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DAILY EDITION.

WEDNESDAY, AUG. 30

AN OUTRAGE AGAINST GOOD CITIZENSHIP

Two important bylaws are to be submitted to a vote on Saturday. One is to bind the city to a ten years' assessment agreement with the Grand Trunk Pacific.

The object of the other is to place in the hands of the present city council a sum of \$550,000 of public money for the vague purpose of building a hydro-electric system by dubs and drabs and petty disbursements.

The city council have so arranged the conditions of the vote as to disfranchise a large number of property owners.

They have so arranged it that a large number of lawful and registered property owners will be refused votes, while a number of persons who do not own a cent's worth of property in the city will be given votes.

This outrage against the citizens, repellant alike to justice and the intent of the law, is being secured by keeping the Court of Revision open until after Saturday's vote is taken.

One of the objects of a Court of Revision is to ensure that lawful property owners only secure the right to vote. Clause 76 of the Municipal Clauses Act provides for the assessment roll to be revised up to within five days of a vote on a money bylaw, so as to ensure that only lawful owners of real estate will be entitled to vote.

On June 5th a Court of Revision was opened in Prince Rupert to revise the assessment roll. Those revisions have all been entered. But instead of closing the Court when their labors ended, the Court of Revision, composed of the Mayor, Alderman Hilditch, Alderman Clayton, Alderman Smith and Alderman Kirkpatrick, adjourned until September 5th.

Then the city council fixed September 2nd as the day for taking the vote. As a consequence of keeping the Court of Revision open until after the vote is taken, **every citizen of Prince Rupert who has purchased property since December 1910 is disfranchised, and all those persons who have sold their property since December 1910, though they have not a cent of interest in the city are to be given votes instead.**

Upon this false and iniquitous vote the city council hopes to pass the G. T. P. agreement and secure \$550,000 to spend in entrenching themselves in power. By this false and iniquitous vote they hope to force upon the disfranchised property owners, money bylaws which the disfranchised ones will be called upon to pay.

In the case of a piece of property purchased in January 1911 by one citizen, where the transfer was duly registered, and where the lawful owner's name appears on the City Hall register and on the new assessment records as the owner, the vote for it is given to a man who is not a citizen of Prince Rupert, is not a British subject, and who has not owned any property in the city since September 1910.

There are hundreds of property owners in Prince Rupert in the same plight, most of whom will not discover the trick played upon them until they ask for their votes on Saturday.

The action of the council in disfranchising hundreds of property owners, and awarding their votes to people who have no property interest in the city makes it imperative that both bylaws be voted down on Saturday by every bona-fide property owner in the city whom it has been impossible to deprive of their votes.

It will be in the interests of economy as well as of fair play, for all decent citizens to unite to stamp out this attempt to establish ring-rule by means of a manipulated voters' list.

Why I Will Vote Against G.T.P. Assessment Bylaw

By
A PROPERTY OWNER

"Being a property holder in Prince Rupert and representing outside capital invested here, I have both a direct and an indirect interest in the G. T. P. assessment agreement, and believe that a few words of comment upon the same would be timely.

"**Clause 1.**—Objection may be taken to Clause 1, upon the ground that some of the property set out is property which according to the sale maps appear to be vacant spaces, and upon that understanding, people purchased adjoining lots and gave competition prices therefor. Now the Development Company intends to convey the land to the city in fee. This is in effect selling this land twice, and if the legal aspect of the matter were gone into, I should think it most likely that the company could be restrained from such an action. In any event, the Development Company should know that certain of these vacant pieces of land adjoining property which has been sold has been paid for by the people. If these vacant places are to be alienated to the city, which I think quite proper, it should be for park purposes only.

"**Clause 4a.**—"Why should the city not have the privilege of assigning or subletting this property for limited periods for athletic purposes and other kindred recreations without being under the necessity of referring to the Development Company and to the Province for their consent. Surely the city is a responsible trustee for the public and sufficiently rational to be entrusted with the management of this land within the sphere of park and public purposes.

