

to the United Kingdom, including Tasmania.

STEP NO. 6—IMMIGRATION.

A vigorous and progressive immigration policy has been pursued by the Government...

At a low calculation 10,000 actual farmers located in the West during the year 1899.

For the last FIVE YEARS OF Conservative Government the total net entries for lands in the West were 9508 as compared with 10,950 under TWO YEARS OF Liberal Government.

Another test of development of the West is the record of land sales made by Railway and other companies holding land—the most of which by the way, was given to them by the Conservatives.

Hon. Clifford Sifton, Minister of the Department of Immigration, understands the West thoroughly. The policy inaugurated by him made it infinitely easier for the settler to get along, and therefore, ensures permanency of settlement.

The object of the Government in securing these lands was to enable it to control the price of coal to the Mining Industries of British Columbia, and to prevent monopoly in it.

If space permitted a score of measures that have been adopted with the object of facilitating settlement could be mentioned. The Department of the Interior has been managed on sound business lines, and with remarkably good judgment and common sense.

STEP NO. 7—CONSTRUCTION OF THE CROW'S NEST PASS RAILWAY.

The prompt construction of this road through the assistance afforded by the Liberal Government in the shape of a subsidy of \$1,000 a mile, or a total of \$3,680,000, opened up one of the richest mineral sections in the whole country, and diverted the trade connected with it, which was largely controlled by American, to Canadian channels.

On the authority of Sir Adolphe Caron, the Postmaster General under the Conservative regime, these reductions involve a loss of revenue of \$200,000 per annum. There was a saving, therefore, to that extent to the people.

It must be a matter of gratification to the people of Canada to know that for the fiscal year 1898-99, notwithstanding a loss of revenue of six months, involving a loss of \$450,000, and notwithstanding also that the postal facilities had been very largely increased, the deficit in the finances of the Department was only \$38,017, whereas under the Conservative administration, when the higher rates prevailed, and there was consequently no corresponding loss of revenue, the deficit averaged annually about \$800,000. In the last year of Tory rule the deficit was \$781,152.

As an evidence of the wisdom of the Government in constructing the Crow's Nest Pass Railway, the following article which was published in that exceedingly rabid Conservative paper, the Montreal Star, is interesting:

"Never before in the history of the Canadian North West did a wave of prosperity at once so sudden and so general sweep over any portion as completely as did that ushered in by the construction of the Crow's Nest Pass Railway, a branch of the Canadian Pacific Railway.

Everywhere along its line new towns have sprung up, as mushrooms in a warm shower. The land office and the news-papers led the van, and the settlement and up-building of the entire district has been nothing short of phenomenal. Nor are the towns so built, carelessly knocked together, to be abandoned the moment the novelty wears away. The line runs, in its entire length through a country of vast and varied resources, and while the wild cat operator may be here today and away tomorrow, the fact remains that the natural wealth of the country is such as to demand and abundantly repay years of development, so that all signs point to permanent and steady growth."

The Conservative party, although they did not have the courage to vote against the passage of the measure through Parliament, have since, for political reasons, characterized the bargain made by the Government as an extravagant one, but, as a matter of fact, when one looks closely into the matter, it will be found that a better bargain never was made by a Canadian Government. Indeed it may be considered by some a matter of wonder why the Canadian Pacific Railway agreed to it.

Certain conditions were attached to the granting of the Government subsidy, the importance and benefit of which to the people of Canada can scarcely be over-estimated. For instance the Canadian Pacific Railway, who were the contracting parties, were obliged under the bargain to make substantial reductions in their freight rates on grain and flour, going from Manitoba and the West, and on cer-

tain important articles of necessity requiring to be purchased by the Western farmer in the East. On grain and flour the reduction was three cents per 100 lbs; on Coal oil, 20 per cent; on Green Fruit, 25 1/3 per cent; on Binder Twine, Hardware, etc., 10 per cent; on Live Stock, 10 per cent. The reduction in the rates on grain and flour alone saved the farmers of Manitoba and the North West in 1899, no less than \$750,000. The whole subsidy of \$3,680,000 would thus, it will be seen, be wiped out in a very few years.

