

by Conservatives during the eighteen years they were in office, which was \$19.10 on every \$100 worth of goods imported into the country. If the same rate had been applied to the imports during the fifteen years from 1896 to 1911, the additional taxation which would have been imposed would have amounted to \$10,000,000, so that there was a saving to that extent to the people of the country under Liberal rule.

British Preference.

Perhaps the most outstanding feature of the new tariff was the adoption of a preference in favour of British goods, and it was probably the most popular step ever taken by any Government in Canada. Judged by results, it has been highly beneficial alike to Canada, Great Britain and the Empire. This preference at first consisted of a reduction of 1-8 from the general tariff rates. A year or so afterwards the reduction was increased from 1-8 to 1-4 and later to 1-3. Subsequently the flat reduction of 1-3 was abandoned and a specific preferential rate provided for each item or article in the tariff. Such specific rate however on the whole averages a reduction of 1-3. The benefits of the preference were given not only to Great Britain but by successive steps to nearly all the British colonies.

The preference granted by the Liberal Government was exactly the tonic that was necessary to stimulate British trade. From the moment it became law the trade started to boom and it has steadily and rapidly increased ever since. But the increase in British trade was not the only beneficial result. The preference substantially reduced duties to the Canadian consumer on the most important staple commodities, and thereby further implemented the pledge of the Liberal party to reduce taxation.

Supported by Sound Business Policy.

Having dealt with the preference feature of the tariff we will now resume

the consideration of the general subject. Well as they believe they had wrought in the creation of their tariff, the Liberal Government were not content. They knew that a great deal more was needed to bring about a betterment of conditions. They felt that the most vigorous and progressive measures were necessary to put Canada in its proper place on the map of the industrial world, and to afford scope for the exercise of the natural ambition of its people. They realized that the farmer could not be benefitted much by protective duties on his produce, but they saw that they could benefit him by enlarging the means, and cheapening the cost, of transportation and they devoted their best energies towards improving and extending transportation facilities all over the country. They saw also that the manufacturer could be benefitted by enlarging the home market, and they instituted an aggressive immigration policy which developed the great North West in a marvellous way. Step by step in the most vigorous manner and without let-up the great work of building surely and strongly was undertaken, and concurrent with it the country grew and more prosperous.

The finances were so handled as to show a substantial surplus each year instead of the era of deficits in Conservative days.

The great canal system of the country was rushed to completion.

The Crows Nest Pass Railway was built, thereby facilitating the development of the immense mineral resources of interior British Columbia—in the Kootenay District.

The Intercolonial Railway which had its Western terminus in what was then a comparatively small town, namely Levis, was badly handicapped in securing traffic from the West, and was extended to Montreal, the commercial metropolis of the country.

Later on the construction of the Transcontinental Railway was entered