

The Dominion Government, a tripartite, imperial party and patriotic tripartite, in the House of Commons, on Tuesday night, when the question of disallowing Manitoba local railway was brought forward by Mr. M. P. for Marguette, who stood against the Government policy in this respect, and moved a resolution to voice his opposition to it. There was a short but vigorous debate on the question, and when the division was called, the Government was sustained by the handsome majority of forty-nine, Messrs. Mitchell, Hale and Skinner, who have hitherto been accounted Grits, voting with the administration. The majority in the Commons are to be commended for taking a wide and intelligent view of this question. While the policy of disallowance may hamper the construction of railways in Manitoba, the interests of the whole Dominion are protected, by preventing American capitalists building branch lines into the prairie Province to tap the carrying trade, capture it for their own trunk lines to the eastern and western outlets of the continent, and thus paralyze the business of the Canadian Pacific Railway, which has been constructed at an enormous expense by the older Provinces of Canada. The construction of branch lines from the Northern Pacific into Manitoba, would be a successful plan to divert into American channels, the legitimate business of the Canada Pacific, and a Canadian who would encourage the schemes of the Northern Pacific people has very little regard for the general interests of his country, even though in voting against disallowance, he might in a measure, be prejudicing the progress of one small Province. It is fortunate for Canada that we possess in the Government and in a majority in Parliament, men who can look beyond the narrow, provincial question, and protect the great interests of the Dominion. We in the eastern Provinces have been looking forward with great expectations to the completion of the Short Line Railway, which we fondly hoped will bring to our seaboard for shipment abroad, a portion at least, of the grain, cattle and other products of the Northwest, and with our fellow countrymen in the other Provinces, we have noted with pride and pleasure, the speeded trans-continental and trans-Pacific trade that is being established by our own through railway to the western seaboard. Shall we then decline to sanction the policy of disallowance inaugurated and supported by the Government for the protection of our greatest public work, and the welfare of six of the older Provinces of Canada, because the remaining one demands certain concessions? The patriotic section of Canadians, and after all they embrace the great bulk of our population will agree with the proposition, that the people of Canada are concerned in the policy of the Government. The older provinces have expended in cash in the construction of the Pacific Railway, and for the opening up of the Northwest, more than seventy million dollars, and the object of that expenditure, the establishment of inter-provincial communication, the promotion of interprovincial trade, and the cementing of the federation. The overwhelming mass of the Canadian people truly observe the *Montreal Gazette*, will applaud the determination to safeguard the Canadian Pacific Railway, to preserve the trade of the country to themselves, and to make the national line fulfil the expectations formed of it. Connection with the United States railway system means the divergence of the traffic of the Northwest to American ports at the expense of our own, a threat to the progress and prosperity of the Canadian Pacific, and a loss of trade to our merchants and manufacturers, which they rightfully claim as their own, and the possession of which benefits the whole country.

In view of the circumstances then, it is strange to see some Maritime Province representatives voting against the Government on the disallowance policy of the Government. It is a spectacle indeed to witness, Mr. John V. Ellis of St. John, who has been clamoring for the completion of the Short Line Railway, who has abused and ridiculed the Government in his newspaper and on the public platform, because that project has lagged, it is highly entertaining indeed we say, to observe this gentleman voting against a policy, the destruction of which would defeat the very interests of which he pretends to be so sincere a friend. If there is anything that St. John expects benefit from in the future, it is the traffic which the Short Line Railway will bring to that ambitious city. Yell bring to that ambitious city, the business of the St. John representatives, handed by party zeal, and prejudiced against everything that emanates from a Conservative source, rise in their places and vote to give an American company the very rights which this country has expended millions of money to secure. The *Telegraph* goes out of its way to abuse Mr. Skinner, because he had the patriotism and the independence to vote with the Government on this important question, but our contemporary would be more in the line of duty if it called upon Messrs. Weldon and Ellis to resign the trust they have so deserted and betrayed. Mr. Skinner in the vote he gave in Parliament Thursday night, was guided by an honest desire to serve the best interests of his constituency and his Province. Messrs. Weldon and Ellis, however, were not jumped up at the crack of the party whip, and against what they themselves must have been convinced, was the true, the honest, and the patriotic policy for Parliament to pursue. It is in the name of the reader and not of Mr. Skinner, that the *Telegraph* should demand an explanation.

The St. John Grits are very, very angry because Mr. Skinner voted with the Government on the Northwest Railway disallowance question, and the feeling of indignation was voiced the *Telegraph* Saturday in the following words:—

"Mr. Skinner's attitude and vote certainly calls for explanation. The policy of the Government has been to insist on the observance of provincial legislation where such legislation was intra vires. If Mr. Skinner had done so, he would have acted in variance with those of the party whose candidate he was, he should have stated his reasons for doing otherwise, and it is known as frequently spoken of during the election campaign. How did the electors of St. John know Mr. Skinner to vote when that question came up? To put it very mildly, Mr. Skinner's vote is a sad mistake. He was elected to represent the people and worked for him in the election, and calls for no further explanation than the fact that Mr. Skinner's questionable invitation to him to vote with the Government.

"Mr. Skinner's future votes on party questions will tell us more who regard him not unimpaired with some suspicion as to his party spirit. We think he ought to state his reasons for voting against the Government. For the wishes and interests of the constituents of St. John."