But these were not the only conditions of the bargain. It was made a part of the contract that the Government should have control and supervision over the rates and tolls on the new road; also that the Railway Committee of the Privy Council would have the right to grant running powers to other railways over the road. Already such running powers have been granted in one instance.

Another very commendable feature of the bargain was, that the Government secured through it the possession in fee simple of 50,000 acres of coal lands in the neighborhood of the Crow's Nest Pass—these lands forming one-fifth of the coal lands granted by the British Columbia Government to the British Columbia Southern Railway Company whose charter was acquired by the C. P. R. It should be noted that these lands were originally vested in the Provincial Government of British Columbia—not in the Dominion Government.

The object of the Government in securing these lands was to enable it to control the price of coal to the Mining Industries of British Columbia, and to prevent monopoly in it. The Act provides that these coal lands shall be held and disposed of by the Government for the purpose of securing a sufficient and suitable supply of coal for the public, at reasonable prices, not exceeding 12 per ton, free on board cars at the mines.

STEP NO. 8—REDUCTION IN POST-AGE RATES. The domestic rate of postage was reduced from 3 to 2 cents per ounce for letters.

The rate between Canada and the Mother Country and a large number of her Colonial possessions was reduced from 8 to 2 cents per half ounce for letters.

Still further, the rate on letters from Canada to the United States was brought down from 3 to 2 cents per ounce.

On the authority of Sir Adolphe Caron, the Postmaster General under the Conservative regime, these reductions involve a loss of revenue of \$200,000 per annum. There was a saving, therefore, to that extent to the people.

It must be a matter of gratification to the people of Canada to know that for the fiscal year 1898-99, notwithstanding a loss of revenue of six months, involving a loss of \$450,000, and notwithstanding also that the postal facilities had been very largely increased, the deficit in the finances of the Department was only \$38,017, whereas under the Conservative administration, when the higher rates prevailed, and there was consequently no corresponding loss of revenue, the deficit averaged annually about \$800,000. In the last year of Tory rule the deficit was \$781,152.

These figures speak eloquently for themselves and require no comment.

With an annual deficit of about \$500,000 staring him in the face, the Hon. Geo. E. Foster, Finance Minister in successive Tory Administrations, was obliged to relegate the question of reducing the postage rates to the distant future.

The Hon. Mr. Mulock by the application of proper business principles and sound economy, cut down the deficit of about \$500,000, to \$17,000 in two short years—thereby making possible the reduction in the rates which quickly followed.

Another gratifying feature in connection with the subject is, that the loss in revenue through the reduction in the rates, is being rapidly made good by a more extended use of the mails. These cheapened rates have brought the Post Office nearer to the people of all classes. The farmers and the business men alike have availed themselves of the cheaper rates—the same steady growth in the use of the mails being observed in the rural as well as the city offices.

STEP NO. 9—INCREASED POSTAL FACILITIES. The Hon. Mr. Mulock, as administrator of the Post Office Department, has been indefatigable in his efforts to serve the public well, and to promote and stimulate the business of the country. His policy has been one of constant, yet wise progression.

He established a Postal note system, which affords a cheap and convenient means of remitting even very small sums of money.

A special delivery system was inaugurated which ensures letters upon a special stamp, costing ten cents, is affixed, being immediately delivered by a special messenger upon arrival at the office of destination. In some cases this is equivalent to the telegraphic service.

The Dead Letter Branch which was located in Ottawa was decentralized, thereby obviating much delay and inconvenience to the business public.

New Post Offices to the number of 317 have been established.

The Money Order Offices have been increased by 469, and the Savings Banks by 82.

Offices to the number of 2840 are now engaged in the issue of Postal Notes. There was no such convenience to the public in Conservative days.

The number of miles the mails are carried have been increased by 1,373,847 under Liberal rule.

