

THE GOVERNMENT AND LABOR.

Calgary Alberta—A Conservative speaker is addressing meetings in this riding, and as a labor man is asking the support of the electors for Mr. McCarthey. It is hardly possible that he is authorized by any organization to make any such appeal.

Since the Liberals came into power in 1896, labor legislation of a very important character has been adopted by the present administration. It may be well to recall some of the more salient features of the progressive labor policy of the government.

The establishment of the department of labor, the abolition of the monthly journal known as the Labor Gazette, the abolition of the sweating system in connection with the government contracts.

The abolition of prison labor contract.

The adoption of a fair wages policy with all government contracts.

The enactment of legislation to aid in the prevention and settlement of strikes.

The enactment of legislation and the adoption of measures to protect the Canadian workingman from the unfair competition of such classes of labor as might tend to lower the standard of living of the industrial classes of the country.

(1) Alien labor acts of 1897, 1898, 1901.

(2) Employment in 1903 of a royal commission to enquire into the alleged employment of aliens on the Perc Marquette and Grand Trunk railways.

(3) The passing of an act to prevent false representations to induce immigrants to come to Canada.

(4) The enactment in 1905 by the parliament of Great Britain of a measure in reference to false representations, similar to the last named, in the British Isles to induce emigration to Canada.

(5) An investigation during the past few months under royal commission into conditions of employment of operatives in the cotton factories in the province of Quebec, which has brought to light some startling facts in regard to the employment of child labor in that industry, and which is certain to result in regulations for the betterment of conditions of women and children, as well as for all classes of labor in that and kindred industries.

(6) The imposition, as the result of the recommendations of this commission, of a \$500 head tax upon Chinese coming into Canada.

(7) The investigation, under royal commission in 1900 of the methods by which Oriental laborers have been induced to come to Canada.

(8) The effective restriction, amounting to complete prohibition, of immigration from Japan, as the result of the investigation, and the special mission of the minister of labor to Japan to confer with the Japanese authorities.

(9) The effective restriction, amounting to complete prohibition, of immigration from India, as the result of the investigation, and the special mission of the deputy minister of labor to England to confer with the British authorities.

(10) The investigation, under royal commission in 1907 into the methods which the government clothing contracts were being carried out, which has been followed by regulations for the suppression of the sweating system and the adoption of a fair wages policy on all government contract work.

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Minister of labor to England to confer with the British authorities on the subject of immigration from India in particular.

(10) Regulation of the immigration branch of the department of the interior, respecting immigrants to come to Canada by direct passage on a through ticket, to have in their possession a specified sum of money, and further like requirements.

The enactment of legislation and the adoption of measures to protect the health and life of workmen and women, so far as action along these lines was within the power of the Dominion, for example—

(1) The investigation, under royal commission, in 1898, into the death from diphtheria of workmen employed upon the construction of the Crow's Nest Pass railway.

(2) The enactment in 1899, as a result of the investigations of the royal commission of 1898, of an act for the protection of the health of employees engaged on public works followed by further regulations by order-in-council on January 24, 1900, and again by order-in-council on May 31, 1902, providing machinery for the proper carrying out of the measure.

(3) Legislation for the prevention of accidents on railways, and the appointment of an officer to investigate cases of all railway accidents.

(4) An investigation in 1907 into the methods which the government clothing contracts were being carried out, which has been followed by regulations for the suppression of the sweating system and the adoption of a fair wages policy on all government contract work.

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CHARACTERIZES STORY AS ABSURD

The G. T. P. Withdrawal Yarn is Held in Light of a Huge Joke.

Montreal, Oct. 8.—Hon. R. W. Scott, retiring secretary of state, when seen this morning in respect to the report that the Grand Trunk Pacific railway is endeavoring to withdraw from its contract with the government, treated the matter as a joke. He laughingly characterized the story as being "absurd" and "without foundation."

"Inquiry was made at the finance department as to the amount of securities the company would have to surrender in the event of a withdrawal from the contract, and was learned that when the contract was first entered into the Grand Trunk Pacific deposited five million dollars in cash as security that it would live up to the terms of the agreement."

Subsequently this amount was replaced by approved securities to the value of five million dollars. According to a return made to parliament last session at the request of Hon. Mr. Foster the market value of the securities held exceeds five million dollars.

