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Receive advances from the United States looking toward better trade relations in a friendly spirit.

Pay no more bountles or bonuses. All concerns asking for favors from the Government should have their affairs investigated.

High licenses for automobiles and

Civil service reform.

Punish graft in Government service.

Taxation of railways.

These are some of the principles laid down and adopted by the Dominion Grange at its 34th annual convention held in Toronto on Nov. 26 and 27th. It was one of the largest gatherings in the history of this inand the members were practically unanimous on all the pronouncements

made.

Grand Master J. G. Lethbridge referred in his annual address to the growing power and influence of the Grange. Its deliberations were never more closely watched and criticized than they are to-day. Members must therefore be moderate in their demands, and ask for justice and justice continuing he said: "Members with the moderate in their demands, and ask for justice and justice continuing he said: "Members with the mands." only. Continuing he said: "As loyal citizens we submit to laws which enrich the few at the expense of the many; to laws which exempt from taxation certain classes, increasing the burdens of other classes, but while we submit we do not approve, and we conceive it to be our duty to our fellow-agriculturists and our privilege as citizens to use all constitutional means to have such laws re-

moved from the statute books of the

country."
The Grand Master emphasized the need for senate reform. He commended the government on the adoption of free rural mail delivery and hoped it would be extended so that all farmers will benefit from it. More railway taxation and further reduction of freight rates were needed. He advo-cated a very heavy tax on automobiles and suggested registration stations, where all chauffeurs should be obliged to register.

LEGISLATION

The report of the committee on legislation presented by Mr. E. C. Drury was the most important matter presented to the convention. Though most of the recommendations had been discussed and adopted at previous gatherings, the keenest interest was voiced in the discussions. The recommendations are as follows: TARIFF

1. That the British Preference be strengthened by further lessening duties on British goods. 2. That the principle of protection be gradually eliminated from the tariff.

tariff.

3. That advances from the United States looking toward better trade relations be met in a friendly way.

There was not much discussion on these points and on motion they were unanimously adopted.

BOUNTIES AND BONUSES

"We believe that this practice has "We believe that this practice has a strong tendency to corrupt not only the management and organization of the companies interested, but the politica.' life of the nation. In this regard we would particularly urge that the bounties on iron and stee be discontinued entirely-at the end of the larm they are granted. continued 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 in-dustries. We would also condemn the dustries. We would also condemn the bounting of an all-fed only of the bounting of an all-fed only of the passenger steamships. We do not be-lieve this project would be of any ma-terial advantage to the nation at large."

large."
This part of the report also carried

INVESTIGATING BONUSED CONCERNS There was considerable discussion There was considerable discussion on the clause regarding a thorough investigation of any business or concern asking for favors from the government. The woolen industry was given as a case in point. If the government had the power to make a thorough investigation of this industry, its promoters would not have the face to ask for special favors. Tariff ace to ask for special favors. advantage puts into the pockets or the worldn manufacturers \$1,708,000, or \$149,000 more than they pay out in wages each year. This clause was carried and embodied in the report.

AUTOMOBILES ON THE HIGHWAYS

By far the most important part of the report was that dealing with auto-mobiles on country roads. The com-mittee's report as first presented asked for three things in controlling automobiles: County control of the ed for three things in controlling automobiles: County control of the roads for automobiles: County control of the roads for automobiles to three days a week; established to be a controlled to the control of the roads of the r

2. That automobile owners be com-celled to pay for all damages caused pelled to

That a high provincial license be levied on all automobiles. The proceeds to be distributed among the municipalities according to population, for the purpose of keeping the roads in repair.

RAILWAY TAXATION

BAILWAY TAXATION

The clause on this subject was held over for discussion till 'ster' an address on the subject by Mr. H. J. Pettypice. Forest, Om. Mr. Pettypice. Forest, Om. Mr. Pettypice. Between the subject by Mr. Pettypice. Subject of the sub and Canadian Pacific Rejiways, which have about the same mileage in the United States as in Ontario, pay an average rate of \$471 a mile in the former country, and \$85 a mile in Ontario. Farm property in Ontario in 1607 paid taxes at the rate of in 1607 paid taxes at the rate of the railways only jud divested which he railways only jud divested which valve freight cars, such as those used invested. In the United States private freight cars, such as those used by the big packing concerns, pay a tax while in Ontario they do not. Mr. Pettypiece recited some of the objective for the state of the control o Pettypiece rectied some of the objections railways make to taxation. Such as having to pay duty on the coal they use—so has the other taxpayer; the hard winters in Canada—farmers and others have to endure these hard winters also, and the fewer people to the square mile in Canada than in the United States. In closing Mr. Pettypiece stated that if all the lands and moneys given to railways as subsidies were paid back to the people it would more than wipe out the Canadian National debt.

dian National debt.

The clause of the report asking for the proper tazation of railways was unanimously adopted.

DIRECT LEGISLATION

After an address by W. C. Good, of Brantford, on the initiative and referendum, the clause in the legislative committee's report dealing with this committee's report dealing with this committee's report dealing with this report of the committee in Ontario.

in Ontario.

After considerable discussion in which it developed that many members did not understand the subject, on motion of Mr. Goodfellow, second-d by Mr. Coyle, it was decided to refer the matter to the individual Granges for discussion and to report

upon at the next annual meeting.

On motion of W. L. Smith, seconded by W. C. Good, a committee meeting to the control of the by W. C. Good, a committee was ap-pointed to draft a bill dealing with

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