

The Union Advocate.

A WEEKLY JOURNAL

W. C. ANSLAW,

Vol. XXX—No. 2.

Our Country with its United Interests.

Newcastle, Wednesday, October 14, 1896.

EDITOR AND PROPRIETOR.

Whole No. 1510

PROFESSIONAL

Law & Collection Office.

C. J. Thomson,
BARRISTER AT LAW,
Commissioner Newcastle Civil Court.

Public Building,
Newcastle, N. B.

Thomas W. Butler,

Attorney & Notary Public,
Fire, Life, & Accidental Insurance Agent,
collecting and Conveyancing Promptly attended to.
Office over T. Russell's Store, facing the Public Square,
Newcastle, N. B.

O. J. McCully, M. A. M. D.

Mem. 297, 008, 488, 1000.
SPECIALIST.
DISEASES OF EYE, EAR & THROAT.
Office: Cor. Waterland and Main Streets
Newcastle, Nov. 12, 1896.

MUSICAL TUITION.

Miss Edith Troy,
Graduate of Mount Allison University of Music, is now prepared to take pupils in
PIANO, FORTE, PIPE ORGAN, and
VOCAL CULTURE.
Terms on Application.
Newcastle, June 26, 1893.

HOTELS.

HOTEL BRUNSWICK,
MONTREAL, N. B.
Geo. McWherney, Proprietor.

Clifton House.

Princes and 143 Seaside Street.
ST. JOHN, N. B.

A. N. Peters, Prop'r.

Hosted by Steam throughout. Prompt attention and moderate charges. Telephone communication with all parts of the city.
April 6th, 1896.

EFFECT OF CO-OPERATION.

An Offer of Momentous Interest.

THE WORLD'S GREATEST WEEKLY

WITH THE UNION ADVOCATE
FOR \$1.75.

Our readers will be pleased to know that we have made special arrangements by which the Union Advocate and the Family Herald and Weekly Star of Montreal together, may be had for \$1.75.

The Family Herald is the greatest weekly family newspaper in the world, and has been wonderfully successful. So greatly has it grown that its publishers have had to enlarge it to sixteen pages, and even now it is hard to get all the good things in. No family can afford to do without the Family Herald, for not only does it amuse and instruct but it gives its subscribers price many times over. All the successful business, travelers and dairymen endorse it because they find it in its various and instructive articles, and which they can get nowhere else. Home-stress find it valuable aid to their household. The young folks are delighted with the pages given them. It contains matter to interest every member of the family.

Every subscriber, at no cost to himself, has his life insured for \$500 against death by railway accidents.

You can get the Family Herald with its position and free insurance, and The Union Advocate for \$1.75. This is an offer so generous that everybody should accept it.

Sample copies may be sent at the Advocate office or they will be forwarded upon application to the Family Herald Publishing Co., Montreal.

We have them

Nickel Alarm Clocks

Only \$1 each.

Mr. M. Moss, formerly of Chatham, has charge of our Watch repairing department at present. All work left will be promptly and satisfactorily repaired.

H. Williston & Co.,

Jewellers,
Newcastle, Sept. 21st, 1896.

Cheap work like

PRINTING

a never any good. When you get work done here it is done right. In order to have printing done right, give us your order. We take special pride in doing good work, and guarantee to give satisfaction. Remember when you want printing. Our prices are right.

W. C. ANSLAW,
ADVOCATE OFFICE,
NEWCASTLE, N. B.

ALL KINDS PRINTING.

YOUR ATTENTION

is called to the fact that if you require anything from a Druggist

The Pharmacy

is the place to procure it. New Goods received weekly, which keeps the stock always clean and

UP-TO-DATE.

Munyon's Remedies,
Chase's Remedies,
Shiloh's Remedies,
Kootenay Cure,
Patent Medicines,
Toilet Articles,
Perfumes,
Infants Foods, etc.

N. R. Mackenzie,
Chemist & Druggist,
Newcastle, Sept. 22, 1896.

Sash and Door Factory.

The subscriber is prepared to supply from his sash factory in Newcastle,
Window sashes and frames, Glazed and Un-glazed,
DOORS AND DOOR FRAMES, MOLDINGS, Planing and Matching, etc.
H. C. Niven,
Newcastle, Jan. 2, 1895.

Tuning and Repairing.

J. O. Bieserman, Piano and Organ Tuner.

REPAIRING A SPECIALTY.

Regular visits made to the northern counties of which due notice will be given. Orders for Tuning etc. can be sent to the Advocate Office, Newcastle.
J. O. BIESEMAN, N. B.
St. John, May 6th, 1894.