The *Telegraph* also scolds Peter Mitchell and Mr. Hale of Carleton for voting with the hated Tories drawing it rather mildly on these gentlemen, because it says they were elected as independent Liberals. But poor Mr. Skinner, nothing is too hard to say against him. Possibly, however, Mr. Skinner will survive. He shows a degree of independence that ought to raise him in the esteem of the best men of both parties, and he can afford to smile at the scoldings of the *Telegraph*. We never did believe that a gentleman of Mr. Skinner's progressive spirit and liberal views, could long find congenial society with the Grit party, and after all, he is but returning to his former friends, from whom he was estranged by unfair treatment from a certain section of the Conservative party in St. John. Instead of coöperating Mr. Skinner, they drove him out of the party, and it was more their fault than that of Mr. Skinner, that for a time he was unfortunate enough to be associated with the Grits. With Mr. Skinner as a candidate on the Conservative side, St. John would have remained loyal to Sir John in the late elections, as we believe to day, Mr. Skinner is loyal in his heart to the Conservative cause. Let us see, with Mr. Skinner, Mr. Hale and Mr. Mitchell voting with the Government, there wereonly three New Brunswick M. P.'s left to support Mr. Blake, viz., Messrs. Weldon, Ellis and Gilmore. Alas! alas! the Grit party are in a bad way in New Brunswick. Where now is this banner Grit Province of which we used to hear so much from 1876 to 1882, on the 26th day of May, 1887, in Parliament, the Right-warranted confederate vote in the House of Commons of Sir John A. Macdonald, this is how the representatives of New Brunswick stood:

Tory,
Weldon,
Foister,
Macdonald,
Oostgan,
Hale,
Skinner,
Mitchell,
Burns,
Morrison,
Baird,
Wilcox,
D. Weldon,
Lindsay.—18

C. W. Grit.
Gilmore,
Ellis.—3

Comment is needless. We commend the bald facts to our angry and disappointed Grit friends.

Mr. Campbell's Death.

The news of the sudden death of Mr. Campbell, M. P., for Digby, N. S., is contained in our news columns to-day. Following so closely Mr. Moffett's death, and bearing so close a resemblance to the latter's end and decease, Mr. Campbell's demise caused a great shock to his fellow members, to his constituency, and to the country. Mr. Campbell came of a political family. His grandfather represented Shelburne, in the N. S. House of Assembly for twenty years, and his father, the late Colin Campbell, sat for Digby county in the same body, from 1859 to 1887, and again from 1874 to 1878, being also during the latter term, a member of the Government of N. S. The late Mr. Campbell, M. P., was in the prime of life at his decease, being just forty years of age. He was first elected to Parliament in February last, when he defeated Hon. W. B. Vail, and redeemed Digby to the Conservative party. He was a general popular gentleman, who made a great many friends at Ottawa during his brief Parliamentary career, and his untimely death is sorely lamented.

SIR CHARLES TUPPER.

An American Estimate of the Finance Minister.

(From the Boston Post.)

As Sir John A. Macdonald's first lieutenant, and second only to him in influence and energy, stands Sir Charles Tupper. He was one of the cabinet at the time of the "Pacific Scandal," and was far from being a Tory, and with him rose again in '78. A Nova Scotian by birth, Sir Charles began his study for the medical profession. He afterwards turned his back on medicine, and on opportunity arose for him to enter Parliament. He opened his career as an opponent of the Conservatives, and in 1876, a Nova Scotian's death he and Tupper became allies. Tupper was from the beginning a great admirer of the free coinage movement; it may be said to his credit, the prime mover in introducing the "free school" system into his native province. Of late years he has accepted the position of minister of railways, high commissioner to Great Britain, and is now minister of finance, succeeding Sir Leonard Tilley, who, on account of failing health, has retired from active public life, enjoying the honor and ease which is due to him for his long service to New Brunswick. Sir Charles Tupper is an unusually fine speaker and debater; he is a most complete master of argument, and inspires fear in his opponents. He is a man of great power. Tupper is a great worker. It is said that after the fall of his party in '78, he was driven to work harder than ever. Sir Tilley was enjoying the gubernatorial seat in Fredericton, Dr. Tupper was busy working, and in a large measure it is due to his efforts that the Government has survived since 1878. Should Sir John retire from public life, it will be Tupper who will lead his party, and he will do so with the confidence of the party excepting the Premier.

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APRIL 6th.

72

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CRETONNES,

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Fredericton, May 11, 1891

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ENGLISH SCOTCH, GERMAN
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CANADIAN CLOTHS

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THOS. W. SMITH
Fredericton, April 12, 1887

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Gossamers, Parasols, Gloves, Corsets, Prints, Cottons, Cottonades, Ducks; Table Linens, Tawelling, Flannels; Shirts, Shirts and Drawers; Men's, Youths' and Boys' Clothing; Men's Suits, from \$5.00 to \$20; Youths' and Boys' Equally Cheap; Scotch and Canadian Tweeds; Pantings' and Worsted Costings—Choice Patterns and Low Prices; Brussels, Tapestry, Wool and Hemp Carpets;
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CHECK SUITINGS,
CHEVIOTS,
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'87 SPRING. '87

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Hamburgs,
Hamburgs,
Corsets,
Corsets,
Shirts,
Shirts,
Ginghams,
Ginghams.