THE CONDITIONS IN WEST.

Reports Received Concerning Coal Supply for Coming Winter.

Ottawa, Oct. 7.—The latest synopsis of reports of western conditions from agents of the department of the interior continue to furnish acceptable news of the world at large.

From Manitoba to the coast every thing points to a most satisfactory result of the recent harvest which is now going through the thrashing stage preparatory to the final results.

From Alberta is received the usual exhilarating report that the weather over there is "all sunshine." With this some bumper crops and big prices, notably in one place where wheat reached the dollar mark, and oats raised from English oat seed have realized 70 bushels to the acre.

From Saskatchewan came also interesting reports of cheering results of a bountiful harvest. Such has been the rush at Moose Jaw that a fear is expressed that a scarcity of cars may cause trouble. At this point the elevators are all full, and a great demand is made for cars, which are not available. In another place it is reported that the elevators are full, and also every building that could be used to store the grain in has been utilized, including a school building. From Regina, in Saskatchewan, stock that has been loaded on the cars has remained on the siding for some weeks, the railway company being unable to remove the cars. From another place it is reported that stock cars cannot be obtained, and that quantities of stock are being held waiting for shipment.

In Manitoba there appears to be no trouble with the railroads, and a good supply of cars is reported.

The recent spell of dry, warm weather has had the effect of drying up the supply of fuel. At Lethbridge all the mines are working full time, some 1,000 tons being raised daily. In other mining centres night shifts are being worked, and this, with the necessary transportation facilities, should dispel any fear of an inadequate supply for the coming winter. Large quantities of coal are also being shipped to Montana. From other parts of the provinces the abundance of wood and timber insures a comfortable fuel supply.

TYPHOON DID MUCH DAMAGE.

The Manila Tribune Extended Over a Wide Area.

Manila, Oct. 8.—Restored communication with the northern part of the island of Luzon discloses the fact that the typhoon which raged in the harbor last Sunday extended over a wide area and did considerable damage. The artillery barracks at Stansburg were destroyed by the storm and the troops are now camped in tents. The cavalry barracks were also badly damaged and the total loss at the post is estimated at \$36,000. The schooners Lucia and Soldado were wrecked off the coast of Mindoro during the storm September 27 and all the passengers and crew of the Soldado but one were drowned. Capt. J. C. Heinschein and nine members of the crew of the Lucia were also drowned.

ROOSEVELT AFTER TAFT.

Rock Island, Ill., October 8.—"Theodore Roosevelt" President again eight years from now" was the declaration of the President's son-in-law, Congressman Longworth, in a speech made here yesterday to a large audience that cheered the sentiment again and again.

Mr. Longworth first proposed that the Republican leader for the next eight years be W. H. Taft, who, if elected, should be re-elected to that office for a second term.

Following Mr. Taft as President, declared Mr. Longworth, Theodore Roosevelt should be returned to the chair for the next eight years.

G.N.R. HEADED FOR 'PEG.

Will Go into Manitoba Metropolis Over Their Own Line.

Emerson, Man., October 8.—Twelve surveyors are here with equipment to locate the new line of the Great Northern from Emerson to Winnipeg.

They started in at Noyes, which is the union depot for the Great Northern and Soo line, to stake out the proposed route. From Noyes the stakes lead along the street west of the C.P.R. track, through Mayor Wright's field, and will probably parallel the C.P.R. into the city. The work of laying out the new line is being rushed to completion, and it is expected that construction will be started at the earliest possible date. The new line will give the Great Northern a direct line into Winnipeg over its own road and so sever its connection with the C.P.R. It may result in the erection of a large union depot by the C.P.R. and C.N.R. here.

THE BRIBERY OF WHOLE PROVINCE

Minister of Finance Deals With R. L. Borden's Promise to British Columbia.

Toronto, Oct. 7.—A large and enthusiastic audience greeted Hon. W. S. Fielding, minister of finance and Hon. G. P. Graham, minister of railways, at Athens today, and the meeting was one of the best of Mr. Fielding's tour. Mr. Fielding referred to R. L. Borden's pledge to British Columbia as follows: "There is another matter to which public attention should be drawn, in which the Opposition has attempted to bribe a whole province by holding out the expectation of a large increase in the provincial subsidy. I refer to Mr. Borden's utterance in British Columbia when he made that bid for votes. However, I do not believe the people of the province are worrying themselves over getting a larger sum to be expended by their provincial government."

