

of the district of Foxwarren, here assembled, do heartily endorse the action of the executive of the M. G. G. A. in their demand for reciprocity with the United States in natural products and all farm implements; also government ownership of the terminal elevators in the Dominion of Canada, to be operated and controlled by an independent commission, and also to establish a cold storage system." This most enjoyable and instructive evening closed with the singing of the National anthem.

GLENDORA APPOINTS ONE

Glendora branch held a special meeting on Nov. 18, to decide as to sending a delegate to Ottawa. Our president, A. M. Wilson, was proposed as delegate, but owing to ill health in his family had to refuse. Then T. L. Laurence, of Glendora, was proposed and accepted. We had a very pleasant evening, starting with some music and songs; then the business in connection with the M. G. G. A., then more music, etc., ending at about 10 p.m. Had a fairly large gathering, the ladies and young folks of the district being well represented. Our next regular meeting on Dec. 2 will be held on the same lines.

WILLIAM M. WEBB.

Glendora, Man.

Sec.-Treas.

ORGANIZE NEW BRANCH

Yours received stating Mr. J. S. Wood would be at Granville on Nov. 29th to address a meeting on behalf of Manitoba Grain Growers' Association. We have arranged to hold the meeting at 2.30 p.m. on arrival of train from Rosic. We have also arranged for a meeting at night at the Albert school where another branch is going to be started and hope this will suit Mr. Wood.

JAMES MCGREGOR.

Carman.

CLANWILLIAM MEETS

At our meeting on Nov. 1, we appointed three delegates to attend the meeting in Minnedosa of the County Association of Grain Growers on the 18th of November to discuss the advisability of sending one or more delegates to Ottawa at the coming session of parliament re the tariff and other important affairs. The meeting expressed itself as being strongly in favor of a reduction in the tariff especially on agricultural implements and machinery, and reciprocity with the United States in farm products; also in favor of the terminal elevators being owned and operated by the government and the Hudson's Bay railway on the same principles. We also thought the establishment of a chilled meat industry would be of great benefit to the country.

E. E. BAILEY, Sec.

Clanwilliam.

WASKADA SENDS TWO

At the close of the meeting here addressed by R. J. Avison, of Gilbert Plains, it was moved and seconded that we send two delegates to Ottawa on December 16. Our next meeting is called for 16th of this month and a part of the business will be the appointing of the delegates.

F. H. GRIFFITH.

Waskada.

Sec'y.

GOODLANDS ON DECK

On Nov. 11 the Goodlands branch of the Grain Growers' Association held a meeting at which Mr. Avison was present and addressed us on the need of government owned terminals elevators, the Hudson's Bay railroad and tariff reform. Mr. Avison in the course of his remarks showed to the satisfaction of those present that there were many advantages to be gained to the farmers of the West by getting the Dominion government to pass legislation along those lines. He also impressed the necessity of having a good strong delegation go to Ottawa to have the government take up those questions. Before the meeting adjourned it was decided to send at least one delegate from this branch. Fourteen members were enrolled for 1911. At the close of the meeting a hearty vote of thanks was tendered Mr. Avison.

T. S. PERRIN, Sec.

Goodlands.

Mr. Roosevelt seems to be shocked over the \$25,000 salary taken by Judge Harmon as receiver of a railroad, but he thinks nothing of having blocked the processes of law so that Paul Morton was enabled to jump from the Roosevelt cabinet into an \$80,000 salary with his heartiest commendations.

The Alberta L.I.D. Convention

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The following resolution was then unanimously adopted:—

"Resolved that the provincial government be asked to pass legislation to admit of the province being divided into areas of about nine townships and provision made for the residents of those areas to be organized as municipalities or local improvement districts as the majority wished.

Next Convention at Calgary

A resolution was presented from local improvement district No. 12-A-5, requesting that the next convention be held in Calgary and this was unanimously adopted.

On motion of L. I. D. No. 12-2-4, it was moved, "That the department of public works get out a stock sheet so that at the end of each year all implements belonging to districts can be entered thereon, where such implements are at close of season and in what condition they are. Such sheet to be in keeping of each secretary-treasurer and a duplicate copy to be sent to the department with the annual returns of the district. On motion of L. I. D. No. 12-2-4, it was moved, "That taxes on lots in any subdivision be raised to \$1.00 per lot instead of 25 cents per lot as at present."

