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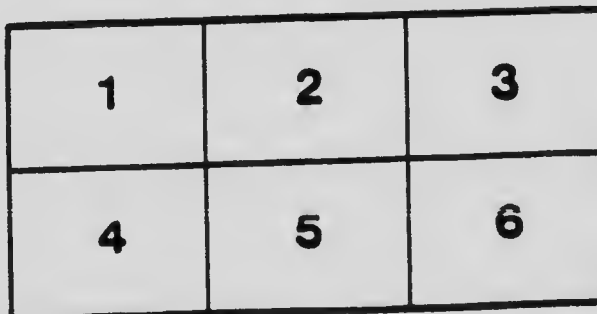
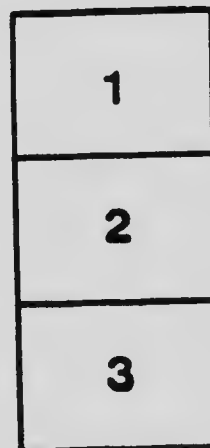
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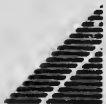
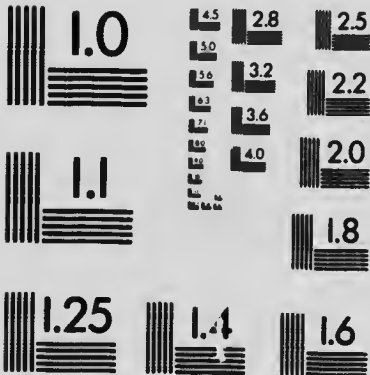
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PROVINCIAL ELECTIONS, 1902

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P****

DEPARTMENT OF PUBLIC WORKS

- Institutional and other Public Buildings, and Locks, Dams, Bridges, Railways, Etc.**
- Good Roads Branch.**
- Colonization Roads Branch.**
- Division Courts Branch.**
- Bureau of Labour.**
- Fisheries Department.**

The Commissioner of Public Works has charge of (1) Construction of new buildings for Public Service; (2) the repair and alterations, etc., to buildings already erected; (3) the building and repairs of all locks, dams, bridges, slides, glance piers, etc., in connection with inland waters; railway inspection, drainage works, etc.; (4) Construction of colonization and mining roads, highways, etc.; (5) the inspection of the Division Courts; (6) the Bureau of Labour; and (7) the inspection and management of fisheries.

The expenditure on Public Works, prior to 1872, amounted to \$1,389,147.67. The expenditure since that date amounted to \$23,536,549.49, or a total expenditure on Public Works, since Confederation, of \$24,925,697.16.

Public Buildings, Public Works, Roads, Railways, Etc.

The following classified statement showing the expenditure on Capital Account, for Public Buildings, Public Works, Roads, Railways, etc., from Confederation to the 31st December, 1901, under the control of the Public Works Department:—(1) The total expenditure for 4 years and 6 months from the 1st of July, 1867, to the 31st of December, 1871; (2) the total expenditure for 30 years from the 1st of January, 1872, to the 31st of December, 1901; and (3) the grand total of expenditure from the 1st of July, 1867, to the 31st of December, 1901.

BUILD UP ONTARIO

DEPARTMENT OF PUBLIC WORKS.

