

make no headway until it is made worth the farmers' while to produce and furnish more of better stock; and

"Whereas the farmers are, on account of the unsatisfactory market, going out of the meat-producing business, and will not again take it up until the market is placed upon a stable basis; and, further, that under the present system of exporting there is always a danger of the markets of the world being closed to us, which would result in ruin to many; and,

"Whereas, on account of the danger of encouraging monopolies, the farmers cannot be satisfied with anything short of a meat-curing and chilling process inaugurated by the Dominion Government and operated in such a way that will guarantee to the producers the value of the animals they produce.

"Therefore, be it resolved that the Government be urgently requested to erect the necessary works and operate a modern and up-to-date method of exporting our meat animals.

"We suggest that a system owned and operated by the Government as a public utility or a system of co-operation by the producers through the Government, in which the Government would supply the funds necessary to first install the system, and provide for the gradual repayment of these funds and interest by a charge on the product passing through the system, would give the relief needed, and make Canada one of the most prosperous meat-producing countries in the world."

HUDSON'S BAY RAILWAY.

"Whereas, the necessity of the Hudson's Bay Railway, as the natural and most economic outlet for placing the products of the Western prairies on the European markets, has been emphasized by the Western people for the past generation; and whereas the Dominion Government has recognized the need and importance of the Hudson's Bay Railway, and has pledged itself to its immediate construction, and has provided the necessary funds entirely from the sale of Western lands; and whereas the chief benefit to be derived from the Hudson's Bay Railway will be a reduction of freight rates in Western Canada, due to actual competition, which could be secured only through Government ownership and operation of the Hudson's Bay Railway; and whereas anything short of absolute Government ownership and operation of the Hudson's Bay Railway will defeat the purpose for which the road was advocated, and without which it would be in the interests of Western Canada that the building of the road should be deferred; therefore, be it resolved that it is the opinion of this convention that the Hudson's Bay Railway and all terminal facilities connected therewith should be constructed, owned and operated in perpetuity by the Dominion Government, under an independent commission."

CO-OPERATION.

"Resolved, that, in the opinion of this convention, it is desirable that cheap and efficient machinery for the incorporation of co-operative societies should be provided by Federal legislation during the present session of Parliament."

BANKING.

"Whereas it is generally believed that the Bank Act, forming, as it does, the charter of all Canadian banks for a ten-year term, by its present phrasing prevents any amendment involving curtailment of their powers enjoyed by virtue of the provisions of such charter, be it resolved: That this Ottawa convention of delegates desire that the new Bank Act be so worded as to permit the Act to be amended at any time and in any particular."

RAILWAY ACT AMENDMENTS.

In the memorial presented in respect to suggested railway amendments, particular reference is made to the following parts of the Railway Act which are considered oppressive and detrimental to the farmers' interests:

- (1) The liability of the railways in respect to fences and cattle guards.
- (2) For stock injured on the lines.
- (3) The adjustment of freight rates, and amendments to sections of the Act which have reference thereto.

It is also declared that the time has come when the practice of watering stock must cease. Under this practice, railway tariffs are raised to a level that will give a profit on fictitious capital. The resolution requests:

- (1) That the principle of fixing the tariffs in accordance with the competition of other roads, or the density of traffic, or volume of business handled, be disallowed.
- (2) That a true physical valuation be taken of all railways operating in Canada, this valuation to be used as a basis of fixing the rates, and the information to be available to the public.
- (3) That the board of railway commissioners be given complete jurisdiction in these matters, as well as in all matters of dispute between the railways and the people, and to enable them to do this that the law be more clearly defined.

THE TARIFF RESOLUTION.

In view of the favorable approaches already made through President Taft and the American Government, looking towards more friendly relations between Canada and the United States, this memorial takes form as follows:

That we strongly urge:

1. Reciprocal free trade between the United States and Canada in all horticultural, agricultural and animal products, spraying materials, fertilizers, fuel, illuminating and lubricating oils, cement, fish, and lumber.
2. Reciprocal free trade between the two countries in all agricultural implements, machinery, vehicles and parts thereof.
3. An immediate lowering of the duties on all British imports to one-half the rates charged under the general tariff, whatever these may be. That any trade advantages given the United States in reciprocal trade relations be extended to Great Britain.
4. Such further reduction of the remaining preferential tariff as will insure the establishment of complete free trade between the Dominion and the Mother country within ten years.
5. That the farmers of this country are willing to face direct taxation in such form as may be advisable to make up the revenue lost under new tariff relations.

