

would be compelled to note the conduct of the executive in three distinct phases, each of which shows that respectable body in a position more or less humiliating. First, comes the odd coincidence of names, whereby the one LOWDEN was judged and condemned for the political opinions of his namesake. This would puzzle our stranger. Having already been compelled to accept the "possibility" of the public and the Press knowing nothing whatever about public men, he would now find himself arguing upon the "possibility" of an executive body *not* having wondrously deceived the Queen's Representative in order to perpetrate an act of injustice. But at this juncture we come upon Dr. TUPPEN's letter to LOWDEN, and learn that the ministry had been "in error" upon this point. Dr. TUPPEN's letter is the second act of this curious farce, and we purpose studying that letter as illustrative of an American politician. As a general rule, when a body of men *unintentionally* wrong an individual, they seek to afford him reparation upon his wrongs being proved; but when a body of men are resolutely bent upon wronging a man, any expectation of their injustice but serves to whet their unrighteous purpose. Dr. TUPPEN expresses regret that LOWDEN should have been wronged through "an error," but his reparation goes no further; on the contrary, his letter is one of exultation in the power with which he is invested. Such at least would seem to be the tone of the following passage:—"It appears, nevertheless, that whilst your case was receiving much unusual consideration at the hands of His Excellency, you did not hesitate to give publicity to his correspondence in a manner calculated to reflect injuriously on his responsible advisers." It seems somewhat strange that a politician who can bear without a murmur a public accusation of "lacking the essential element of truth," should grow indignant about an *injurious reflection* upon him in his capacity as a responsible adviser of the Lieutenant Governor. When publicly charged with untruthfulness by a man of his own standing, he says nothing; but when (in common with others) temperately convicted of "an error" by one in a humbler walk of life, he takes up the matter seriously, and evicts from public employ a Light House Keeper. Our English observer would deem this slightly inconsistent, but eminently instructive. Mr. LOWDEN was placed in a trying position. He had but two courses open before him. He must either have lost his place through "an error," or he must have invested the "error" with something which reflected credit upon those who had erred. It is clear he must have lost his place in either case. Dr. TUPPEN alludes to a passage in Mr. DALY's letter which pronounced as "indecorous" the "spectacle of persons holding official positions and yet taking a prominent part against the ministry of the day." The question naturally arises—what constitutes taking "a prominent part" in politics? We can understand the expression when applied to the chairman of an election committee, or to an energetic public speaker, or to a vigorous party pamphleteer, but we cannot admit that a man who successfully vindicates himself against a charge founded on an error, is entitled to prominence in the political world. The concluding sentences of Dr. TUPPEN's letter is somewhat unnecessary. Speaking of LOWDEN's case, he says he cannot allow it "to lead to any misconception." It is not at all likely to do so; the only misconception was on the part of the Government. The third act of this contemptible farce, viz, the attempted defence of the Executive by clap-trap allusions to "Responsible Government," "the rights of the people," &c., is beneath criticism, and our stranger, however confused in his notions of colonial justice, would by this time at least understand why public men are but rarely met in society.

PICTOU—ITS RAILROAD AND ITS PIER.

It has been, for some time, determined that we shall have a railroad to Pictou. Why a railroad to Pictou should ever have been thought of; why having been thought of, the strange idea should not instantly have been dismissed from every one's brain; and finally when, having been decided upon, the said railroad will be completed, are questions difficult to answer on any reasonable hypothesis? To begin with it has no doubt occurred to every one acquainted with Pictou, that the traffic, barring a few stray tons of coal, which by the bye could be transported just as cheaply, or more so, by sea, will be amply satisfied by an average of one train per month. There is to be sure a contingent advantage in the fact that a return ticket will be necessary in nine cases out of ten, for all the hapless travellers, whose abiding dwelling place may not be Pictou itself. This is obvious, as unless the entrapped wanderers decide upon settling in that cheerful spot, their only way of escape will be back again by rail. Pictou is certainly on the shore of Pictou Bay, and a steamer calls there occasionally, but such trifling conveniences as piers having been overlooked by the Pictouian mind, getting on the Bay, or what comes to the same thing, getting on board the steamer is, as a general rule, quite out of the question. We put it to wiser heads than ours, whether the anticipation of this hypothetical see-saw traffic justifies the construction of a railroad. For our own part we confess to grave doubts, as we fear the doggo would get wind, and but few adventurers could be found to thrust themselves into such a patent cul de sac. It is quite refreshing to see a pleasantly reckless spirit of speculation abroad in the community, particularly when the funds for the game are supplied by Government; but we should prefer it exhibited in a less hopelessly insane undertaking. That the whole aspect of affairs may change, before the completion of the railroad, is quite within the bounds of possibility, as an arithmetical calculation of no great difficulty, will convince any one, that at the present rate of progress, the year 1900 will scarcely find it an fait accompli. The precise year of this desirable, (or otherwise) consummation, no amount of inspiration could enable us to predict, when, however, we say that it *may* be coincident with the erection of a pier at Pictou, every one will perceive that we look forward to some far distant period. Be this as it may, whenever and however the railroad is finished, Pictou will be the sole gainer; a judicious arrangement of trains will keep three for one night at least, the luckless way-farers we have already alluded to. On the principle of making hay while the sun shines, the Pictouians will of course make the most of the opportunity; this will be doubly necessary, as no one will ever be insane enough to go there twice. Should Government find their ears in that quarter insecure, any amount of support may be ensured by introducing startling varieties in the time tables, prolonging the involuntary imprisonment of one night to a week or a fortnight. We need scarcely add that the danger on all occasions to be sedulously guarded against, will be "making connection" with the steamer. The Pictou mind, not being under the present regime alive to the advantages of a pier; it can scarcely be expected that light will dawn upon it, in the new state of affairs we have just sketched. The erection of a pier would rob them of all this golden harvest, and the great fear will be that they will destroy or conceal all their boats, prior to the arrival of the monthly train, thus leaving no means of embarkation but by swimming. As people generally travel with a certain amount of baggage, this would be highly inconvenient. We may be all wrong, and the Pictou mind may really grasp the advantage of a pier, but the Pictou sense of the ludicrous, may overcome the Pictou sense of the useful. The Pictou papas may enjoy seeing their wives and daughters and those of other people borne through the waves by stout sailors, particularly if they occasionally fall. Or again the Pictou mind may be misanthropic, and may delight in the miseries of the unfortunate beings who are there compelled to run the risk of disembarkation or embarkation. In looking out for arguments for the construction of this railroad, there is still the hypothesis that a paternal government anxious to provide work for a starving population, hit upon this as a feasible scheme. This position is where we are afraid untenable, instead of a plethora, there seems to be a dearth of labour; barring the surveying engineers and their assistants, we have as yet heard of no one at work. One last hypothesis remains, and that is that the whole affair is a job; this is too horrible to be true, and rather than entertain it for one moment, we prefer to think that some of the facts of the case have escaped our notice, or that our usually logical mind has missed some links in the chain of argument. We may notice that the whole affair seems about on a par in point of wisdom, with the sage design of cutting a Canal (St. Peters) to a lake, where the oldest fish has probably never in his life seen such a thing as a fishing smack.

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