Name of Work.	Expenditure 1st July, 1867, to 31st Dec., 1871.	Expenditure 1st Jan., 1872, to 31st Dec., 1901.	Grand Total Expenditure to 31st Dec., 1901.
1. Asylums for the Insane, etc., at Toronto, Mimico, London, Hamilton, Kingston, Brock- ville, Orillia and Cobourg....	\$ 484,017 53	\$ 3,923,529 13	\$ 4,407,546 66
2. Penal Institutions, viz.:—Re- formatory for Females, Re- formatory for Boys, and Cen- tral Prison.....	23,006 70	1,284,874 09	1,307,880 79
3. Educational Institutions, viz.: —Institution for Deaf and Dumb, Institution for Blind, School of Practical Science, Normal and Model Schools, Toronto, Ottawa and London	211,656 70	1,187,935 36	1,399,592 06
4. Agricultural Institutions, viz.: Agricultural College, Guelph, Dairy Schools, Kingston and Strathroy, Dairy Farms, Mimico and Algoma.....	47,350 00	544,215 81	591,565 81
5. Buildings for the Administra- tion of Justice, being Osgoode Hall and Court Rooms, Lock- ups, etc., in the Districts of Algoma, Thunder Bay, Mus- koka, Parry Sound, Nipissing, Rainy River, etc.....	6,159 57	411,438 53	417,618 10
6. Old Parliament and Depart- mental Buildings and Govern- ment House.....	157,668 55	111,478 29	269,146 84
7. New Parliament Buildings, construction and equipment.....	1,502,682 38	1,502,682 38
8. Works for the improvement of navigation, such as locks, dams, slides, etc.....	122,760 37	817,008 03	939,768 40
9. Works for the improvement of transportation, such as bridges, piers, roads, etc....	26,597 73	61,640 80	88,238 53
10. Drainage works expenditures and advances to municipali- ties.....	116,632 58	258,516 60	375,148 74
11. Miscellaneous expenditure, viz.:— Brock's Monument, Niagara River fence and clearing of log houses, Town- ship of Ryerson.....	3,682 00	26,084 46	29,766 49
12. Colonization and Mining Rds.	189,596 91	3,338,743 28	3,528,339 19
13. Aid to Railways, Cash and Certificates.....	10,058,942 07	10,058,942 07
14. Temiskaming Ry. Survey....	9,461 10	9,461 10
Grand Total.....	\$ 1,389,147 67	\$ 23,536,540 49	\$ 24,925,697 16

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The number of public buildings and institutions in operation prior to 1872 was 19, and in 1901 was 54, comprising in all nearly 350 separate buildings. The other Public Works (not including Colonization Roads) such as locks, dams, bridges, timber slides, piers, etc., number in all about 250; besides the supervision in connection with the dredging of navigable waters, the clearing of streams, the examinations of drainage works, railway inspections, etc. These buildings and works require yearly expenditure for additions, reconstruction and repairs.

New Parliament Buildings.

The most important building erected by the Public Works Department since Confederation has been the Parliament Buildings. In comparison with other Provinces and with several States in the Union and with City Halls, the economy used in the erection of the Parliament Buildings may be cited as an achievement worthy of special notice. In proportion to the population of the Province it can be said that no other province or state in America has obtained better value for the money expended, as the following statement shows:—

CANADIAN LEGISLATIVE BUILDINGS.			Cost per cent. per head of Population.
Buildings.	Cost.	*Population.	
Dominion.....	\$ 4,000,000	5,369,262	.74
Ontario	1,306,884	2,128,942	.61
Quebec	1,060,436	1,648,898	.64
British Columbia.....	840,000	177,672	4.73

U.S. STATE LEGISLATIVE BUILDINGS.			Cost per cent. per head of Population.
Buildings.	Cost.	+Population.	
New York.....	\$20,000,000	5,052,871	3.95
Illinois	3,500,000	3,077,871	1.13
Connecticut	1,200,000	672,700	1.78
Michigan	1,505,000	1,636,957	.92
Iowa.....	1,500,000	1,624,615	.92

CITY HALLS.			Cost per cent. per head of Population.
Buildings.	Cost.	Population.	
Toronto, Can.....	\$ 2,136,313	*207,971	10.27
Philadelphia, U.S....	7,000,000	+850,000	8.23
Chicago, U. S.....	4,000,000	+503,000	7.95
Baltimore, U. S.....	3,000,000	+232,000	12.92

*Populations of Canadian Provinces, and of Toronto, census of 1901.

†Populations and cost of U.S. buildings of earlier, but concurrent dates.

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Colonization Roads.

Ever since Confederation the Government has expended annually large sums of money in opening up the northern parts of Ontario to settlement. It has been found that, in order to invite settlers to take up land, roads had sometimes to be built in advance of settlement, and sometimes to enable settlers already located to reach the market either at railway stations or elsewhere. The total expenditure on Colonization Roads from July 1, 1867, to Dec. 31, 1871, was \$189,595.91, and from 1872 to 1901 inclusive, \$3,338,743.28, a total of \$3,528,339.19.

