that could have been moved in one load 25 years ago; and there has been no increase in the number of hands required for the moving.

The volume of railway business in this country has increased by leaps and bounds of late years. In 1901 there were carried on Canadian railways (see Year Book, page 376) 18,385,722 passengers, as against 6,943,671 in 1881. Here was an increase of nearly 165 per cent. in passenger traffic in 20 years. The number of tons of freight increased in the same time from 12,065,323 to 36,999,371, or an increase of 206.5 per cent.

Surely, with this increase in business, accompanied as it has been by the increase (owing to improved appliances) in the amount of labor performed by the average railway employe, there should be a sweeping reduction in railway rates?

The sweeping reduction has taken place in the United States. Rates there, as already stated, are much lower than here for years. In the United States freight rates have been steadily declining. The average cost per bushel for hauling wheat from Chicago to New York by the all-rail route in '68 was 42 1-2 cents; in '98 it was 11 1-2 cents—a little over one-quarter the charge imposed 30 years before. (See Statistical Abstract of the United States, page 339.)

The figures which follow are taken from the Year Book of the United States Department of Agriculture for 1901, pages 788-91.

The rate on live cattle from Chicago to New York was 55c per cwt. in '80; in 1901 the average was 28c. On hogs the rate has been reduced in the same time from 43 to 30c; on sheep from 65 to 30c; on dressed beef from 88 to 43c; while on horses the rate has remained stationary at 60c per cwt. The average rate per ton on all kinds of freight, on all railways in the United States, has been reduced from nearly 1 1-2c in 1875 to less than three-fourths of a cent in 1901—cut in two. The average passenger rate in the same time has been reduced by nearly a third of a cent per mile, and now stands at 2c, on the average, for all passenger traffic in the United States.

How have the reductions in the United States been secured? By the People's Party, the Grange, and other farm organizations, acting through a Railway Commission.

The Farmers' Association proposes, by like means, to accomplish like results in this country. Does the Association derive the support and encouragement of all farmers in taking this position?

Then there is the question of railway taxation, too. That question is dealt with in this resolution.

Owing to the present condition of our assessment laws, agriculture has been made to bear an unequal burden of taxation. We therefore declare that our laws should be so amended that the property of railroads and other public service corporations should be assessed for the same proportion of value as the property of private property-owners, and taxation thus placed upon a juster and more equal basis.

A few facts, showing how unfair our present system of taxation is, follow.

The value of farm property in Ontario, as shown by Mr. Pettypiece in his speech in the Legislature last session, is over a billion dollars; the value of railway property in Ontario is $500,000,000—half the value of the farm property.

The railways pay in local taxation $300,000; the farm property pays taxes for local purposes to the amount of $4,600,000. If railway property were taxed at the same rate as farm property, it would contribute $2,300,000 in taxation.

The Farmers' Association, in demanding equalization of taxation, declares for a policy under which the property of railway and other corporations would be taxed as farm property is taxed now.