

The Time of the House, the Pages of Hansard and the Money of the Country Being Wasted by the Opposition.

rault, who was a commissioner to the Philadelphia exposition of 1876 and who is a commissioner to the Paris exposition. Mr. Mills was not content with asking if

the "ferocious" who is going to "take Philadelphia by storm." He said that he had added to the entire bill of expenses of the Philadelphia commissioner's item by item as it appeared in the auditor's report. He said that he had nine closely printed pages of Hansard and that it was a matter of no human interest whatever, because it has been published and discussed in the newspapers. He said he had made as much of this bill as if it had been a Pacific scandal, although the total amount of it is by no means large. Yet he said that he had descended to tell the public with a view to making it a political issue, the Tories having evidently no other kind of ammunition for the coming campaign. He said that great political issues have descended to such measures and its case is had indeed.

Yesterday was wholly occupied with the discussion of the Gaspe Railway and of the affairs of the province. The speaker heard of both before the session

is ended, so I shall reserve any comments  
for a future occasion.

J. H.

The Policy is to Keep Eastern Freight Rates Down and Obtain Profit from the Volume of Business Rather than High Prices for Carriage.

Montreal, April 4—The annual meeting of the shareholders of the Canadian Pacific Railway was held today. The report was adopted and the old board was re-elected unanimously. In moving the adoption of the report President Shaughnessy said it was gratifying to be able to congratulate the shareholders on the excellent results of the operations during the year and the prospects of continued prosperity.

The improvement in the revenue was largely due to the growth of traffic in the interior of the dominion.

Government reports indicate that in Manitoba and the Northwest Territories there will be under crop this season about half a million acres in excess of 1890. The rate per ton per mile for the carriage of freight has been still further reduced. In view of the remoteness of the eastern markets from some sections of the system the policy of the directors had been to reduce the rates in order to encourage the maximum development of the country and purpose securing increased revenue from the growth of tonnage rather than by the maintenance of high rates. The long hauls that traffic is hailed by because of the situation of the railways makes economy in working an important

Apart from some short lines required to serve the growing communities of Manitoba and the Northwest Territories the directors do not at present contemplate any construction involving important expenditures of capital. The present earnings of the company are being used to pay the interest on the \$1,000,000 loan and to provide for the depreciation of the plant.

The Manitoba, North Western and Great North West Central Railways to be leased is already sufficient to meet the interest and liability involved and the contribution to the traffic of the main line will be permanently secured.

A gratifying feature of the company's affairs is the fact that during the past year there has been an addition of 150 per cent. to the list of the shareholders on record in Canada. This number is still increasing. A return to the basis of five per cent dividends is the assurance of the conviction of the directors that in the

New Brunswick at the Imperial Institut

tail," says the Canadian Gazette. Mr. A. Duff Miller, agent general for New Brunswick, presided: "It was stated that New Brunswick was the largest, most fertile, and generally respectful of the title, province in the world in the part of the world. Western Canadian products of their journey to England. It had a coal line which, compared with its area, was enormous; and an elaborate, extensive and beautiful system of railways. It was one of the longest along the course of the rivers, hundreds of thousands of acres of the finest alluvial soil, which, on account of its biennial fertilization by the overflow of the rivers, was for the most part self-sustaining. The Upper Silurian formation, and was unexcelled, having been originally covered with a heavy growth of timber. The land, especially the dyke

lands at the head of the Bay of Bengal. The produce of the country is rice, sugar cane, and other tropical fruits. The country is generally one of the finest dairying sections of the Empire. As the greater portion of the province was covered with forest, lumbering as a source of wealth ranked next to agriculture, and very large quantities of timber were being cut every year, and large factories were being erected for the production of wood pulp. The fisheries were important and gave employment to large numbers of men. The minerals of the province were to a great extent unexplored, but it was known that coal had been discovered. The country possessed fine railway and steamship facilities, and was credited with having a greater mileage per head of the population of any country in the world.

country, notably for salmon and trout while, owing to the efficient and rigidly enforced game laws, the province had the title of the finest big game country in America. Moose, cariboo and Virginia deer were plentiful. New Brunswick generally was, Mr. Hickman said, a country specially suited for Englishmen, the climate was delightful, land good and cheap and education free and excellent.