STEP NO. 10—GOVERNMENT LOAN SECURED IN BRITISH MARKETS ON MOST FAVORABLE TERMS. The best evidence that under Liberal rule the status of Canada politically, commercially, and otherwise, has been raised to a very high standard, particularly in Britain's eyes, is afforded by the strength of our credit in Great Britain—the world's money market.

While the Conservatives were in power, our securities were never offered in the British market at a lower rate of interest than 3 per cent. The Liberal Government, in the fall of 1897, put a loan on that market bearing 2 1/2 per cent, and were successful in placing it at an advance over the minimum price. The actual rate of interest payable on this loan is 2 7/8 per cent, whereas the best actual rate obtained under the Conservative regime was 3 1/4 per cent. This must surely be a matter of great gratification to the people of Canada.

STEP NO. 11—DENUNCIATION OF BELGIAN AND GERMAN TREATIES. The denunciation of the Belgian and German Treaties, which, as every reasonable Canadian knows and admits, was the direct result of the preferential feature of the Trade Policy of the Liberal Government, removed a strong impediment to trade negotiations between the Motherland and her Colonial possessions, etc., to bring all to take sole advantage of the preference we accorded, and through which both countries have reaped so much benefit. To the Empire, too, the benefits which will in course of time result from the denunciation of these treaties will undoubtedly be very great.

Here again the Tories tried their utmost by Parliamentary resolution, Colonial Conferences, etc., to bring about the termination of the treaties. The Liberals went at the business in the proper way, and succeeded.

Cecil Rhodes, who, whatever may be thought of his policy in some respects, is admittedly one of the leading Colonial statesmen, spoke warmly of the services Canada had rendered to the Empire by persuading the British Government to clear the Belgian and German Treaties out of the way of future Inter-Imperial co-operation.

These Treaties formerly were in his way in Tariff arrangements in South Africa. "Sir Wilfrid Laurier," he said, "has got rid of them for us and the whole of the Empire."

STEP NO. 12—CANADIAN GOVERNMENT SECURITIES FAVORED IN GREAT BRITAIN.

Through the efforts of the Liberal Minister of Finance, Hon. Mr. Fielding, aided by our excellent High Commissioner in Great Britain, Lord Strathcona, Canadian Government securities are to be admitted to what is known as "The Trustee List" in Great Britain, which comprises only the most gilt-edged investments. The legislation for this purpose was just passed by the Imperial and Canadian Parliaments. It is called the Trustee List and one shut out from it, is holding moneys as Trustees are restricted in their investments to the securities included in this favored list. The advantage to Canada in this matter is shown by the fact that the difference between the selling price of a security admitted to the Trustee List and one shut out from it is from two to three dollars in a hundred. Calculating on the median estimate of a two per cent. advance, the saving to Canada will in the next ten years be not less than two and a half millions of dollars. Later on, as a result of this step, Canadian securities may approach very nearly the value of British Consols, which are recognized to be the most gilt-edged of all investments. The fact that Canadian Government securities are now admitted to the most favored list in the British money market, can no doubt operate advantageously to other Canadian securities, which may be offered from time to time in Britain.

The Liberals, by their broad and generous policy of preferential treatment of the trade of the Motherland, and by their able administration of the affairs of the Dominion, which has raised the status of the country so much, were able to secure for us a favor so long coveted by the Tories.

STEP NO. 13—EXTENSION OF INTERCOLONIAL RAILWAY TO MONTREAL. When the Liberal Government took office, the Western Railway, which was a branch of the Canadian Pacific, was authorized to extend to the south shore of the St. Lawrence, opposite the City of Quebec. There it had been for twenty years. The connection at that point was with the Grand Trunk, so that the Intercolonial was dependent entirely upon that Railway for the distribution of its West-bound traffic and for the picking up of East-bound freight. But without competition, the Grand Trunk quite naturally controlled the rates, and under such circumstances it is not surprising that "through business" should have formed but an insignificant factor in the earnings of the Government road. The Hon. Mr. Blair, the Liberal Minister of Railways, saw that the Intercolonial would always continue in the old Conservative groove, with large annual deficits, unless it could be extended 175 miles west to the City of Montreal, the chief distributing centre of the Dominion. He promptly began negotiations with that end in view, and successfully carried them to completion. The Drummond County Railway, which extends from Lewis to St. Roseville—38 miles east of Montreal—was purchased for the sum of \$1,000,000, and an arrangement was made with the Grand Trunk Railway whereby, for the annual sum of \$140,000, the Grand Trunk allows the Government a perpetual half interest in their line from St. Roseville to Montreal, insuring the free use for all the purposes of the Intercolonial Railway of the Victoria Bridge, a mile long, over the St. Lawrence River, and also of all the Grand Trunk terminal facilities at Montreal.