Intercolonial Railway.

On and after Monday the 7th September, 1896, the trains of this Railway will run daily (Sundays excepted) as follows:

WILL LEAVE NEWCASTLE
Through express for St. John, Halifax and Pictou, (Monday excepted). 4.05
Through express to Quebec, Montreal and Pictou. 22.45
Through express for Pictou and St. John. 10.45
Accommodation for Pictou and St. John. 12.05
Accommodation for Campbellton. 12.15
All trains are run by Western Standard time.
D. POTTINGER,
Railway Office, General Manager,
Moncton, N. B., Sept. 3rd, 1896.

Notice to Housekeepers.

Why buy doubtful brands of flour when you can get the famous

Jersey Lily Brand

for the same money.
And don't punish your family with bad, smoky oil, buy American Home light and you will be the gainer.

Sold by
P. Hennessy,
Newcastle, Sept. 22nd, 1896.

BONELESS HAMS, SAUSAGES,

and
ROLL BACON.

JOHN HOPKINS,
St. John.

E. W. FLIEGER,

Manufacturer and Repairer of FINE AND WORKING HARNESS

Upholstering a Specialty.
Masson Building,
Newcastle, N. B.

GET YOUR SHAVING & HAIR-DRESSING

Done at
M. P. Smith's,
Two doors East of Newcastle P. O.

We have the latest improvements. We carry a choice line of Havana Cigars and Cut Tobacco.

SATISFACTION GUARANTEED.
Newcastle, April 21st, 1894.

PVNY-PECTORAL

Positively Cures COUGHS and COLDS in a surprisingly short time. It's a safe, reliable, tried and true, soothing and healing in its effects.

W. C. McCowen & Son, Montreal, Que.
Agents for Canada: W. C. McCowen & Son, Montreal, Que.
Also sold by W. C. McCowen & Son, Montreal, Que.

Large Bottle, 25 Cts.

DAVIS & LAWRENCE CO., LTD. Sole Proprietors, MONTREAL.

Say! Where are you GOING.

I am off for McLeod's

To Get My SPRING AND SUMMER SUIT.

Our stock is now complete in all Departments.
VICTORIAN, CORK-SHED, SCOTCH and CANADIAN TWEEDS, FANCY TROUSERS, in Great Variety.
The Best Trimmings always used.

Thanks to the Public for four years of Good Business.

OUR MOTTO—Good Goods, Good Work, Quick Sales, and Moderate Prices.

Simon McLeod,
Carver, Book and Stationery Dealer,
Newcastle, May 14th, 1896.

Just Arrived and Now Open for INSPECTION.

Ladies' Wrappers, Gowns, Skirts, Corset Covers and Night Houses, in the very best Flannelette. The newest make, and finest finish, at prices within the reach of all.

I have also Black and Navy Serge skirts. Just the thing for fall wear.

Ladies will do well to call and take a look through.

MRS. H. A. GUILTY.

Opposite the Square,
Newcastle, Sept. 1, 1896.

You'll enjoy the Winter

through all its varying moods if you have your clothing interlined with Fibre Chamolite. This wonderful fabric is so light that you never notice its presence in a garment till you get out into the wind and cold, then you realize that you are cozy warm even though the thermometer shows a complete non-conductor of heat and cold, not the strongest winter blast can penetrate it, nor can the natural warmth of the body escape through it. The explanation and the fact that it sells for 25c a yard gives the whole story, and easily proves that for health and comfort's sake you can't do without it.

CLARK & LOUNSBURY.

Newcastle, Sept. 20, 1896.

DISMISSAL NOTICE.

Notice is hereby given that the firm of Clark & Lounsbury, doing business with headquarters at Newcastle, has been by mutual consent dissolved, and the business in future will be conducted here under the name and title of G. A. Lounsbury & Co.

THE COMMITTEE OF CONCILIATION.

The Committee of Conciliation, composed of representatives of each branch of the service on the C. P. R., had an interview this evening with Mr. Shaughnessy, of the Canadian Pacific, when the situation was discussed. The members of the Committee, however, would not talk and Mr. T. H. when seen, said he was not at liberty to say anything about the matter. Grand Chief Powell, when seen to-night, said he was in hopes that a settlement would be reached without necessitating the trainmen going out.

THE SITUATION AT OTTAWA.

