

The Daily Mail

Published every afternoon (except Sunday) at No. 613 Queen Street, by THE MAIL PUBLISHING COMPANY, Limited.

DONALD FRASER..... President

SUBSCRIPTION

One month by carrier.....	\$.35
Three months " "	1.00
Six months " "	2.00
One year " "	4.00
One year by mail.....	2.00
Six months by mail.....	1.00

Address all communications to The MAIL PUBLISHING COMPANY,

Fredericton, N. B., Oct. 18, 1910

THE MAN AND PARTY

The Conservative press is declaring that Sir Wilfrid Laurier is losing his grip upon the people of Canada. The government, it tells us, is doomed. Sir Wilfrid will give up the premiership before another appeal is made to the country.

Stories of this kind have been doing duty in the Opposition press for years. Hope is one of the Conservative party's few assets and the members of the party are longing for a return of the old days when a Conservative government mismanaged the country's affairs. This hope leads Conservatives to describe as facts the things which they wish to come to pass. But the stories have been proven false many times before, just as they will be proven false again.

The Opposition press declares that Sir Wilfrid's western tour was a failure. Independent western papers, with Conservative leanings, pronounced the tour wonderfully successful. Premier McBride, the Conservative leader in British Columbia, publicly honored the Liberal chieftain as one of Canada's greatest sons. In Montreal a few days ago, Sir Wilfrid was the centre of the greatest demonstration that city has ever seen, despite the campaign which has been waged against him in Quebec by Mr. Bourassa and his Tory allies, and the Conservative Montreal Star itself bore testimony to the remarkable success of the gathering. The personality of Sir Wilfrid Laurier, Canadian statesman, has still its power among all classes and races; nay, it has more than its power of a few years ago, for the man is better known and his patriotic statesmanship has borne fruit steadily.

While Sir Wilfrid is still the dominant figure in Canadian Liberalism, the Conservative belief that with the passing of the Liberal government is merely another of the vain delusions which opponents of the government dearly like to cherish. The Canadian people are not of the kind who can be led hither and thither by the power of any man's personality. Strange as it may seem to Conservative papers of the rabid type, the Canadian people are thinking people. In their politics, as in all else, they are not swept off their feet by one factor existing among many.

Granted, that it will be an unhappy day for Liberalism, as it will be for Canada as a country, when Laurier is no longer active in public affairs. But the Liberal party will then as now, be judged by its record, its policy, its pledges. Farmers will remember that under Liberal rule the price of their farm products reached figures hardly dreamed of under the Conservative regime. The laboring men will remember that under Liberalism the wages increased greatly. People of all classes will remember that Liberalism meant the opening up of stretches of country wonderful in extent and resources; that it meant the extension of transportation facilities until in proportion to its people, Canada possessed more miles of railway than any other nation; that it meant the strengthening of the ties with the Mother Country through the granting of the tariff preference, through the aid this Dominion gave when Britain faced the whole world at the time of the Boer War, through the establishment of a Canadian navy to assist the Home Land in the defence of the Empire; that it meant the advance of Canada from the position of a colony to the standing of a nation; that it meant prosperity in place of the stagnation which prevailed under Conservative rule; that it meant that Canada instead of looking to

the United States for favors, came to the place where the United States was compelled to seek the Dominion.

Liberalism is greater than Laurier or any other man. Liberalism means adherence to certain principles favorable to the people as a whole and not merely favorable to chosen classes. It means the adherence to these principles and it means vigorous endeavor to carry those principles into action for the good of the nation. So long as Liberal leaders are true to those principles and show themselves possessed of the ability to carry them into action, the Liberal party will remain in power whether it be led by Laurier or by another. So long as the Conservatives are pledged to no definite, progressive policy which promises to advance the interests of the country and make the nation still greater, and so long as they rely upon the policy of insinuation against the policy of their opponents, coupled with protestations of their own righteousness—for so long will Canada continue under Liberal rule. And the country is fortunate in that it faces a long-continued period of Liberal administration.