These bargains, when carefully considered, will be recognized by all fair-minded people to be judicious and good. If the Government had attempted to construct a new line from Lewis to Montreal, including the building of a Bridge over the St. Lawrence, and the purchase of terminal facilities at Montreal, where real estate values are fabulously high, the cost would have been very many millions.

The merits of the bargain are brought out in bold relief when it is compared with similar transactions carried out by the Conservatives. The Drummond County Ry. cost the Liberal Government \$12,000 a mile, completed in every respect, so as to

make it one of the best lines in the country.

In 1879 Sir Charles Tupper purchased the old Grand Trunk branch from Riviere du Loup to Lewis, paying therefor \$12,000 per mile; but he simply got a road-bed, without rails and practically without ties. It cost more than \$2,000,000 to make it fit for use, and even then it was far inferior to the Drummond County. In more recent years the Conservatives built the Cape Breton extension at a cost of \$33,000 per mile, the Oxford branch at \$40,000 per mile, and rounded off their triumphs in that regard by constructing the St. Charles Branch, which is in the same county as a large part of the Drummond County, at \$123,000 per mile.

If anything further were needed in justification of the policy of the Government in extending the Intercolonial to Montreal, it would be found in the splendid results which have been achieved. As everyone knows, the administration of the Government Railway System was carried on by the Conservatives at a great loss. Year after year there were enormous deficits. Between 1884 and 1898 the deficit averaged \$250,000 a year, and this terrible leakage would have continued as long as the Intercolonial had its terminus at Lewis. A new era has dawned. At the end of the fiscal year, 1898-99, which was the first full year under the new order of things, Mr. Blair was able to show a surplus of \$83,000. The Tories scoffed at this as a thing accomplished by manipulation. It is impossible. They will see a larger surplus on last year's operations. In addition to this the entire equipment of the railway has been vastly improved, more money being spent out of earnings on repairs and additions, so that it is now recognized as one of the best conducted roads on the Continent. The Railway, too, is serving the public better than ever and in that respect conducting towards prosperity.

STEP NO. 14—DEVELOPMENT OF IRON AND STEEL INDUSTRIES OF CANADA. To the Government and the Liberal party belongs much of the credit for the great development now going on in these industries. The extensive works now in course of construction at Sault Ste. Marie, which when completed will be one of the largest iron and steel plants in the world, were undertaken chiefly through the measure adopted by the Government, which assured the permanency of the bounties for a term of years on a sliding scale, ceasing altogether in seven years. The men who are at the head of this great enterprise are the same men who founded the great Dominion Coal Company, which was brought into existence by the legislation enacted by the Government of Nova Scotia, of which the present Finance Minister of the Dominion was Premier. The development of the Coal industry was the founder and fore-runner of the present enormous development in the iron and steel industries. It is worthy of special note by the electors that the earlier enterprise was bitterly opposed by the Conservative party. At present nearly four thousand men are engaged in construction of the immense works of the new concern—the Dominion Iron and Steel Co'y. The capital of the Company is \$10,000,000. The yearly output of pig metal from the four blast furnaces now under construction is expected to be 300,000 tons.

The enterprise cannot but prove to be of the greatest benefit not only to the Province of Nova Scotia, but to the Dominion as a whole. The impulse given to trade through it, already has been very great in the Province mentioned. Sydney, which a year ago had a population of only 3,000, has now about three times that number.