"**Clause 4c.**—Here again the restriction appears to be too great. If the city wished to start a wild animal garden and to fence off portions of land for that purpose, and to build animal sheds and pens, consent would have to be obtained. Is not this an awkward and unnecessary provision? Further, there is no provision to the effect that such consent shall not be arbitrarily withheld. No more petty hold-up tactics have ever been practised than when the President of the Grand Trunk Pacific Railway Company wired (as I am informed) to the last council to the effect that unless the council desisted from attempting to float debentures in London, England, that he would see to it that the disagreement in regard to the assessment between the railway company and the city

was well advertised in London financial papers. Companies do not fail to take advantage of every opportunity, the letter of the law and technical limitations included, when their ends are served thereby, and there is no reason why the citizens of Prince Rupert should think that the Grand Trunk Pacific Railway Company is an exception.

"**Clause 5.**—"Why should a cemetery site, of all places, not be granted in fee simple for cemetery purposes?

"**Clause 7.**—This clause means nothing. The railway company is not bound to do anything by this section at all. It is a well known aspect of human nature that engineers do as their masters tell them, and if the railway company does not wish to grant any easement at all, all it has to do is to instruct its engineers accordingly and there is an end to the matter. The powers of expropriation are statutory and unaffected by this section, which is merely an imaginable gratuity, so much tinsel held up by the railway company to the electors of Prince Rupert.

"**Clause 8.**—"This clause means nothing. The most self evident of all axioms is that the completion of a task may be further removed in point of time from its commencement than the end of eternity. The railway company has to commence these works and it may be any one of them (for there is nothing requiring the railway company to work at the various buildings concurrently) within three months, and end them when it likes or never. 'With all reasonable dispatch' is beautifully indefinite and depends for its meaning upon the point of view taken; for the company it will mean when needed, for would it not be unreasonable for the company to expend money on buildings for which it would have no use, thereby being out the interest on the money, also the expense of upkeep and loss by deterioration. Truly it would be unreasonable for the company to be guilty of any such thriftless improvidence. Further, if the company is prepared to commence these buildings, etc., within three months, where are the plans, specifications, etc., and why cannot

a minimum cost be inserted? I have no recollection of ever reading a more indefinite and futile agreement, and I have no faith that the railway company will go out of its way to do anything that is not 'so nominated in the bond'. Its solicitude for Prince Rupert as distinguished from its own advantage will be nil. Self interest is the creed of corporations and they have neither soul or honor for the citizens of Prince Rupert to bank on.

"**Clause 9.**—"The same criticism applies to this section only the railway company reveals a little more of its plans. Everyone expects the railway through in about two years, hence it will be necessary to have this hotel to take care of the traffic. If it were not so, the railway company would never build it. The City of Prince Rupert is just as sure of an hotel if no such clause were inserted. The railway company does not state a minimum cost or give any other information about it. This clause is merely so much word padding to make the citizens feel less keenly the fall from an annual taxation of about \$100,000 to \$15,000.

"**Clause 10.**—"Why this section is inserted here, I know not, other than as an item of news. The agreement between the Dominion Government and the railway company stands upon its own foundation and will have to be carried out by the railway company regardless of this agreement, hence inasmuch as the railway company is bound to build this dry dock anyway, there is no consideration for a reduction in taxation and this section has no right to be here at all.

"**Clause 11.**—If sections 7, 8, 9 and 10 are worthless, this clause, I believe, is dangerous. The railway company is to pay \$15,000 per annum 'in respect of all its property, real or personal, within the city limits.' What property does this include? Probably both the railway company and the city council would say the present land held by the railway company and the buildings hereafter to be erected thereon. That may be what the city council meant, but I do not think that is the reading of the section. What is to prevent the Development Company from transferring all its property to the Railway Company immediately after this agreement is ratified, yet under this clause it appears

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