

had information satisfying them that it were absolutely necessary for them to carry on business. Mr. Cabana discussed the financial statement of the express companies and wanted to know whether rent, taxes and other charges were included. He favored a temporary arrangement on a percentage basis.

Other witnesses included Senator Beaubien, for the Frontenac brewery, Mr. G. E. McIntosh (of Ottawa), for the fruit business, Mr. Masson, a New Brunswick berry producer, and Mr. W. Northey, who spoke on horse transportation. The case was taken for deliberation by the Commissioners.

City Delivery

In regard to the application of the city of Montreal that the express companies should be required to collect and deliver parcels within the limits of the city free of charge, Mr. W. H. Butler appeared for the city and brought several witnesses from such points as Cote des Neiges and other parts in annexed municipalities, who complained of the effect of special delivery charges.

On behalf of the express companies Mr. Phippen explained the system which was followed in regard to free delivery, known as the "Block" system, and although no decision was come to by the board he practically acquiesced in the arrangement that free collection and delivery would be made to such areas within the annexed cities as could show a minimum population of one hundred households.

ONTARIO MOTOR TAX INCREASED

With the twofold object of discouraging the use of excessively heavy motor trucks and of increasing the revenue on motor vehicles, the Ontario license fees on motor trucks have been increased for the next year, according to an announcement recently of Mr. W. A. McLean, deputy minister of highways. On all but what is commonly known as the one-ton truck the license fee has been practically doubled. At the same time the fee for dealers' markers has been increased. From the combined increase in revenue from these two sources it is expected the income of the motor vehicles branch this year will be swelled by \$100,000.

The adjustment in the scale of fees of motor trucks is on the basis of weight of the vehicle and its carrying capacity, which is estimated at the weight of the truck. On one-ton trucks and under the fee will remain as at present, \$10. The scale provides that on trucks over two tons and under eight tons, the charge will be \$5 a ton; on trucks over eight tons and not exceeding ten tons, the charge will be \$7.50 a ton; on trucks over ten tons, the charge will be \$10 a ton.

HAMILTON TO ASK VOTE OF \$2,500,000

A decision was reached at a special meeting of the Hamilton Board of Control that a deputation should wait on the Dominion government at an early date and have it include in its estimates for the year public works for Hamilton calling for an expenditure of about \$2,500,000. Those who were appointed members of the deputation are: Controller Jutten, Controller Halcrow, T. J. Stewart, M.P., Industrial Commissioner C. W. Kirkpatrick, A. C. Garden, president of the board of trade, and Capt. George J. Guy, chairman of the harbor commission.

The government will be urged to commence work on the harbor development scheme, which will require about \$1,500,000 to carry out. The scheme embraces the purchase of the Stipe's farm and converting it into a large basin and channel where steamers will be enabled to turn around without backing out into the bay from their slips.

Other works which the government will be asked to start include extensions to the new post-office, amounting to \$500,000; the building of a new branch post-office on Barton Street, \$75,000; the construction of a grain elevator, and the question of having Hamilton made a point of call when the new aerial postal service across Canada is established.

LIBERALS WILL ADVOCATE LOWER TARIFF

Proposals Drawn up at Eastern Ontario Conference—
Example Drawn from Great Britain

Delegates from throughout eastern Ontario met at a Liberal Convention in Ottawa on January 13th and 14th and passed a series of nine resolutions. Among these was one dealing with the tariff question.

The tariff resolution, which is the most extensive of all the motions, recapitulates the stand of Liberals on the tariff since the resolution of the national convention of 1893, outlines the reductions, and the articles placed on the free list from 1896 till 1911, sets forth Liberal resolutions since that date, and reiterates tariff reform demands moved in the house and incorporated Sir Wilfrid Laurier's manifesto of 1917.

Tariff Resolution

The resolution continues, "the tariff increases of 7½ per cent. and 5 per cent. should be immediately repealed but that there should also be an immediate downward revision of the tariff in accordance with the omnibus resolution moved by the Liberal opposition in the house of commons on May 22, 1917, in these terms:

"(1) That wheat, wheat flour, and all other products of wheat be placed upon the free list.

"(2) That farm implements and machinery, farm tractors, mining, flour and sawmill machinery, and repairs for same, rough and partly dressed lumber, illuminating, lubricating and fuel oils, cement, and fertilizers, be added to the free list.

"(3) That staple food and food products (other than wheat flour), domestic animals and food, therefore, be admitted into Canada free of duty when coming from and being the product of any country admitting like Canadian articles into such country free of duty.

"(4) That substantial reductions be made in the general tariff on all articles imported into Canada, excepting luxuries.

"(5) That the British preference be increased to 50 per cent. of the general tariff."

On the question of industrial reconstruction the Eastern Ontario Liberal Association stands for the introduction into the government of industry of the principle of representation whereby the interests of labor and of the community may be considered in industrial control. "To democratize the government of industry," says the resolution, dealing with this subject, "is the task ahead."

Free Trade Theory Still Intact

Sir Wilfrid Laurier, in addressing the convention on January 14th, said that the liberal policy of commercial freedom, which had enabled Britain to come so triumphantly through the war from an economic point of view, had received such sanction that the people were anxious once again to show their adhesion to it. Only on account of this policy of commercial freedom had Britain been able to go throughout the whole emergency on a gold basis, and without making any recourse to paper currency, as nations had been wont to do in other great wars, and this even though she had been obliged to spend thirty million dollars every day in the year and finance some of her Dominions and many of her allies.

Sir Wilfrid then referred to the proposals in Great Britain for abandoning to some extent the traditional attitude of Great Britain in favor of free trade. Whatever was done remained for Great Britain to decide, but Liberals had remained faithful in Canada to their declaration in 1893 against protection, and in power they had worked for a tariff for revenue only. He reviewed the preference given to Great Britain and referred to Conservative opposition to it. He brought up again the reciprocity election of 1911, and said that the Conservatives had been driven to do piecemeal what the Liberal government had arranged to do as a matter of policy. Their cry of "no truck or trade with the Yankees" had been simply stupid, in that it refused to trade on good conditions with the wealthiest nation on earth.