Believing that the greatest misfortune which can befall any country is to have its people huddled together in great centers of population, and that the present customs tariff has the tendency to encourage that condition; and realizing, also, that, in view of the constant movement of our people away from the farm, the greatest problem that presents itself to our Canadian people to-day is the problem of retaining people on the soil, we come doubly assured of the justice of our petition.

The memorials supporting this resolution were presented by J. W. Scallion, organizer of the first Grain-growers' Association in Manitoba; E. C. Drury, B. S. A., Secretary of the Canadian Council of Agriculture; Thos. B. McMillan, of Seaford, Ont.; Col. Fraser, of Burford, Ont.; W. B. Fawcett, of Sackville, N. B.; Jas. E. Johnson, President Ontario Fruit-growers' Association; S.

C. Parker, Secretary of the Nova Scotia Fruit-growers' Association; Robert Sellar, of Huntingdon, Que., and R. M. McKenzie, Secretary of the Manitoba Grain-growers' Association, after which Sir Wilfrid Laurier replied to the deputation.

SIR WILFRID'S REPLY.

In his opening remarks, the Premier rather missed fire by intimating that the delegation was impregnated with the Western spirit, implying that the Easterners had rather fallen in line with their Western brethren, who had led them on further than they would otherwise have gone. It was the opinion of many present that Sir Wilfrid had failed to grasp the significance of the situation. His reply, of course, was non-committal. However, it is action that is expected, and if this is forthcoming, well and good. If not, then there will be a bigger demonstration next year. To the matter of Government ownership of terminal elevators, he promised to give due attention. It had been recognized that the farmers of the West had a grievance. His colleague, Sir Richard Cartwright, had been dealing with this matter, and had a bill already prepared for submission to and conference with representatives of the Grain-growers' Associations. He suggested, however, that the problem was even deeper than control of the elevators at Fort William and Port Arthur. Something must be done which will insure against manipulation of the grades at subsequent transshipping points, such as Buffalo, Port Colborne and Montreal. The problem will be solved if we can so improve the facilities for carriage of grain on the St. Lawrence route that it will not be possible to divert it to American channels. We can improve the St. Lawrence, and we can provide, also, a through route via the Ottawa, which is the shortest of all routes between East and West.

Upon the tariff, Sir Wilfrid stated he and his Cabinet were at one with the delegation so far as improving commercial relations with the United States was concerned. The British preference was already a part of the Government's policy. Nothing should in any way interfere with that. The Government would give due consideration to the representations regarding Government operation of the Hudson's Bay Railway. They were prepared to go on with the railway this minute.

Sale Postponed.

The sale of John I. Balsdon, Markham, Ont., which has been advertised in our previous issues to take place December 15th, has been postponed, on account of a very severe storm, and will be held on December 29th, regardless of the weather. The sale will be held under cover if the day is not the best. For particulars, see advertisement elsewhere in this issue. Rates on all railroads.

"The Farmer's Advocate" learns that another splendid seven-day butter record has just been made by Pontiac Clothilde De Kol 2nd, owned by Stevens Bros., Liverpool, N. Y., viz.: 28.376 pounds, under the Advanced Registry. The trial is being continued, and may yet surpass that amount for seven days, and be also run into a 30-day record. She was a Michigan-bred cow, born December 26th, 1903; sire, Pontiac Korn-dyke; dam, Pontiac Clothilde De Kol 2064.

At the Ontario Winter Fair, Guelph, in the ring for three Cotswold wethers under one year, first prize was won by E. Brien & Sons, Ridgetown, instead of John Sockett, as appeared in our issue of December 15th.



Executive Canadian Council of Agriculture.

Including, by courtesy, representatives of several other organizations. In the center of the second row are D. W. McCuaig, President, and E. C. Drury, Secretary of the Council.