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**Old Age Pensions.** The British House of Commons have to consider no less than half a dozen Bills dealing with the question of Old Age Pensions. The opinion of the London insurance press seems to be that all these measures will be referred to a select committee in order that their merits may be inquired into. As a means of saving the House from weary, wasteful discussions of this much debated question, the suggestion to turn the Bills over to a select committee is a wise one. Surely out of so many plans for improving the condition of the aged poor, the proposed committee will be able to cull something practicable.

and certain indication that, even in the heat of political controversy, Canadians are quick to unite whenever some great national question finds a doughty champion and clever exponent.

The Minister of Public Works has upon several occasions spoken with no uncertain sound upon the absolute necessity of making Montreal the distributing centre for the commerce of the Dominion; he has proved to many audiences that the prosperity of the country depends upon the cheap, expeditious and convenient transportation of our produce and merchandize; and, on Tuesday last, his ringing assurance that the Government recognized that the national welfare demanded the support of the country in making Montreal the chief port of the Dominion deserves the thanks of Canadians.

It may be a bad practice to praise any one too highly for doing that which every lover of his country ought to do continually—strive to promote its progress in the paths of peaceful trade and industry. But the people at large will echo the “cheers from all sides” of the House of Parliament; will heartily approve of the resolution to make the St. Lawrence route all that our Harbour Commissioners and citizens desire; and will indeed be grateful to the Minister of Public Works when he is able to report in his own words that the improvement of the St. Lawrence route is not only feasible but is “un fait accompli.”

**“A National Question.”**

And he asked the country, and that House, if the time had not come when the port of Montreal should be made the real national port. It was the distributing port between the east and the west. The St. Lawrence route was the shortest between east and west, and were they not bound to make it the best (Cheers), and was it not feasible (Renewed cheers). He maintained it was not only feasible, but must be made a *fait accompli* (Loud cheers). Since he had taken office he had felt the deepest interest in the question of transportation. It was not a Montreal question, it was not a Quebec question, or a Toronto question (Hear, hear). It was a national question (Cheers). They had the route at their disposal.—Hon. J. Israel Tarte.

The well-deserved applause bestowed upon the Minister of Public Works for his clear and earnest pronouncement of the proper policy to be pursued by the Government in the development of the port of Montreal was a tribute from both sides of the House to the manifest importance of Mr. Tarte's subject, and to his evident desire to grapple with the question of making the noble St. Lawrence the best and most available route from the great west to the markets of the east. The warmth of the welcome accorded to Mr. Tarte's utterances, and the “cheers from all sides” which followed the conclusion of his speech, is a sure

The Hon. Mr. Tarte has the courage of his convictions. He is indefatigable, and he can be relied upon to carry to a successful conclusion any task he undertakes. We, therefore, hail with satisfaction the approach of that day, to which he made reference last winter, when even the flagship of the North American Squadron will be able to visit the port of Montreal.

Then, with Halifax and St. John as the winter ports of the Dominion, this country can look forward with hope and confidence to an era of prosperity such as the Minister of Public Works has pictured in his latest patriotic speech.