Peterborough Review—Most of us have better wives than we bargained for. We couldn't do enough for them when we were courting—a box of candies every visit, a drive, a show, ice cream, presents. We landed, and it's all different now. She washes and scrubs, irons, bakes and sews, makes the beds. The same on Sunday and Monday, Tuesday and Wednesday, Thursday and Friday and Saturday, just like the rest of them. No candies, no visits, no drives or shows, ice cream or presents; just work, the woman who works at home. Yes, he got a good bargain. She is the one who was fooled. She mothers the flock. He comes home for his meals and goes out, and, arriving home from his evening after-supper parade, asks for quiet, reads the paper and goes to bed.

Winnipeg Tribune—Another manufacturer who rushed across these parts on a sleeper a few days ago tells a Montreal newspaper reporter that he is "convinced that there is little free trade sentiment in the west." Wonderful what an account of information as to the settlement of the people a man gathers in a private car at a speed of 35 miles an hour.

Victoria, (B. C.) Colonist—It is time to enter a protest. Some very learned persons are getting up a new hymnal, and they propose to omit from it "From Greenland's Icy Mountains." The wisdom of the twentieth century has discovered that there are inaccuracies in the grand old song.

HIRAM HORNBEAM AND THE HAZEN ROADS

(St. John Times)

"I see," said Mr. Hiram Hornbeam "the Standard says that an expert finds New Brunswick roads the best in Canada, and they compare favorably with any in the world. Well, sir—"

At this juncture Hiram was seized with a sudden spasm that contorted his features in a most extraordinary manner, while a sound very like suppressed giggling issued from his lips. "You'll excuse me," he said apologetically to the new reporter, "I been subject to these spells lately. Had one yist'day when I read what the Standard said about the Mayes case. Seems as if I git one every time I read that paper. But, as I was sayin' this expert feller he says—"

There was another horrible contortion, and Hiram's features were convulsed for some time. When he had in some measure regained his self-control, he said:—

"I'm gonto ask that feller to come out to the settlement. I guess he didn't see our roads. The only thing I'm afeard of is that strangers comin' into town might read the Standard an' think they was in England or the states, or somewheres where they got good roads. If they thought that they might go out for a spin on the boobyard an' come back in the ambulance. It aint jist right—do you think it is?"

"Well," pursued Hiram, "I must be gittin' busy. I got some things to do so's I kin see them fellers run that foot race this afternoon. We got a long-gear'd young feller out to the Settlement that I'm gonto bring in next year to show 'em how to run. Great weather—ain't it?"

Rio Janiero, Oct. 17.—The British freight steamer Port Marnock is reported ashore off Cape Eric. Twelve of the crew were drowned. The Port Marnock sailed from San Lorenzo, on October 5 for Leith Scotland.

Every statement concerning

Red Rose Tea is made most carefully. Every claim that has ever been advanced has been fully borne out by the tea itself. You, if you use it, have always found it good tea. So good that no other tea pleases you as well. You may try substitutes but you always return to Red Rose simply because it has the fine quality and full value that pleases and satisfies.



Prices: 30c., 35c., 40c., 50c. and 60c.

THE POLITICAL OUTLOOK IN QUEBEC PROVINCE

(Montreal Herald)

It will be just as well to bear in mind that while there are no elections to fight just at present there will be in a year or two years, and that opinions are now being formed which will, in all probability determine their result. Here in Quebec, in all likelihood, the speech delivered by Sir Wilfrid Laurier on Monday night will be found, when the votes are counted, and even when the candidates are named, to have a great deal to do with fixing the terms of the contest and influencing its result.

