

In the previous year... \$4,000,000 more than in 1917.

We have... at present only refer to our report of the... and Sugar. We ought by this time to be... the bulk of our Tea direct from the... of their growth, but the Government's... has impeded the direct importation and... over only too largely to the middlemen of other countries and particularly of the United States. In 1917-18, according to the United States... there was a heavy export...

Extensive repairs were made to engine houses, car shed and station buildings at St. John. A shed and platform for passenger accommodation was built, such as, Mathew's Ferry (near Hampton) and at Quispam. A combined passenger and freight house, and a platform, were erected at Bloufountain. At Campbell station, near Norton, the passenger shed and platform were rebuilt. The freight platform at Dunsmuir station was renewed. A new tank-house and tank were erected near Bloufountain. At Petticoat a new passenger station and platform were erected. Point de Chenne the roof of a warehouse, 30x224 feet, was erected, and a new tank-house and platform were erected on the same site. New sheds were erected on the same site. At 8 Nova Scotia station, platforms at Hampton, 1,571 ft. were built. A lay platform 150x12 ft. was built at Nappan. A new breakwater of timber was built to protect the station from the waves of the Bay. A wharf of 1,100 ft. was built at Springhill, besides 500 ft. of other new wharf at this place. Trestles were erected, 3,700 feet, were put in at Redbank, Hampton, Salisbury, Shelburne, Miramichi, and Grand Falls, for the benefit of the Springhill coal mines. At St. John 500 feet of trestle work was built for the same purpose. At Moncton a coal shed, 120 ft. long by 24 ft. wide, was erected, besides 700 feet of trestle work. The station and shed were built on a new site, and a new platform, 100 ft. long by 15 ft. wide, was erected. A wharf at Point Landry was built, 615 feet long, 35 feet wide at the shore end and 75 feet at the pier end, with a platform 100 ft. long by 15 ft. wide, and a new shed, 100 ft. long by 24 ft. wide, was erected. At Westville a freight shed 81x29 feet, a cattle shed and a new siding 270 ft. long by 12 ft. wide, were erected. At New Glasgow a new freight shed 150x20 feet, besides extensive repairs to the station buildings, platforms, and two new sidings, respectively, 634 and 325 feet long, and two sidings—500 feet, the other 100 ft. long. At Halifax, a brick freight shed 500 feet long—500 ft. half 40 feet wide, the other half 30 feet—besides extensive buildings for passenger accommodation, such as station building and passenger shed, and a new shed, 100 ft. long by 24 ft. wide, was erected. The latter building is 400 ft. long by 30 ft. wide; the whole building and passenger shed and waiting rooms, with living apartments for the station agent. The latter building is 400 ft. long by 30 ft. wide; the whole building and passenger shed and waiting rooms, with living apartments for the station agent. In this connection it is to be noted that the improvements reported by Mr. McLean as being the result of the Government's action, are in fact the result of the action of the private companies, and are in no way connected with the Government's action.

LETTER FROM OTTAWA.

GOVERNMENT CANARDS CONTRADICTED. SITES ON THE FOURTH ESTATE.—SIR JOHN'S OWN ADDRESS.

A very silly case has been created by a disagreement... of the Reform Party in Ontario is created, we may fairly look for a considerable extent of demoralization in the Reform ranks in Ontario next election. The Reform Party in Ontario is created, we may fairly look for a considerable extent of demoralization in the Reform ranks in Ontario next election. The Reform Party in Ontario is created, we may fairly look for a considerable extent of demoralization in the Reform ranks in Ontario next election.

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THE TRADE RETURNS: TEA AND SUGAR.

The Trade and Navigation Returns for 1917-18 appear to be very complete, and have been laid before Parliament with commendable promptness. They bring the record down to the end of June, 1918, and are therefore over seven months old, which suggests that the statistics which are required should be reserved for Parliament before being given to the public world. The tables of Imports and Exports are exceedingly interesting. They show a gradual falling off in the trade of the country ever since the "Reform" Party assumed the reins of Government. There is a fall of \$22,000,000 in the total value of the long list of imports, and a fall of \$10,000,000 in the value of the long list of exports. The fall in the value of the long list of imports is due to a fall in the value of the long list of raw materials, and a fall in the value of the long list of manufactured goods. The fall in the value of the long list of exports is due to a fall in the value of the long list of raw materials, and a fall in the value of the long list of manufactured goods.

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