The Gopher Pest

A large amount of discussion ensued on the gopher pest. Some of the delegates were in favor of the government placing a bounty on gophers, others were in favor of the districts appropriating money for the purchase of poison and the holding of field days, while another plan was suggested that a tax should be put on unoccupied lands sufficient to cover the cost of a man putting out poison on this land. A fourth plan was to inject some disease into the gophers so that they can exterminate themselves. The resolution requesting the government to place a bounty on gophers was then defeated by a large majority.

Surtax on Speculators' Land

A resolution to place a surtax of one and one-quarter cents per acre on all lands owned by speculators was defeated.

On re-assembling on Wednesday afternoon, a resolution from L. I. D. No. 25-R-4, allowing councillors to work out their taxes, was defeated.

The matter of the rate of taxation for the districts was then taken up and on a vote being taken it was decided to recommend that the minimum rate of taxation should be three cents per acre and the maximum rate to be ten cents per acre.

A discussion ensued on the matter of the survey of new roads and it was decided to recommend that all the facts possible be considered by a surveyor before making a proposed survey and that the government request their surveyors to confer with a committee of the council before making the survey if possible.

More Surveyors Wanted

L. I. D. No. 18-W-4 introduced the following resolution which secured the unanimous endorsement of the convention.

"Whereas during the last six years since the present local improvement districts were organized, councils have been making requests for deviations from the road allowances; and have been securing agreements from the owners of the land for the purchase of the amount of land for these deviations, sending such agreements to the department of public works, with the recommendation that the agreement should be completed and the necessary survey made by the department; and

"Whereas the same answer has been received in almost every case from the department to the effect that the matter will be attended to the first time the government engineer is in the district; and

"Whereas in many cases this work has been delayed for several years owing to the fact that the engineer did not visit the district;

"Be it therefore resolved that the minister of public works be informed of this delay, and that he be requested to remedy same either by the appointment of more engineers or surveyors or by seeing that the present work now waiting on the files is completed, as such delay is causing great inconvenience to all the districts affected."

Co-operation Wanted

L. I. D. No. 18-W-4, also introduced another resolution which received the

unanimous endorsement of the council, as follows:—

"That the department of public works be requested to instruct all department road inspectors to confer with the councils of local improvements districts when government work is being laid out, as the present plan is not conducive to systematic or harmonious work between the department and the local improvement district councils."

Spend More Money on Roads

L. I. D. No. 30-T-4 introduced a strong resolution, which was ably supported by Mr. H. Greenfield in a powerful speech. He pointed out the need of more money being spent on the roads and stated that the policy of the government in the past had seemed to be to decide upon everything else first and if any money was left then the roads got the balance. This resolution was then unanimously adopted asking that the \$390,000 received from the federal government in lieu of lands be used in building rural roads in Alberta.

Amendments to the Act

Several suggestions were made for amendments to the Local Improvement Act, among them being a recommendation that as there is some doubt as to the present meaning of the ordinance giving councils power to collect arrears of taxes, that the ordinance be amended so as to include both current taxes and arrears of taxes.

A further resolution was adopted recommending that any person over eighteen years of age holding land in any local improvement district be qualified to vote. Also that all taxes owing to a district must be paid before any ratepayer can vote no matter in which division the land is situated.

Several proposed amendments dealing with the taxation of dogs, raising the rate of pay received by councillors; changed the date on which the ten per cent. penalty for non payment of taxes and allowing councillors to expend a certain sum for emergency work all met a short and summary fate, being rejected by the members.

A suggestion was presented that owners of land adjacent to road allowances should be compelled to cut down the noxious weeds growing on the road in front of his farm. This did not meet with the favor of the delegates and the resolution was voted down. The same fate was meted out to a resolution suggesting that councillors should have control of the division road south and east of the township.