The following table shows the number of miles constructed prior to 1871, and since that date:—

	1867-71.	1872-1901.
New roads built	213 miles	5,292 miles
Roads repaired	441 miles	14,546 "
Bridges built	2,672 feet	114,003 feet

Temiskaming Railway Survey.

The necessity for a more convenient means of communication with the agricultural belt at the head of Lake Temiskaming has been created by the rapid influx of settlers to that district. Looking to its early construction, the Legislature at the session of 1901 appropriated \$10,000 for the purpose of locating a line of railway to supply this need. The survey was commenced in June, 1901, Mr. W. B. Russel, an engineer of wide experience, being in charge. The route, as at present surveyed, commences near North Bay, and is now more than half located, passing through a territory of varied mineral, timber and agricultural resources. The survey will be completed early in the spring of this year, and although the most difficult portion has now been covered, an excellent location providing for easy grades has been secured, no engineering difficulties have been encountered, and the cost of railway construction will therefore be very moderate.

Inspection of Division Courts.

The inspection of Division Courts is an important branch of the public service, as shown by the figures given in the annual reports.

In 1900, according to the official returns, there were entered 38,386 suits—exclusive of transcripts of judgment and judgment summonses. The total claims aggregated \$1,202,745.

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The total amount of moneys paid into Court was \$427,511. Total paid out, \$427,069. And these large figures by no means represent the full collecting power of the courts. Fully one-third of the suits entered are settled out of court—of which there are no returns—where the claims are as surely collected by virtue of the Division Court process.

A few years back a comparative statement was published (from official sources), showing the relative importance of the work done in the High Courts, County Courts, and Division Courts. The figures given were :

Entered in Superior Courts	7,041 cases
Number of judgments obtained,	2,423
For a total amount of,	\$2,500,000
Entered in County Courts,	3,800 actions
Judgments entered for,	\$453,408
Entered in Division Courts,	63,054 cases
Amount of claims	\$2,447,196

The Division Courts are not only self-sustaining but they produce a revenue to the Province. In the course of 20 years the Provincial Revenue benefited to the amount of \$104,000, from the percentages collected by Government from Division Court Clerks on their emoluments.

For the past few years there has been a decrease in the business of the courts, yet notwithstanding the decrease in their fees, the clerks paid into the Provincial Treasury last year the sum of \$4,014.

There has been a good deal of misconception in the public mind as to the emoluments of the officers of the courts. Here are the figures, taken from the annual report for 1900 :

There are altogether 325 clerks and 363 bailiffs.

Over 100 clerks receiving less than \$100 a year for services.

About the same number who receive over \$100 and under \$200 a year.

42 who get between \$200 and \$300 a year.

23 with \$300 and under \$400.

16 over \$400 and under \$500.

9 over \$500 and under \$600.

6 over \$600 and under \$700.

2 over \$700 and under \$800.

3 over \$800 and under \$900.

6 over \$900 and under \$1,000.

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All the foregoing are computed on the gross returns, without allowance for disbursements, clerical assistance, postage, rent, etc.

Of clerks who contribute by a percentage on their emoluments to the public revenue there are :

6 clerks whose net emoluments are under \$1,100.

3 clerks over \$1,100 and under \$1,200.

1 over \$1,200 and under \$1,300.

2 over \$1,300 and under \$1,500.

1 whose revenue is close on \$2,000.

All officers of the courts have to give heavy bonds, to be approved of by the County Judge, for the satisfactory performance of their duties.

The duties of inspection provide for the personal inspection of every court and of all Division Court books, which are required to be kept by clerks and bailiffs.

To see that the necessary books are kept properly and the lawful charges entered, and that the duties of the officers are efficiently performed. To see that proper security is kept in force; to investigate all complaints and report to the Government. The beneficial effect of the inspection is daily testified to by suitors and solicitors—the office files containing hundreds of complimentary letters.

The Good Roads Movement.

The Ontario Government, realizing the importance of country roads as a factor in transportation, and recognizing their value to the farmer—making agriculture more profitable, farm life more agreeable, and increasing the value of farm property—in 1896 appointed an expert in roadmaking to the office of Provincial Highway Commissioner, now a branch of the Department of Public Works. With an annual expenditure aggregating three and one-half million dollars being made by municipalities of the Province on road construction and maintenance, the need for skilled direction of this large outlay, if only to prevent waste, was apparent.

