of Juvenile Books—Juvenile Cards, 25c. Two College Feet—A. B. Crown. Scott Burton, Forester—E. G. Cheynev. Struggling Upward—S. Dewing. Faddy Leverage—M. J. Thompson. Spirit of the Buster—Z. Gray. Oliver Hastings, V.C.—Eccot Lynn. Nobody's Boy—H. Matot. From Tenderfoot to Scout—A. C. Ruddy. When Sarah Saved the Day—E. Singsmaster. When Sarah Went to School—E. Singsmaster. Happy Story of a Boy—W. F. McCaleb. V. C. Heroes of the War—G. A. Leask. Fairy Tales Mother Told—E. M. Tapscott. Wiltshire Babes—J. A. Schwartz. Masters of Space—W. K. Towlers. Joan and Juanita—C. Bayler. Modern Yarns—H. H. Boyesen. Stories to Tell the Littlest Ones—S. C. Bryant.

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THE ECONOMICAL SCOT.

Mr. McFarlane (who has automatically stopped the express by pulling the communication cord, to excited guard): "Ah've drapt my sandwich way yonder."—Passing Show, London.

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