

The Colonist

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THE SEMI-WEEKLY COLONIST

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THE SEATTLE EXPOSITION.

The Colonist has not said very much about the Exposition to be held in Seattle next year, perhaps not as much as it ought to have said, but it is not yet too late to direct public attention to it.

When the matter was first brought under the attention of the Dominion government, an Ottawa paper described it as a piece of impudence on the part of the people of British Columbia to help them out in advertising the advantages of their country as an outfitting point for the Yukon.

THE SESSIONAL PROGRAMME.

Prorogation is apparently a long way off at Ottawa. The amendment to the Election law bids fair to give rise to prolonged debate, and if we may take what Mr. Borden says as outlining the course of the Opposition, it is itself likely to keep the House in session until after the leaves have turned.

Some of these measures, notably the amendment to the election law, that to extend the boundaries of Manitoba, and that to provide for the construction of the Hudson's Bay railway, suggest the possibility of a session before another session is held.

MR. KING'S REPORT.

Mr. Mackenzie King tells the Parliament, in his report on Hindu emigration to Canada, that it is contrary to the law of India, if the emigrants go under contract.

Hindus that Canada is not adapted to, and that the obstacles to their emigration in the way of emigration to this country.

INTERESTING FACTS.

The Manitoba Free Press has been brushing up its geography, which is always a timely thing to do.

It is a map of the whole Dominion showing in threads of color the railway routes, showing in blue the area of 120,000,000 acres surveyed up to January 1 last, and in a deeper tint the area of 4,500,000 acres which Winnipeg is its centre, which was surveyed up to January 1, 1873.

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THE FRANCHISE BILL.

A battle royal is promised over the amendment to the franchise law to provide for new revisions in Manitoba and British Columbia.

A MISSING LINK.

The Grand Trunk Pacific will be completed from Winnipeg to Edmonton this fall, unless all calculations are in error.

This section is 245 miles long. It is, of course, a most difficult task to cut through the prairie section built by the company, but probably not more difficult than the 200 miles which the company has built from Fort William to Lake Superior Junction.

MR. PUGSLEY'S CRITICISMS.

Mr. William Pugsley, Minister of Public Works, has much more to say than the average politician of the hour.

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MONTREAL HARBOR.

The Chairman of the Montreal Harbor Board says that the city on the Lawrence River may be made the best shipping point on the continent of America, and that it is planned to deepen the St. Lawrence channel from the Gulf of St. Lawrence to the city of Montreal.

The development of all the great arteries of traffic in the Dominion will be approached in no narrowly spirit, and with an absence of parochialism.

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NOTE

The list of the Cabinet Ministers is as follows: Mr. Asquith, Prime Minister; Mr. Balfour, Foreign Secretary; Mr. Lloyd George, Chancellor of the Exchequer; Mr. McKenna, Secretary of the Admiralty; Mr. Curzon, Secretary of State for India and the Colonies; Mr. Fisher, Secretary of State for the Colonies; Mr. H. H. Kitchener, Secretary of State for War; Mr. Buxton, Secretary of State for the Home Department; Mr. Herbert Asquith, Secretary of State for Education and Science; Mr. McKenna, Secretary of State for the Admiralty; Mr. Curzon, Secretary of State for India and the Colonies; Mr. Fisher, Secretary of State for the Colonies; Mr. H. H. Kitchener, Secretary of State for War; Mr. Buxton, Secretary of State for the Home Department; Mr. Herbert Asquith, Secretary of State for Education and Science.

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