As a direct result of the legislation of the Government, great development in the iron and steel industries has also been witnessed in the Province of Ontario. Large works are now in course of construction and will soon be completed at Midland, by the Canada Iron Furnace Co'y. The output of these works will be 45,000 tons per annum, and 200 men will be employed. It is expected by the Company that through the development of the Michipicoton Iron mines, by Mr. Clergue of Sault Ste. Marie and his associates, they will be able to use Canadian ore solely, which will be a new and gratifying feature in the iron industry of Ontario.

Additional works have also been erected at Deseronto. The charcoal iron furnaces of the

Canada Iron Furnace Co'y at Madoc, Quebec, are also being enlarged, so as to increase the capacity from 7,500 to 10,000 tons per annum.

Further, as a consequence of the Dominion legislation, there is now in contemplation the construction of a very large plant at Sault Ste. Marie. Speaking generally, there has been more activity and development in the iron and steel industries of the country in the past year than there was for the previous ten years.

In 1899 the aggregate output of pig iron in Canada was 100,000 tons. When the works now under construction are fully completed, the output will be in the neighborhood of 450,000 tons.

STEP NO. 15—ESTABLISHMENT OF CREAMERIES IN THE NORTH-WEST TERRITORIES.

The efforts put forth by the Department of Agriculture towards the establishment of Creameries in the Northwest Territories have met with a large measure of success. At present there are thirty creameries and skimming stations in the Territories, turning out annually a large quantity of good butter, a considerable proportion of which is sold to Japan—a new market for Canadian butter. An attempt was made by the Conservative Government to establish Creameries in the Northwest Territories, but without success. Through the encouragement given by the Liberal Government they have been established on a paying and satisfactory basis.

STEP NO. 16—THE LAND FOR THE SETTLER.

The policy of the present Government is, and has been, to dispose of Dominion farm lands to actual settlers only, and not to speculators, as was the case under Tory rule. The granting of large tracts of arable land for railroad purposes has been abandoned, and similar grants to colonization societies have also been discontinued. The public lands are now held for entry as homestead, and for sale subject to homestead conditions. In the case of lands, the sales of which have been cancelled, they are offered and held for ordinary sale to settlers who wish to acquire a larger area than the homestead quarter section, but not exceeding one section to each individual.

The Tories gave away to Railway Companies in land subsidies no less than 60 million acres at the nominal value of \$1.50 per acre—such lands would be worth \$90,000,000. The granting of such land subsidies has very greatly retarded the development of our western country, by reason of the fact that lands so held by Railway Companies, are looked up from sale until the industry of the surrounding settlers give them such a value as to enable the Companies to sell at high prices.

STEP NO. 17—BETTER TRADE STATISTICS.

A new branch has been added to the Department of Customs with the object of furnishing business men with a monthly report showing, with a much detailed as possible, the movements of foreign trade in the various lines of business engaged in in the country. This will enable business men to watch their foreign competition closely and with promptitude, which they were unable to do under the old system.

The monthly trade report heretofore published was very meagre in detail, and was of no practical value to the commercial interests of the country. Under the old system business men had to wait until the Annual Trade and Navigation Returns were published, which was, as a rule, about six or seven months after the close of the year before they could get information of any real value as to foreign trade. The new monthly report will contain the same detailed information given in these annual returns, and it will be published promptly after the close of each month. This will undoubtedly be a great boon to the commercial men of the country. It is a step in the right direction which has been warmly appreciated by many business men, and especially by the Canadian Manufacturers' Association, which passed a resolution thanking the Minister of Customs for establishing the new branch.

STEP NO. 18—FAIR WAGES TO LABOR.

Through the instrumentality of Hon. Mr. Mulock, Postmaster General, a resolution was adopted by the House of Commons, at the recent session to the effect that every effort should be made to secure to workmen engaged on Government works, and works aided by grant of Dominion public funds, the payment of such wages as are generally accepted as current in such trade for competent workmen in the district where the work is carried out. The resolution also provided that all Government contracts should contain such conditions as will prevent abuses which may arise from the subletting of such contracts.