This appointment of Mr. A. W. Campbell, C.E., has been fully vindicated by the successful results. By means of literature on the subject, township councillors and others having supervision of road building throughout the Province, have been clearly instructed as to the best means to adopt in securing economical, permanent and serviceable results. Prevailing wasteful methods

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have been pointed out, and economical plans recommended. Of the 400 townships in older Ontario, meetings have been held in 286; in most cases two, three or four meetings in a township, at which roadmaking in all its branches has been discussed.

These meetings, with rare exceptions, are largely attended, and a strong interest in road improvement is created which, directly and indirectly, is turned to practical account on the roads of the districts thus visited. The result has been that throughout the Province there has been a general improvement as regards methods of draining roads, grading them, applying gravel or stone construction of culverts, and the implements used. Not only so, but in fully one-eighth of the Province there has been a complete and radical change in the system of road management, the plans of the Commissioner being fully adopted. This last feature is gathering strength as the movement progresses, and each year witnesses an increasing number of townships added to the list of those which have completely reformed their system of roadmaking. The latest development of the movement has been the appropriation of one million dollars by the Legislature to aid in the improvement of country roads. County councils will first have the right, if they so desire, to secure the county's share of the money to be spent on a county system of roads; failing in this, township councils may individually obtain their proportion of the amount. The movement has been carried to the towns, villages and cities of the Province, and in street improvement the results have been most marked. The work has also been extended to colonization roads, and township road building in New Ontario, where proper methods can be adopted from the beginning, based on the experience of the older townships.

The Ontario Labor Bureau.

Although industrial conditions are exceptionally favorable in Ontario, and the Province has enjoyed a most fortunate record in that respect, the Provincial Government has showed wisdom and precaution in the establishment of a Department of Labor for the purpose of collecting and publishing from time to time statistics as to the general condition of the wage-earners in all important and recognized occupations. This course has been adopted and found necessary in many States of the American Union, and while necessitous circumstances may not arise in this

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Province for years, it is well to be prepared for any emergency which the future may have in store. The act establishing the Ontario Bureau of Labor was passed in April, 1900, and the work was placed under the control of Hon. F. R. Latchford, Commissioner of Public Works. It was primarily necessary to select for the head of the bureau a man fully conversant with and in sympathy with modern developments in the labor world, and a man in whom the trades unions and the working classes in general had every confidence. Mr. Robert Glockling, who was chosen for the position, has been President of the Toronto Trades and Labor Council, and his good judgment and moderation have always commended him to the confidence of the labor organizations with which he has been connected. After his appointment he was sent on a tour of inspection to the Labor Bureaus of the leading States of the Union, with a view to studying the most successful ways of collecting information, and the best method of making the work of practical utility in the labor world.

Most of the American Labor Bureaus had experienced considerable initial difficulty in securing the confidence of the trades unions and unorganized workers. They were in many cases looked upon with suspicion, and the reports and statistics they required were either refused or furnished with reluctance. But doubt and suspicion disappeared as soon as the objects of the newly-formed institutions were understood, and workmen soon saw the importance of official records, especially when securing the redress of existing grievances. Mr. Glockling's experience with the Ontario Labor Bureau has been somewhat similar, as its objects have been in some cases imperfectly understood. Well-established trades unions, with officers of extensive experience, have responded promptly to requests made for information. Many trades unionists have been engaged in protracted agitations for the establishment of such bureaus elsewhere, and have been, in consequence, familiar with their objects and their utility. The reluctance and suspicion at first noticeable among the more recently organized unions, and also among unorganized workers, are rapidly passing away, and with a better understanding there is a fuller confidence in the bureau, and a greater willingness to forward its work. The service of the bureau in the cause of labor will become more efficient the more it is appreciated and understood by the wage-workers of the Province.

BUILD UP ONTARIO

The Ontario Fisheries—Another Victory for Provincial Rights.

