

not been revealed to rob the question of its mystery.

There is nothing so important towards the clear understanding of any subject as to studiously keep the mind within the sphere of definitions; not to confound the essential or co-relative effects of one idea or principle with those of another. We do not think our legislators have observed this maxim in the subject under consideration. They are desirous to include in the Federation principle, all the advantages which belong to a union more integral and coherent, upon a principle of comprehensive legislation which binds every part into a thoroughly organized and assimilated whole. This is simply impossible. Federation is not Union; it is but a compact. Unless our people keep in view the importance of maintaining our relation to the Imperial government as one of affiliation, their scheme will be only a rope of sand. And why? Because they are trying to obtain the peculiar advantages and independence which are secured by Federal Union alone. They want national dignity and independence. This they cannot obtain while their Colonial relation continues. They must be content to share in the influence and prestige which dignify the British Empire. If we, by any means, could be brought by representation or delegation nearer to the centre of empire, it would be more gratifying to our feelings, and our sympathies with the welfare of our common country; but this desire has never obtained a hearing with the Imperial authorities.

We would not be misunderstood in what we have advanced. We mean to say without unnecessary circumlocution, that the people of Canada and the people of New Brunswick and Nova Scotia and the other Colonies do not want a Federal Union. What they desire is a Legislative Union, by which government may be cheapened if possible; but more especially by which the long existing isolation which has characterised the several Colonies of B. N. America may be extinguished, and that they may assist each other forward in a common career of industrial progress, call it national or colonial they care little.

Let us suppose that your Federal Union is *in fact* accomplished: what will be your future course? You expect to be transformed as by a fairy's wand into a great nation. Do you intend to send out your ambassadors to other countries: to make your own treaties: to organize your own army and navy: to coin your own money; and perform all the functions of a Federal authority? "No," you reply. "Nearly all, if not all these acts will be the prerogative of the Imperial State." In what then, in the name of common sense, does your national independence consist? It amounts to nothing. Compare such an indefinite thing as will shortly be offered to the acceptance of these Colonies, with a Legislative Union—its type, the British Constitution; its capability of modification; its congruity with British sentiment; and its likelihood to cement and strengthen the Colonial relation. It will be less liable to irremediable discontent in the less industrial provinces, and will be a gradual development of the principles of Constitutional Monarchy.

We must defer to expatiate upon the evil of the Federal system; but we cannot withhold a warning to our fellow colonists in this momentous topic. Many of the delegates themselves don't know at this moment the difference between a Legislative Union and a Federal Union; and if the rulers of the country are in a mist, what shall we say of the masses of the population who are intelligent enough upon topics which have fallen under their consideration, but who have not perceived the necessity of looking into so profound a subject. "They know all about it" is the soliloquy of apathetic indifference. "I paint none of my business." So long as I stick to my trade all will go well." Well spoken! industrious citizen or yeoman; but you are not ignorant of the truth which the moderate amount of historical lore you have been enabled to collect together has confirmed; that the welfare and happiness of your country to the latest generation may hinge upon your recognition or rejection of the Quebec scheme of Union. Politicians are a useful class of society, but they are as fully possessed by the weaknesses of human nature as are their constituents, and under all their boasted patriotism lurk the demons of selfishness and ambition. We are not intimating anything derogatory to the honest intentions of our representatives on this question beyond what is common to politicians in general; but they have in most men's judgment manifested their incapacity to deal with the subject in a manner which its importance demands. The several Conventions have been attended with a kind of hilarity and sensual indulgence which have certainly not comported with the dignity of the question, nor been calculated to bring clear heads to the consideration of it. They have floundered into the decisions they have reached, because they have approached the subject without knowing what the country really desires. It is a relief then to witness some sign of caution during their deliberations. The following sentiment accords precisely with our own views as to the whole question—"The Chairman (Mr. A. Joseph, President of the Board of Trade,) in proposing the health of the Delegates, said that while the merchants of Quebec did not think they were called upon to express an opinion on the question of confederation itself, they all heartily desired some change in their present position—they desired a thorough commercial union—they desired that the unequal and hostile tariffs of the several

provinces should disappear. They wanted one tariff instead of five. They wanted a commercial union in order to bring about closer ties, and they wanted that union under one flag—the flag of old England. They wished, too, that this union should be strengthened still further by the iron ties of the intercolonial railway." The Premier from Nova Scotia and New Brunswick dissented from the opinion of Mr. Joseph; and propounded the extraordinary doctrine that no dissentient view should obtain publicity lest the impartial sifting of the subject by the people when it is brought before them might be prejudiced. In the name of reason, where are the people to look for conflicting views of the question but to the Assembly—when it has been thoroughly ventilated.