The Referendum

L. I. D. No. 2-Z-4 introduced a resolution which to a slight extent introduced the referendum into the districts and it was passed by a large majority, as follows:

"Resolved that no survey for a new road in a local improvement district be made without the council has just investigated the matter and in the event of a difference of opinion between the council and the surveyor as to where the road should be located that the matter be referred to the ratepayers of the division in which the road is located and that the decision of a two-thirds majority of the ratepayers of the division for or against a surveyed road be passed by the council and government and carried into effect. Where a petition signed by a majority of the ratepayers of a district for the cancellation of an old surveyed road and the survey of a new road that has been passed by the council, that the surveyor be shown over the ground by a councillor of the district and a ratepayer who has signed such a petition.

Amendments to the Railway Act

Mr. Bower, president of the U. F. A., introduced several subjects which were of interest to the farming district as a whole and asked the convention to consider same, the result being that the following resolutions were unanimously adopted:

"Resolved that we the convention of local improvement districts of the province of Alberta protest to the Dominion government against the continuation on the statutes of Canada of subsection One of section 294 of the Railway Act.

"Further we ask that an amendment be made to the act making plain the liability of the railway companies for loss of stock killed or injured on the tracks where such stock has gained access to the tracks by reason of defective guards or fences.

"Further that stock being found anywhere on the track other than on the point of intersection with the highway

be taken as prima facie evidence of defective guards or fences unless the railway company can prove that such stock has gained access through private gates or crossings carelessly left open by the owner of the stock or property or their agents.

Minimum Rates on Cars

"Whereas there is an attempt being made by interested parties to raise the minimum weight of loads for cars, and whereas this would have the effect of injuring the business of the smaller dealers thereby taking them out of the field of competition giving the large dealers and wholesalers a more complete monopoly.

"Be it resolved that we request the railway commission not to grant the application for a higher minimum weight of car loads.

Franking Privileges

"Whereas the telephone lines of the province belong to the people of the province,

"Therefore be it resolved that we memorialize the provincial government that they do not grant franking privileges over these lines to anyone."

Railway Rates

"Whereas hitherto it has been taken as an accepted principle by the railways and allowed by the Railway commission that density of traffic and the competition of other roads be taken into consideration when framing their freight and passenger rates making discriminatory rates in favor of localities where such conditions exist thus putting the newer provinces and districts at a disadvantage and retarding their development.

"We submit that if it is wrong to grant rebates and special rates to large and wealthy shippers it is equally wrong to discriminate against the newer and less densely populated districts, where competition does not exist more especially because of the fact that greater concessions are given for the building of railways in newer districts.

"Therefore be it resolved that we apply to the railway commission and protest against a continuation of this discrimination and ask that the mileage rate be made equal over every point of any railway company's lines."

At the request of some of the delegates it was decided that as these four resolutions could not be called in a strict sense as work coming under the jurisdiction of the local improvement districts association that it should be known that they were introduced at the request of the U. F. A. to assist them in some of the problems they were now taking up, and as these questions were of great moment to the farmers of the country.

Mr. A. Miller, inspector of local improvement districts, was then called upon for an address.

Mr. J. Smith, president of the Saskatchewan local improvement district association then addressed the convention.

At a meeting of the board of directors held at the close of the annual convention Mr. J. McNicol of Blackfield, was re-appointed secretary-treasurer for the ensuing year and Messrs. Mason, Greenfield, McNicol, Fream, and Moorehouse were appointed on the executive committee.

The financial statement showed receipts of \$380 and expenditure of \$333.94 leaving a balance of \$44.06 in the treasury.

VALUABLE FLAX SHIPMENT

Fort William, Ont., Nov. 21.—The most valuable shipment of grain ever carried across the great lakes was taken from Fort William yesterday. The steamer Ireland, one of the big American freighters, cleared from this port with a cargo of 241,000 bushels of flax, valued at \$383,240. The steamer Weeks also cleared yesterday for Buffalo with a cargo of 238,000 bushels of flax, valued at \$375,950. There has been a big demand for Canadian flax this season and the movement has been heavy, especially during the last ten days.

AEROPLANE RECORD

Philadelphia, Nov. 23.—J. Armstrong Drexel broke all aeroplane altitude records here to-day when he climbed above this city until his Blériot monoplane was unable to make further progress in the rarified air. The ink in the needle of his barograph ran out at 9,970 feet, which was accepted as a new world's record tonight by Clifford B. Harmon, chairman of the national associated aere clubs.