

which seems to have gained a foothold there. Great areas, far removed from towns and villages, have been cut up into building lots and advertised for sale with a blare of trumpets in the East and also in Great Britain. Such a practice is certain to injure Canada's standing abroad, and to create a prejudice which may do lasting harm. I am pleased to be able to state that many of the Boards of Trade in Western Canada have become seized of the fact, and have not only passed condemnatory resolutions, but have taken active steps to put an end to the practice, and to protect the public from unscrupulous land sharks.

It is pleasing to note that Canada has been singularly free from industrial disputes, and that the relationship between labor and capital seems to be improving, a tendency being observed to exhaust pacific means before having recourse to the club-like and expensive method—the strike.

Railroad building in Canada during the past year has made rapid progress, more than 1,100 miles having been completed during the twelvemonth, thus bringing the railway mileage of the Dominion up to about 25,500 miles. The arrival at Port Colborne on New Year's Day of the first freight train which travelled over the Trans-continental line, with wheat from Winnipeg, and the departure of the same train on the following day, with flour ground from that wheat, for St. John, N.B. (the shipment being destined for South Africa), marked another link in the chain joining the East and the West more closely together.

The cities, towns and villages throughout the West seem prosperous, and business of every character is developing much more rapidly than even the most sanguine of us ever anticipated. The territory between Fort