To the Editor of the "BULLFROG."

SIR,—

The advertising institution can never be overturned. But if you must submit to it, cannot something be done towards regulating its character? News papers should now be called Flying Placards—Barnum Kites. Take up any of them and nothing meets the eye but Russia Salve—Zylobalsamum—Holloway's Pills. Are you in agony?—Mrs. Allen—William Hickman. Then the merchandise—

HERRING.

Extra Prime Labrador, No. A. 1, choice, fat, split, hand-picked tip-top article.

Prime Extra No. 1, Fat—splendid article—birch hooped,

Prime No. 1, Extra—Ketch Harbour—first rate,

Prime No. 2, Fox Island—Nonpareil,

Extra No. 3, Shore fish—July haul—Mackerel mesh,

Prime No. 4, Fat family—hemlock staves—patent bunge-hole,

Extra No. 5, Choice Mess, Turk's Island Salt—Spring catch,

PATRICK PISCES,

Water Street.

The caption is simply "Herring," without fat or being caught; but on modern principles of advertising, if a simpleton will buy on the faith of the word Herring alone, he must expect a difficulty in deciding whether the article is fish or not, or ever was; and should he purchase the A. L. on the merchant's word, the chances are, after taking it twenty miles to his house he will find the pickle gone, and the fish two years old and rusty. This puts the poor man, instead of the fish into a pickle.

Some educated advertisers are very exact in the use of mercantile Latin, respecting steamers and sailing vessels. Their goods are always *per Steamer* and *ex the DOLLY*. The proposition is sometimes occupies a position of dubious effect as in this case.

STAPLE GOODS.

IN

Nuts, Hats,
Hog's Lard, Molasses,
Tar, Cod Oil,

The ordinary reader is apt to think that such a stock must be in a precious mess. We also occasionally read elaborate discussions on the mechanism of Ladies' hoop skirts. Such are instances of the highly inflated style.

As to other features of newspaper character such as the gossip mongering formula "*the talk is*," we cannot now enlarge and shall conclude by advertizing to the Stereotyped form, used respecting every vessel launched in which form the enterprise of the owner, the skill of the builder, and model of the ship are extravagantly lauded. And if notice of the launching has been neglected, the earliest opportunity is taken to make amends—often in this style—"Arrived at Pictou, the clipper Schooner "Cockawee," Gray, Master, 19 days from Merigonish, lobsters and hens to consignees. Our citizens should embrace the present opportunity of inspecting this really fine specimen of naval architecture. This "thing of life" of 11 9-64 tons, N. M., was built under Capt. Gray, on lines taken by him from a dead Musquash, and sails like a duck. He attributes the length of his voyage to the desertion of the second mate with the charts, and continued foul weather on account of the hens. We understand that she goes on the new Marine Slip to have her bottom scraped, and after being classed at French Lloyds proceeds to Gull Rock for eggs.

BELUSH.

FIRE!

There is one statement frequently made in our papers which contains a large amount of truth; we are often informed that on such and such a night there was an alarm of fire. Our nerves unhappily bear testimony to the truth of this assertion; we have been "alarmed" with a vengeance. We have duly paid our taxes, which we had a vague idea had provided for a Fire Department, or steam engines, or something of that nature by means whereof fires would be extinguished and our property protected. Conscious of our virtue in this respect, and reposing in childlike simplicity on the receipt of the City Treasurer, we have been in the habit, as becomes a respectable Father of Families of drawing on our nightcap and drowning our cares in the oblivion of sleep at the hour which Britons generally appropriate to

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