The features of public policy on which Sir Wilfrid laid much emphasis as expressing his own purposes were those over which the people of Quebec are showing much concern. The Liberal leader spent two hours in proving that the Liberal party of today, in this matter of the navy, is but following the line traced long ago by Mackenzie and Papineau in their resistance to government from outside the country, by Baldwin and Lafontaine in their successful struggle for responsible government, by various ministers in acquiring the right to participate in and finally to conduct Canada's negotiations with other countries. The assurance, as emphatic as he could make it, that this is to be a Canadian navy, under Canadian control, with a long look ahead to the time when it will be strong enough to undertake the protection of our two seacoasts, is already having the result of attracting to Sir Wilfrid's side thousands who are under the influence of the only aggressive leaders of opposition. In this Province, it must be remembered, Liberals and Conservatives alike have their principles rooted in the Baldwin-Lafontaine tradition. Quebec was one in support of the Responsible Government movement, whereas in other Provinces, Ontario for instance, there were bitter conflicts between Tory and Liberal about it. The Ontario Toryism of our day traces back its lineage uninterruptedly to the opponents of Baldwin, and its political strength is based upon the same elements which offered bitter resistance to the acceptance of the doctrine of Responsible Government. What Sir Wilfrid said on Monday in tracing the evolution of Canadian nationhood through a series of political experiments unexampled in the relationship of any earlier dependency to the sovereign state, is acceptable to all Liberals, wherever found, and to all Quebec. In essentials it was not very different from what Mr. Bourassa had said in a very moderate statement made to a New York newspaper a few days before. Differences in detail there doubtless are, and what they are we shall probably learn at the counter demonstration. But it may be taken for granted thus early that where Sir Wilfrid Laurier shows himself so thoroughly representative of the sober judgment and traditional policy of the people of Quebec, they are not going to withdraw from him their confidence and admiration out of consideration or any technicality.

What might much better engage the attention of political speculators is the question what will be the position of the regular Opposition. Guerilla movements are almost interesting in their usual way, but to defeat a government there must be a strong and united Opposition. In Quebec, where is it? A leading Nationalist recently expressed the opinion that in the whole sixty-five ridings there would not be more than ten regular followers of Mr. Borden put in nomination. He did not suggest, but at once it becomes a pertinent inquiry what will be the support that any of these can count upon. In the campaign that has been conducted all summer the Nationalist orators have everywhere invited the life long Bleus who made up the bulk of their audiences to denounce Mr. Borden and the federal Conservative party, and though the dose was unpalatable, it was generally swallowed. On the other hand, one hears of a determined assertion of intention of local Conservatives to see to it that Mr. Monk is beaten in Jacques Cartier. How many, therefore, have much chance of election is quite an interesting problem. The least that need be said is that their chances were not improved over much by what happened here on Monday

THE CONSERVATIVE PRESS AND THE GRAND TRUNK

Forgetting the fact that the Canadian Pacific Railway, which is popularly supposed to look with more favor upon things Conservative than things Liberal, has many miles of rails in the United States as well as valuable terminal facilities there it is the custom with some Conservative papers to cry out on every occasion on which it is announced that the Grand Trunk allied with the Grand Trunk Pacific, is to extend its operations in the republic. On every such occasion it is declared by these papers that the Grand Trunk Pacific, which has been called into existence by the Liberal administration here, is seeking to build up the United States at the expense of this country.

An exchange deals with this matter in an effective way. What it says is reprinted below:—

Whenever the word is passed around that the Grand Trunk Railway company is creating new terminals or improving its holdings in the United States, a hue-and-cry goes up from every Tory larynx in the Dominion to the effect that the traffic from the Canadian west is to be purposely diverted from Canadian to American seaports. Some time ago one of these

ool journals said: "Why doesn't the Grand Trunk dispose of its holdings in the United States altogether, if it wishes to prove that it has no evil designs regarding the routing of traffic from the western prairies?" In their words, when that company took up the scheme of constructing a railway across the continent north of the forty-ninth parallel, it should have given away or sold out its line south of the boundary without loss of time. This would have surely been an absurd thing to require the company to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one thousand miles of road in the States, capitalized at about \$200,000,000, or three-fifths of the capitalization of its holdings in Canada. Yet the Canadian Pacific may improve and increase these holdings, may seek to do, and the absurdity of it becomes more apparent when we find that the Canadian Pacific owns over one