The beautifully colored lantern slides depicting the scenery and resources of the province were much admired by the large audience.

Annihilation of souls would leave the world the same foolish, inconsistent, logical riddle it now is.

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Heaven established the ideal and the earth invented the real to train man up to it.

the English-speaking provinces against French-Canadian premier. If this end be won, certain Conservative joint fancy they will thereby secure the re-creation of Sir Charles Tupper to the primacy of the dominion, and the sacredness of peace and harmony throughout

country would, in their judgment, be a cheap price to pay for such a result.

Why should the premier be held accountable for what Mr. Bourassa says in province of Quebec? This is not the instance in which supporters have diffi-

from their leader on incidental quest of policy. Everyone will remember decided stand taken by the late Da McCarthy in 1889 on the dual language matter. He carried on a campaign was unquestionably anti-French in its

eral bearings, and yet no Liberal in  
land was mean enough to suggest that  
was doing it at the instance of Sir J  
Macdonald. Col. O'Brien on the Jess  
Estates matter, and Col. Landry on  
execution of Louis Riel, each took a co  
in opposition to their leader; yet th

was no suggestion from the opposition that day that they were playing a dog game. It is only in these days, when premier belongs to a race in the minor that such wicked tactics are resorted. But we have sufficient faith in the sense of a reading and thinking public to believe that these degenerate and

Sir Charles Tupper has been visiting

ancient city of Quebec and making political speech that he thinks will be effective at the next general election. The great majority which the province of Quebec gives to the Liberal party gives

to reduce it. Although Tory heels were running all over the maritime provinces and Ontario shouting that Quebec was the Dominion, Sir Charles would be content to accept Sir Wilfrid's Quebec.

majority and stand in his shoes, Tories have a different cry in every province of the Dominion. In the maritime provinces and Ontario they shout that Quebec gets everything; but in Quebec they declare that that province is v

badly treated and in fact gets nothing. Whether this plan will be found to work well when the campaign is fairly on is to be doubted. It may answer well enough in countries where there are no railways, telegraphs or newspapers, but it becomes

a little confusing where these accessories of civilization exist. People begin to compare notes and the result of their comparisons is not always satisfactory to as many-sided persons as Sir Charles Tupper.

great friend of the city of Quebec, had always loved Quebec as his own and he had never failed to do everything that lay in his power to promote Quebec interests. We have all heard that story before; for he has told it in every city, town and village in which he

spoken. Wherever he happens to making a political speech that place is him the dearest spot on earth. Its terests have kept him awake at night many years; its beauties are recalled him in his most pleasing dreams. The people of St. John will not have forgot

how quite recently Sir Charles visited the city and made a speech on the same platform with Mr. Foster. No fact is more notorious than that Sir Charles has always been an enemy of St. John, yet had the audacity to stand up on a public platform in this city and to declare that

platform in this city and to declare  
he had always been our good friend.  
was enough to take one's breath away  
hear such a statement made before  
audience of intelligent men, for there  
not one man who heard him on that  
casion who was not well aware that  
statement was wholly untrue.

At Quebec he pretended that if he remained in power that city would have received a great many things that it did not get. The fact that the Fast Line was not yet in operation from Quebec to Europe was duly dwelt upon and made a basis for an attack on the government.

basis of an attack on the government, he declared that if it had not been for the Liberals the Quebec bridge would have been built long ago. Time does not appear to be an element of any importance with Sir Charles when he begins prophesy.

## HAGGART'S ATTACK ON ST. JOHN

Enough has not been said of the markable declaration made by Mr. Haggart, at one time minister of railways, regard to the port of St. John and

intercolonial railway. Mr. Haggart, one of the leaders of the Conservative party and would certainly be minister of railways once more if the Tories should return to power. Any utterance of his, therefore, especially when that utterance is applauded by his followers, must

taken to represent the policy of the party with respect to railways at least. Mr. Haggart was speaking in the House of Commons on the transportation question and he was criticising his successor in the railway department for his management of that road. One of Mr. Blair's great

“Another thing the honorable gentleman dilated upon was the great advantage to the country there would be in the making of a wharf and an elevator in connection with the Intercolonial Railway at this port. In the course of his speech he said:

ing of the extensive improvements proposed in the city of St. John. We are going to make St. John a terminus of the Intercolonial Railway for the freight from the west. I could never understand