As a result of this resolution, Government contracts now contain clauses to the following effect: "That except when the work is extraordinary in character the contractor shall not assign or sublet the contract or any part thereof."

Further, as a consequence of the Dominion legislation, there is now in contemplation the construction of a very large plant at Sault Ste. Marie. Speaking generally, there has been more activity and development in the iron and steel industries of the country in the past year than there was for the previous ten years. In 1899 the aggregate output of pig iron in Canada was 100,000 tons. When the works now under construction are fully completed, the output will be in the neighborhood of 450,000 tons.

shall not assign or sublet the contract or any part thereof.

That the workmen to be employed shall be residents of Canada.

That the wages current in the district where the work is to be carried on shall be paid. Such current wages are specified in each contract and made a part of the contract.

That no portion of the work shall be done by piece work. (Piece work was found to be a fruitful source of abuse and sweating.)

That the number of working hours in the day or week shall be determined by the custom of the trade in the district where the work is performed, and workmen shall not be required to work longer hours.

That the contractor shall not be paid until he has fully satisfied the Government that he has paid the fair wages included in the contract and complied with all other conditions.

Now this is not a clap net resolution for election purposes, as the Conservatives are fond of calling it, nor are these clauses put in Government contracts for show purposes; they are being lived up to the very letter, as laboring men and mechanics throughout the country have good reason to know.

Mr. D. J. O'Donoghue, a prominent labor man of Toronto, who is also well known in labor circles throughout the Dominion, was appointed by the Government as a Special Officer, clothed with power, to give practical effect to the terms of the resolution. In the short space of time, since April 20th last, when he took office, he has travelled 15,000 miles through the country from Halifax to Victoria, in the performance of his duties, and he has accomplished a great deal of good work—work which is of the greatest benefit to the workmen.

Subletting of contracts has stopped—has been killed. Government contracts provide particularly against it, and the Government Agent, Mr. O'Donoghue, takes pains to see that this provision is observed.

The practice of subletting contracts was a most hurtful one to the workmen, inasmuch as through its workings, it was possible in many cases to provide a profit to the sub-contractor. In these days of keen competition, contractors have to figure very closely. It follows, therefore, that when a contractor, who figured on a small margin of profit, sublets any portion of his contract (which he will of course do at a profit) the sub-contractor has little or no legitimate profit. To make a profit on his transaction his usual practice was to employ men at the lowest possible wage. In short, he "sweated" the workmen to obtain his profit. This great abuse, thanks to the Liberal Government, has been stopped, so far as Government contracts, or works, aided by Government funds, are concerned.

Not only has subletting been killed, but the government has secured the payment of fair wages on contracts awarded since April last. Mr. O'Donoghue has ascertained and definitely determined the wages accepted as current for competent workmen in several districts, in respect to the following government works now being carried on or about to be written in the contracts, and the payment thereof is made obligatory on the contractors.

Table with 2 columns: Nature of work, Place of construction. Includes entries for Drill Hall, Harbor Dredging, Pile Work, Harbor Dredging, Pile Work, Meaford, Drill Hall, Brockville, Drill Hall, Pierson, Marie St. and Chau-diere Iron Bridges, Ottawa, In the Province of Quebec, Harbor Works, Montreal, New Post Office, Hull, Citadel Repairs, Quebec, In the Province of Manitoba, Locks and Canal, St. Andrew's Rapids. The policy of the Government outlined above, is intended to be uniformly pursued.

STEP NO. 19—ABOLITION OF THE SWEATING SYSTEM ON GOVERNMENT CONTRACTS.

In 1897, a Commission, appointed by the Liberal Government to investigate into the sweating system, reported in effect that practically all the clothing manufactured for the Government of Canada, during the last five years of the Tory regime had been manufactured through sub-contractors, who employed women and girls to do the work in their own homes, for a very meagre pittance, and under improper and unsanitary conditions. Two profits were made, and the poor work people were "sweated" to make one of such profits. As an illustration of the low wage paid, it might be mentioned that in Montreal, women manufactured heavy Government clothing for the pittance of 2 1/2c. an hour—25c. a day of ten hours.