OTTAWA, Ont., Oct. 6.—On the surface, locally at least, the strike situation seems to be unchanged. Passenger trains are arriving as usual, some considerably late, but on the whole making fair time. The Winnipeg train due here yesterday at 4.30 was several hours late. It was a special train from Winnipeg. Other trains arrived close to schedule time. Little, if any, freight is moving, as the Company seems unwilling to run the risk of creating any disorder by running trains that have no schedule time.

ALL QUIET IN THE QUEEN CITY.

TORONTO, Ont., Oct. 6.—Everything about the Union Station today is going on as if no trouble of any kind existed, and from all appearances the telegraphers' strike is ended.

THE STRIKE ON THE PACIFIC COAST.

REVELSTOCK, B. C., Oct. 6.—All the smaller stations on the Pacific division of the Canadian Pacific Railway have been furnished with operators, who came in here from the Pacific Coast, and all vacancies on this division are now filled. Both passenger and freight trains are running on schedule time.

THE ATLANTIC DIVISION ALL RIGHT.

ST. JOHN, N. B., Oct. 6.—Both freight and passenger regular service on the Atlantic division is in operation. Every station is filled with operators, with the exception of two or three points in Maine, where some old employees have been given an opportunity to come back.—Quebec Chronicle.

MONTREAL, Oct. 7.—The strike of the Canadian Pacific telegraphers ended at 4.30 this morning, when Mr. T. A. Assistant-General Manager, sent the following message to Superintendent White, Winnipeg: Albot, Vancouver; Spencer, North Bay; Leonard, Toronto; Timmerman, St. John, N. B. The following proposition has been made to the Company by employees representing the

General Intelligence.

THE C. P. R. STRIKE.

ASSISTANT GRAND CHIEF PIERSON'S STATEMENT.—THE SITUATION AT MONTREAL, OTTAWA AND TORONTO—AND ON THE ATLANTIC AND PACIFIC.

MONTREAL, Oct. 6.—It is given out that the reason the Railway Company does not fill all the strikers' places at once is due to President Van Horne's sympathy. He wishes the strikers who can be taken back to regain their place. Certainly the road is in a position to fill up every vacancy within ten days by American operators, who are applying by the hundreds. Your correspondent has seen these applications and can vouch for the standing of the claim. Meanwhile, the strikers are just as confident as ever to-day. It is said this is due to the fact that arrangements are being made for the calling out of another branch of the service. However, there is an element of doubt in this connection. The passenger trains are running on time and the freight are beginning to move in a way that must alarm the Union men who have gone out.

THE SITUATION AT MONTREAL.

At the General Office of the Canadian Pacific Railway the impression among all classes of the railway servants appears to be that the strike of the telegraphers is almost at an end. It is admitted that the Brotherhood of Locomotive Engineers assisted by the other railway organizations, may succeed in obtaining a few concessions for the men who have gone out, but that the strikers will obtain all they ask is not for a moment considered. Neither is the possibility of a general sympathetic strike among the employees of other branches of the service, for it is pointed out that the men at the head of other organizations are all and conservative operators who think more than twice before engaging in a strike on their own account, not to speak of a quarrel undertaken on behalf of another and distinctly separate body.

Mr. T. M. Pierson, the Assistant General Chief of the Order of Railway Telegraphers, spent yesterday in North Bay. He is more than satisfied with the outlook. 'We are stronger than ever,' he said, 'and if you had only been in North Bay with me yesterday you would just have seen how strong we really are. We had two union meetings at that point yesterday and the strongest support was promised to the telegraphers. At the second of the two meetings we had the delegation from Winnipeg, who stopped over to address the men of all classes of service who were assembled. In the presence of 130 of their fellow employees, each of these four men stated that the operators' demands were just and reasonable and that they were on their way to Montreal to see that the strikers' demands were met.'

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operators and has been accepted by the Company.—All employees now engaged in a strike on the Canadian Pacific Railway may report at once to their respective Superintendents, who will reassign them without prejudice to the position they occupied before the strike took place, except such as have been guilty of such gross misconduct as to cause the General Superintendents to refuse to accept them. New men employed during the past week will be utilized as far as possible in filling extra positions created by the fall business. All other employees who refused to take the place of strikers, but were guilty of no other offence and were dismissed, will be reinstated without prejudice.

THE BASIS OF THE SETTLEMENT.

