The bonusing of railways in a country as well wrong. That a railway about per established as ours is entirely unnecessary. believe that this practice has a strong tendency to corrupt not only the management and organization of the companies interested, but the political life of the nation. In this regard we would particularly urge that the bounties on iron and steel be discontinued entirely at the end of the term they are granted for, and that no further additions should be made in future to the list of bounty-fed industries. We would also condemn the using of the people's money in the bonusing of an "All-Red Line" of fast passengers steamships. We do not believe this project will be of any material advantage to the nation at large.

Brief discussion dealing chiefly with the deplorable conditions arising from the development of party politics in such legislation was followed by the clause being carried unanimously.

FAVORED INTERESTS INVESTIGATED. By way of ensuring equal treatment for all in-

terests on their merits the report argued : "We believe it would be to the advantage of the people at large if all industries or schemes receiving anything from the nation in the form of tariff protection, bounties, or bonuses, were compelled to submit to a searching examination by a competent officer or board, appointed by the Government from whom the favor is received. This investigation should include: 1. Methods of organization; 2, actual capital invested; 3, methods of management; 4, suitability to the The results of this investigation should be given, not only to the Parliament, but to the This should be extended to the investigation of the existence of combines and trusts, and wherever these are shown to exist, there should be an immediate withdrawal of all bounties, bonuses, and tariff advantage."

It was pointed out that since the intention was only to provide against giving support to young interests, or to avoid increasing the support to going organizations or concerns, the word "receiving," in line 3, should be changed to "asking." After considerable discussion the clause was carried with that amendment. It was made clear that the intention was to have such grants as those to live-stock associations or beekeepers' associations investigated the same as manufacturing concerns.

ACUTE INTEREST IN AUTOMOBILE LEGIS-LATION.

Legislation regarding the control of the automobile nuisance proved to be the stickler. The recommendation of the committee was:

That legislation be asked which will: (1) Give to the counties the power to control the use or traffic; (2) Prevent them using the public roads for three days each week and Sunday; and (8) Make the users of autos responsible for all damage caused by their presence on the highways."

Commenting on conditions, Mr. Drury reported: "It is, if possible, better proved now than a year ago, that where horse and auto traffic use the same roads, the horse traffic must suffer. Nor is it more apparent that autos are extending their use among the rural classes. A vehicle which is of no use for five months of the year throughout the greater part of our country, and which is still very expensive, cannot replace the horse. Farmers, particularly in a country where they are taxed for almost every other industry, are not likely to have an auto for summer and a horse for winter. Under these circumstances we do not regard it as just that the farmers, who built, and largely maintain, the roads, should be inconvenienced and endangered by a vehicle which is not.a necessity in any case, and which is in most cases merely a plaything for the idle rich.

Several members thought it would be well to strike out section 2. W. F. W. Fisher suggested high license, and J. W. Hyatt thought the license money should go to the municipality to repair damaged roads. W. L. Smith said if counties were given control, free roads certain days of the week would be guaranteed. Mr. Fisher pointed out that the automobile was here to stay, and the object should be to control their running. could be done by high license, according to weight and running capacity, so that the Government could have something to turn over to the municipalities to cover damage done to roads. high license would not safeguard the lives of farmers and their families driving on the highways was the opinion of James Fallis. The question should be, what could be done to protect the men who make and maintain the roads?

Lengthy discussion and numerous and varied suggestions resulted in the clause being referred back to the committee. Later it was carried unanimously, with clause two cancelled and the following substituted: "(2) Provide high Prowincial license to give reasonable compensation for injury to roads, and that this be distributed to the municipalities in proportion to popula-

RAILWAY TAXATION.

Regarding the taxes railway companies are obliged to pay, the report read:

We believe that the present system of railssessment for municipal purposes is entirely

We erty no more taxes than is paid on an of farm lands adjoining. shows a special tion that does not take actual values sideration in the slightest degree to tax railway property is met by the that any addition to their texation a loss in the operation of the roads. or to this loss, a raising of freight rules. that many railways find it difficult to prop a disco dend now, without added expenditure being tomate upon them. We believe this objection to the second tirely unfounded. That railways are a success enterprise is shown by the fact that CFR distriction is now selling at 177. That not paying is no logical reason equitable taxation. We are not asset to the second sec that are mismanaged and do not pur two taxes remitted on that account.