The Liberal Government, when these facts were disclosed, promptly abolished the evil system, and made provision against it in Government contracts.

Today there is a population in the Yukon district and frontier of not less than 25,000 people.

STEP NO. 20—CONCILIATION FOR SETTLEMENT OF LABOR DISPUTES.

A Bill was introduced by the Government and passed at the last session of Parliament, providing for the adoption of conciliatory methods for the settlement of labor disputes. The object of the Act is to provide the machinery for bringing employers and workmen together with a view to the amicable settlement of their differences. To this end, Boards of Conciliation and Arbitration may be appointed. It shall be the duty of conciliators to promote conditions favorable to a settlement, by endeavoring to allay distrust, to remove causes of friction, to promote good feeling, to restore confidence, and to encourage the parties to come together and themselves effect a settlement, and also to promote agreement between employer and employees with a view to the submission of differences to conciliation or arbitration, before resorting to strikes or lockouts.

These conciliatory methods have been in operation in Great Britain for some years and have worked very satisfactorily. Conciliation is a much more potent method than coercion. It is confidently believed that the Act above referred to will prove to be very beneficial in results to the country and particularly to the labor interest.

STEP NO. 21—DEPARTMENT OF LABOR AND LABOR GAZETTE.

With a view to the dissemination of accurate statistical and other information relating to the conditions of labor, the Postmaster General and Minister of Labor acting for the Government, introduced and carried through Parliament last session a Bill establishing a Department of Labor, which shall collect, digest and publish in suitable form statistical and other information relating to the conditions of labor, and shall institute and conduct enquiries into all important industrial questions, the publication to be called the Labor Gazette, and to be issued monthly.

A similar Gazette has been published in Great Britain for some years with very beneficial results.

STEP NO. 22—ALIEN LABOR ACT.

In further protection of Canadian labor the Government has appointed a permanent officer, attached to the Department of Labor, to prevent any infraction of the act, and in pursuance of the Government's policy in this direction, a large number of workmen, introduced into the Yukon district, for the money subsidies granted to tender services to the Government in the way of transportation of mails, men, supplies and materials up to an amount, if required, yearly, equal in value to 2 per cent per annum on the amount of the subsidy.

STEP NO. 23—RAILWAY SUBSIDIES.

The Government has pursued a generous yet wise policy in respect to the grants, they require the Railway Companies in the opening up and development of new sections of the country, and to facilitate transportation. In the days of the Conservative administration, Railway subsidies of both money and land, were given as absolutely true gifts. The Liberal Government discontinued these grants, and for the money subsidies granted they require the Railway Companies to tender services to the Government in the way of transportation of mails, men, supplies and materials up to an amount, if required, yearly, equal in value to 2 per cent per annum on the amount of the subsidy.

Had this policy been adopted in the early history of the construction of railways by the Conservative Government, it is estimated that the annual savings today to the Government in the cost of transporting the mails, etc., would exceed \$1,500,000.

STEP NO. 24—YUKON.

The development of the Yukon, and the establishment of liberty, law and order, on the principle that the Yukon should pay for the Yukon, was a wise administrative action. That rich new section has been opened up to the advantage of the manufacturers and traders of Canada and Western Canada, without cost to any of the provinces. It is estimated that in the three years from 1896-7 to 1898-9 there were introduced into the Yukon district by the Government the total sum of \$2,728,000, and revenue was obtained from the District to the amount of \$2,672,646.

STEP NO. 25—COLD STORAGE FOR THE PRESERVATION OF BAIT FOR THE FISHERMEN OF THE MARITIME DISTRICTS.

The provisions made by the Liberal Government for the export of farm products by cold storage having proved eminently successful, it was considered wise to establish a similar system for the preservation of bait for the fishermen of the Maritime Districts.

Herring and squid form the chief bait for the great cod and haddock fisheries. These bait fish, however, are not captured at all times, and as a consequence the fishermen lost many days employment during the year. The aggregate loss annually to the fisheries through lack of bait is estimated at one million days, which is equivalent in value to \$1,500,000.