Since the last General Election, the Judicial Committee of the Privy Council has decided that the Provincial Fisheries, which had long been administered by the Dominion Government under an assumed ownership, though such ownership was vigorously contested by this Province, are "the property of the Province." The value of this great national possession and heritage is almost incalculable, for as fresh water fisheries they are unsurpassed in any country on the globe, not only in extent but in the quantity and quality of their product. Notwithstanding that the industry may be said to be only in its infancy, it even now is recognized as one of the important industries of the Province, and no doubt will form a most potent factor in its future growth and prosperity. Last year over 2,000 men were engaged in the occupation, with a million dollars invested in plant, and the season's catch was valued at something over a million and a quarter of dollars. The Province realized a revenue therefrom of over \$35,000.

In all these particulars an appreciable advance will no doubt be made as the trade is developed and new fields are opened up. But the value of this great inheritance is not restricted to our commercial fisheries alone, for our angling waters will perhaps benefit a larger individual population, as year by year an increased number of tourists are attracted to our country to participate in our fishing. It is absolutely impossible to estimate even approximately the value to the Province and the country which accrues from this great influx of visitors in advertising its many resources, etc.; but the amount in money expended among us may safely be placed at hundreds of thousands of dollars annually.

The attraction of tourists and summer visitors, and the pecuniary and other benefits to be derived therefrom, is therefore a most important item of business, and any means for its extension and perpetuation will receive the best consideration which the Government can give to it. In the newer districts, supplying the requirements of these visitors is the principal outlet which the settlers have for the products of their farms. Some of the small lakes, where the flow of tourists has been greater than in other quarters, have been so persistently fished, and, it is a regrettable fact, have in years gone by been so ineffectively protected, that they are now in a more or less depleted condition. To re-

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store such waters, and to anticipate the great drain that will be created by the increased number of anglers, the Government, with its usual foresight, has already embarked upon the work of re-stocking with game fish; and it may here be said, that more has been done in this direction by the present Liberal Government during the three short years that the fisheries have been under its control than had theretofore been done by all the Dominion Governments since Confederation, 9,478 adult bass alone having been deposited last year at twenty different points in the Province. Never before in our history has so much interest been manifested in, or attention devoted to, fishery matters, both by the press and the public generally, as during the last year, and it is gratifying to learn that they fully appreciate the efforts already put forth. In due time the Government hopes to have every stream, river and lake throughout the whole Province populated with game fish.

To preserve this great inheritance for succeeding generations, the Government has adopted a judicious policy of administration and protection. There are 116 paid overseers permanently employed in the work of supervision and guardianship, as well as two fully equipped steam patrol boats; and in many sections protective associations have been organized to cooperate with the Government in the work of protection, by creating and fostering a proper public sentiment.

As is well known, the Federal and Provincial Governments have divided jurisdiction in regard even to our own fisheries, the Province having the right to prescribe the terms and conditions upon which fisheries may be leased, licensed or otherwise disposed of, and the rights which, consistently with any general regulations respecting fisheries enacted by the Dominion Parliament, may be conferred therein; and the Dominion having the right to legislate respecting the times of the year during which fishing may be allowed, the instruments which may be employed for the purpose, the regulations controlling the manner of fishing, and fishing regulations and restrictions. The distinction should be borne in mind by our friends and speakers when fishery matters are under discussion, and oppositionists are making extravagant promises which they cannot fulfil.

The recent decision not only adds another to the long list of Provincial Rights Victories obtained by the Liberal Government of Ontario during the past twenty-five years—among others the Escheat, the Insurance, the Liquor License, the Indian Titles,

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the Rivers and Streams, and the Boundary Award Cases; but it especially emphasizes the importance of the last named victory, by which 100,000 square miles were won for the Province; for to the great timber and mineral wealth of that new district may now be added the products of the thousands of lakes in this practically undeveloped territory, extending to the Lake of the Woods on the west and James' Bay on the north. These lakes may be truthfully said to literally teem with the most valuable species of fish; and when the progressive railway policy of the Province opens up these vast regions, and connects them with the outer world by rendering them more easily accessible, one of the richest resources therein will be found to be the fisheries—destined as they are to provide lucrative occupation for large numbers of our population who may desire to engage in this business as a livelihood, as well as to yield a continuous and valuable source of food supply to the settlers who may repair thereto to found new homes for themselves and their families. Information with regard to these lakes—their size, location, the kinds of fish they contain, etc., is being obtained and filed in the Department for the guidance and information of prospective applicants for fishing privileges therein.

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