"Two instances may be mentioned. The Tonne ship of Oro, in the County of Simuson, bus 120 miles of railway. This includes 127 serves of total control buildings assessed at \$1,750. The total grant ment is \$7,367, on which the cute of tunnellish so the same as on farm property for ship, and general and special school subsa a railway, running through a good common and worth in actual cost probably (200,000 per com) total of \$390,000, with three stations, see the same yards, should pay no more in tamenton diss.

average 200-acre farm, to about The well-known champton of customy together tion in regard to taxation, II. J. Punctured and M.P.P., an enthusiastic member of the disappearance as his opinion that the size density is equalization of taxes according to proposity seemed and controlled. Is many countries and cash com the case. On this continent cultures them do tered into the development of the country, the that was no reason why the radiusy comments should escape taxes. In dealing with the of the American Union, Hr. 1997 each State had a system of its own in the 81,220 per mile. In New York capital invested and graph of the capital inv the State \$671 per mile. In landage and statement an assessment, according to value dued by a discial board, returned \$451 per mile to the financial and \$458 to the latter. In Endings, a shape about the same size as Cutario, and such as regards railways, the plan of the state o 1907 averaged 800 per all. 370,000. If the taxe was all to the United States this total was all to the total states the total \$8,000.000.

Lines operating in Cutaria, and content States, were compared. The CTA jacent States, were compared. C.P.R. and the Michigan Central in the and Marie neighboring this Province had 5,130 miles of limits In 1907 the taxes on these lines assessed to \$2,444,000, or \$471 per mile. The came culture had in Ontario 5,320 miles \$452,000, or \$85 per miles systems went to the grand used to defray general States and Canada. being transferred in the books from Contario to Michigan.

Comparing taxation on farm prop that on railways, Mr. Pettypicco cald than former on actual value of farm property in showed an assessment of \$5.83 per \$5.000 railways the same year it was 61.45 ger \$6.666 Taxation according to adjacent form land Pullman cars practically were from not right. Besides, cars owned by certain large from tax. companies escaped.

The time had come when railways should to compelled to pay their just shares. It was as mitted that without good railway systems are parts would not be opened up rapidly, but Camada's real progress was due to plouser work of the agriculturist. Taxation would not setand the building of railway lines.

Farmers were referred to as the best business men in the world, individually Cultimetriently. however, it was hard to control them. Other interests succeeded in keeping them divided against each other. They must learn to stand together for the general interest. His farewell plea was "Stand together; work together, vote together

After this logical and brilliant appeal by Pettypiece, a resolution demonding that cultures be taxed according to real value of prognets and not merely as so much land was castised emusic

DIRECT LEGISLATEON

In leading the way for legislation to process and popular vote, the committee requested - but

lows: the Direct Legislation League of Chatagon and a is proposed to introduce into the lagrature its next session.

" As to the principles involved at ... that with good and honest Parliament, men desiring the and willing to do the will of the process

It is to be fear. the responsibility tandards, and d advantages experience of the hand, if our Pa thing ground expediency, and to the motive of d lurliament, we are such plan is have one very mestions of public by the people generaland an election times, or the in this way a much be obtained than The scheme would aleducation of the people

gour committee are not to give unqualified assent well worth conand a second it to the Grange

surdier discussion." METERENDUM.

groups and the

comp pulls time.

Brantford. In Ontario bad, he said, to a certain b uging legislation. Still not on the statutes that mterests of Ontario citi-Grange and the Farmers' malgamation, had asked for and the control of autome het that laws had not been contain coulds. with the request showed that and the people. were not altogether free to too, the members came under and society classes, or with Government that

would call the care. man difficulties, he proposed a sysme description through the initiative By the former the people right to propose legislation. of the electorate should sufto the party in power to prevent the question being people at a special or a regular wentilation of questions would the referendum system popular by dation could prevent bills coming into force. A cerpotition would prevent a law, al-Partiament, from coming into and a was of the electorate was taken. It

con success on agricum! referendum. and referendum systems as countries and in some of the Calon showed how poputhe action of the legislators. and no danme the legislation, because of a percentage demanded on the the land co-sporate with other clubs or bringing direct legislation into and perhaps, throughout Canand the unique adventages was the disconsidered of which members of a purty toll different opinions.

were concerned, man designed the scheme was not work-For a francisco there wight be little in the

and Edwards cas not considered w & C how to the ideal form of Governa good by blature dould know more on the street." Canadian Govern-Politics in the made it impossible to deal property of the Political eximportant a part. a great blow to party and bad comp of stages. On questhe farmers would note account the protective system. tring initiative and necessary to go taments were more Wealth worked wer need fear the

woughth that had been quade be sently. a the quality of Legis-Good as a very direct-legislation e terv few years, it was and tive or referendum. Mr. McEwing of beresponsible Govern-Dominion. He wished would come from to to prepare and print that might be submitted advice was to take the it with neighbors for What the people needed waiting one year, the in-