Generous Treatment From Liberals.

Proceeding, he said there were other things of more importance to the province in which the wishes of the people might reasonably be met. In the many things which British Columbia needed the people knew they could rely upon receiving generous aid from the Liberal government. It was none the less the duty of the people of the Dominion to condemn the attempt made by Mr. Borden to improperly influence the electors in that province by his subsidy proposals. Mr. Borden would probably say he had never promised an increase in the subsidy, but only the appointment of a commission of inquiry. At the same time Mr. Borden had friends who, no doubt with his authority, had discussed the matter in such a way as to give the people of British Columbia the impression that they should receive a larger grant.

The Provincial representatives, at the late conference, with a single exception, recognized the fairness of the Dominion government. It was well to remember that this was not done by Liberal, but also by Conservative, representatives of all the provincial governments, among others, Sir James Whitney, Hon. Mr. Foy and Hon. Mr. Matheson. The conference, he said, practically endorsed the proposals made years before at Quebec. The premier of British Columbia claimed his province was entitled to a larger sum, and asked that his claim be referred to a special commission of enquiry. It was most desirable, he said, that the question should be settled one way or the other. The appointing of such a commission simply meant the bringing up of the subject anew, and the postponing of the payments of the subsidy to a later date. There was no more reason why such a commission should be granted in case of British Columbia than in Ontario. There was no better tribunal to settle the questions than that which assembled, and the proposal for a commission was rejected. Even the province of Ontario rejected the proposal. Sir Jas. Whitney, Hon. Mr. Foy and Hon. Mr. Matheson had agreed that all the necessary information was at hand, and that the conference should settle the matter now and for ever.

Borden's Breach of Faith.

"I, as the minister from Nova Scotia," he continued, "would naturally feel interested in the allowance to my own province, but if anybody had proposed to open up the question again by a commission or otherwise with a view to larger grants, I could not agree to such a proposal. I was bound to an agreement and could not depart from it without injustice to all the other provinces. Therefore, when Mr. Borden, for the purpose of improperly influencing votes in British Columbia, gave to the people of that province his assurance that, if put in power, he would open up the question again as respects British Columbia, he did that which was a breach of faith with Ontario and a breach of faith with the other provinces of the Dominion. He would parties to the conference arrangements, and for this breach of faith he should be held to account by the people of all the provinces."

THE C. P. R. HAS THE MONEY.

And Wall Street is Attempting to Sell Unattached Railways to It.

Winnipeg, Oct. 8.—Because the Canadian Pacific Railway company has \$50,000,000 new stock and about \$30,000,000 of cash on hand Wall Street is trying to sell ever unattached railroad in the country to the Canadian Pacific system. President Shaughnessy refuses to tell what will be done with the new capital except to insure that a few locomotives and cars may be purchased.

On Wall Street.

New York, Oct. 8.—Europe did most of the real selling on Wall street today and that liquidation caused the traders to get out of the market or go short. The important interests did practically nothing and the market was permitted to take care of itself.

It acted better than expected by the professionals and closed the day with net losses limited to from one to two points. There was some doubt as to the genuineness of the London sales. These shares amounted to 200,000 in the last three days, being 90,000 today. It is suspected that the Rock Island people have sold freely by way of London and even Thomas W. Lawson was accused today of doing something of this kind.

The technical condition of the market has been materially improved as a result of the European war scare. The bears have been frightened out of the market in New York and many who have been bold enough to go short of the list against the big campaigners have no intention of abandoning their plans. The political situation in the United States demands an advance in the market. Steel and Erie have been selected as the leaders. A banker identified with the Harriman party said today that Harriman had not taken the Erie for personal speculation, but had actually completed a plan to put it in to the treasury of the Union Pacific railway. By taking Erie and Illinois Central, both of which are now in Harriman's grasp, he Union Pacific would have a through line from New York to San Francisco over its own rails.

Union Pacific's Strong Position.

At present the Union Pacific uses the Chicago and Northwestern for its best trains from Chicago to Omaha, but the Dubuque, Ind., and Sioux City division of the Illinois Central would be used instead of the Northwestern, with but a slight increase in the mileage. An official announcement of the taking over of the Erie railway shortly after the April election would not surprise anybody in Wall street