The basis of the settlement is as follows:—The men are to go back to work upon the understanding that the General Superintendents will be instructed to bear the grievances of the men and redress them, if such are proved to exist. If the men find that the grievances of which they complain are not redressed, they may then appeal to the Executive at Montreal, which will be prepared to go into the case with the men. In other words, the General Superintendents, not the Assistant Superintendents, it is important to note, will be instructed to discuss with the men the rules of service and regulations which the latter have drawn up and which Mr. Tait refused, at the outset, to consider, and to agree to such in so far as they do not conflict with the interests of the Company. The men will thus have five Superintendents to deal with all over the system, instead of eighteen as at present. Pending the recognition of the rules and regulations of the Order, the men go back to work.

THE BOARD OF CONCILIATION, said Mr. Pierson this morning, 'gave a promise to the Company that the terms of the settlement, that is the exact terms, should not be made public. In a general way it may be said that we have been contenting for a long time. I do not want to say that we have whittled the Company and I hope the Company will be equally moderate in any statement they make, but last winter we spent three months and thousands of dollars trying to get to this point, and we could not reach it. This is to say we wanted an arrangement either that we could go before arbitrators, satisfied that they could and would render us justice, or failing action on our part that we might proceed to lay our case before the Executive. This is what we are now going to do, through the intervention of the Board of Conciliation. Both parties are satisfied with the settlement.'

FADS IN MEDICINE.

There are fads in medicine as well as in everything else and a 'new thing' frequently sells for a short time simply because it is new. But in medicine as in nothing else, the people demand and will be satisfied only with positive, absolute merit. The fact that Hood's Sarsaparilla has stood its ground against all competition, and its sales have never been so large as now, is a strong proof of its merit. The fact that Hood's Sarsaparilla has stood its ground against all competition, and its sales have never been so large as now, is a strong proof of its merit. The fact that Hood's Sarsaparilla has stood its ground against all competition, and its sales have never been so large as now, is a strong proof of its merit.

RUSSIA ANNEXES COREA.

LONDON, Oct. 7.—A despatch to the Daily News from Vienna says that the Russian Minister at Seoul has been instructed to inform the King of Korea that Russia has no idea of concluding a treaty with Japan for a joint protectorate of his kingdom; that Russia considers Korea as an appendage of Siberia and that the Korean question is closed. This information, says the Daily News despatch, was communicated to Lord Salisbury during the Czar's visit to England.

Dominion Parliament.

OTTAWA, Oct. 5.—The House met at eleven o'clock for the third reading of the Supply Bill, and by arrangement the question of steamship lines in receipt of Canadian subsidies sailing from United States ports came up for discussion.

In answer to Hon. Mr. Foster, Hon. Mr. Fielding said that it was the opinion of the present Government that in view of the many years during which the Allen contract had been in force, it was not reasonable to summarily terminate it, seeing that no notice had been given. The service to and from Portland would be continued during the coming year, with the understanding that at the end of the season of navigation of 1897 the Government would be at liberty to terminate the contract.

Hon. Mr. Foster—Has notice been given to the Allen to that effect?

Hon. Mr. Fielding—No formal notice has been given and no Order in Council has been passed, but that is the understanding and steps will be taken to give effect.

Hon. Mr. Foster said that for the last ten years there had been a gradually growing sentiment in Canada that the

money of the Dominion should not be given for a steamship service having its terminus in a United States port and merely calling at Canadian ports. This feeling under itself felt in Parliament, and in 1890 the Government gave expression to it by making it a condition that the fast line service then projected should make a Canadian port its terminus and should not call at any United States port. For various reasons the fast line project fell through for the time being, but last year a proposition was made by an old and reliable steamship company to undertake a winter service from the port of St. John direct to Liverpool, with the idea that they could demonstrate the fact that Canadian winter ports could economically and successfully do the winter business of Canada. The proposition of the Beaver Line was taken up by the Government and a contract was made for an experimental winter service, the Government giving a subsidy of \$25,000. Without going into details, it might be said at once that it was admitted on all sides that the experiment was an unqualified success. That in the matter of quick transit from Montreal, Toronto and the interior, the Beaver Line and the other steamers attracted to the port of St. John were the peers of the Allan Line sailing from Portland and calling at Halifax. In fact, as was stated in the House last session and shown from the record, freight was delivered in Montreal and Toronto through the Maritime Province ports quicker than they were when taken to Portland by the Allan Line and brought into Canada by the Grand Trunk Railway. In that behalf, which took place only in March, the Minister of Trade and Commerce (Hon. Mr. Ives) stated that it was the settled policy of the Government to grant no more subsidies to any steamers touching at other than Canadian ports, and that an Order-in-Council to that effect had been passed in response to a memorial from the Board of Trade of the Maritime Provinces making that request. The Allan contract was made from year to year only and no notice was necessary to determine it. If notice was necessary, ample notice was given by the Order-in-Council and the statement of the Minister in Parliament, both of which were published all over the country. Hon. Mr. Fielding's plea that the Government were prevented from terminating the Portland contract because no notice had been given, had no justification whatever in the facts. The Allan were perfectly well aware of the position and intentions of the late Government. Every spring they made application for the renewal of their contract for the following year, and it was a significant fact that this year no application was made. The Allan did not make Halifax the port of call for the mail service to England.

Hon. Mr. Blair did not believe, in the face of the urging which had been necessary on the part of the Maritime Provinces to induce the late Government to do what it had done in this matter, that the Conservative party would gain any advantage from raising the question in its present form.

Hon. Mr. Foster then raised another question, namely, a review of the present financial situation of the country as displayed by the Estimates so far brought down for the current year, and a comparison between them and expenditure of the late Government for the year 1895-96 and during recent years generally. The estimates for 1895-96 on consolidated revenue fund had amounted to \$87,832,353. For 1896-97, the Estimates, as prepared, were \$98,768,250, and when there was added to that amount for purposes of comparison, as had been included in 1895-96, the amount which must be absolutely spent in 1896-97 for a Parliamentary session, namely \$400,000, which was the least sum that would suffice, it made the total Estimate for 1896-97 brought down to the present time, and absolutely necessary, \$401,163,250, as against \$37,832,353, or an excess of Estimates already brought down for the current year, over the total Estimates for 1895-96 of \$63,330,897 on consolidated revenue fund alone. When he came to capital account he found that exclusive of the redemption of debt, which he left out for purposes of comparison, it not affecting the expenditure for the year, the capital account Estimate for 1895-96 had been \$2,016,280. So far for 1896-97 capital account Estimates were \$4,498,091, or an excess over 1895-96 of \$2,481,811. Totalling these he found that the total estimated expenditure for last year as brought down, exclusive of debt redemption, has been \$41,738,574, while this year it was \$44,081,550, or an excess of \$2,342,976. It must also be borne in mind that while the figures quoted for 1895-96 had been the total amount for the year, this amount would not be the total for the present year. There was a large part of this year yet to run and there were certainly Supplementary Estimates to be brought down at the session next winter, so that this sum did not by any means show all that would be necessary for the current year. Hon. Mr. Fielding quoted the detailed increases and decreases on departmental items to show that in all large controllable items there had been large increases, while the decreases made had been practically infinitesimal. Before the year was out Hon. Mr. Fielding would have to bring up the Portland route for so many years. This

money of the Dominion should not be given for a steamship service having its terminus in a United States port and merely calling at Canadian ports. This feeling under itself felt in Parliament, and in 1890 the Government gave expression to it by making it a condition that the fast line service then projected should make a Canadian port its terminus and should not call at any United States port. For various reasons the fast line project fell through for the time being, but last year a proposition was made by an old and reliable steamship company to undertake a winter service from the port of St. John direct to Liverpool, with the idea that they could demonstrate the fact that Canadian winter ports could economically and successfully do the winter business of Canada. The proposition of the Beaver Line was taken up by the Government and a contract was made for an experimental winter service, the Government giving a subsidy of \$25,000. Without going into details, it might be said at once that it was admitted on all sides that the experiment was an unqualified success. That in the matter of quick transit from Montreal, Toronto and the interior, the Beaver Line and the other steamers attracted to the port of St. John were the peers of the Allan Line sailing from Portland and calling at Halifax. In fact, as was stated in the House last session and shown from the record, freight was delivered in Montreal and Toronto through the Maritime Province ports quicker than they were when taken to Portland by the Allan Line and brought into Canada by the Grand Trunk Railway. In that behalf, which took place only in March, the Minister of Trade and Commerce (Hon. Mr. Ives) stated that it was the settled policy of the Government to grant no more subsidies to any steamers touching at other than Canadian ports, and that an Order-in-Council to that effect had been passed in response to a memorial from the Board of Trade of the Maritime Provinces making that request. The Allan contract was made from year to year only and no notice was necessary to determine it. If notice was necessary, ample notice was given by the Order-in-Council and the statement of the Minister in Parliament, both of which were published all over the country. Hon. Mr. Fielding's plea that the Government were prevented from terminating the Portland contract because no notice had been given, had no justification whatever in the facts. The Allan were perfectly well aware of the position and intentions of the late Government. Every spring they made application for the renewal of their contract for the following year, and it was a significant fact that this year no application was made. The Allan did not make Halifax the port of call for the mail service to England.

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