

THE HERALD  
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### THE PRINCE OF WALES.

The recent article in the North American Review by Justin McCarthy upon the Prince of Wales, will be read with great satisfaction by Englishmen everywhere. The references to the Prince are very complimentary, and coming from Mr. McCarthy, with his avowed anti-monarchical predilections, it may be taken as the honest opinion of a person very competent to form a judgment. We wish it were possible for us to reproduce the article. Interested as we in this country are in all that pertains to the well-being of the mother land, it is a pleasure to us to know that the Prince fulfills the present official functions which devolve upon him with great success, and gives not only promise but assurance of a still greater measure of success, when the wider sphere of action is opened to him incident to his occupancy of the throne. The Prince, says McCarthy, is thoroughly popular in England, and he believes all who know him think him very charming. He has developed into an excellent speaker, speaking on the many occasions on which he is called upon to preside as chairman, with directness and to the point, not obtruding his personality into his speeches. His tone is manly and he has somehow lightened upon the very style of speaking which suits the British public, no attempt at eloquence, not brilliant, not original, but common sense, earnest, dignified and attractive. The Prince has a curious aptitude for throwing off dignity and yet retaining a hold upon it, and in his fondness for bright, cheerful society, gets the name of being a good deal of a social leader. Any American, Mr. McCarthy says, who fancies that when he gets into Marlborough house has got into the very best of English society makes a mistake. The Prince succeeds in avoiding party politics and is a man of sense, tact and considerable knowledge of men and countries, speaks several languages admirably and has a thorough acquaintance with what is going on in the civilized world. The Prince, he is assured, will be a constitutional ruler and will do nothing to weaken the hold of the monarchy upon the English people, or in any way promote the coming of the republic. Of late years, His Royal Highness has shown that he thoroughly understands the nature, duties and limitations of his functions as heir to the throne, and when he ascends the throne will show that he understands his part in the administration of the government. We suspect that Mr. McCarthy has discovered in the Prince a friendly disposition toward the republic, as he mentions the fact of the Prince having met the whip of the party and others at Lord Randolph Churchill's; but whether he is slightly biased in his favor or not, it is a significant circumstance that a leading home ruler should have chosen such a theoretical review article, and that the subject should have been given prominence in the neighboring republic. Testimony such as Mr. McCarthy's, seems to remove apprehensions as to the early discharge of existing arrangements in the mother country which are deeply involved in the personality of the next king of England. The monarchical system, either under a hereditary or elective form, will probably survive in England, if it steers safely through the next quarter of a century, as by that time the gloss of republicanism, pure and simple, will have worn off.

### A CURIOUS CONTROVERSY.

A very curious and interesting controversy is raging in the neighboring republic over a question which one would have thought long settled in that country. Early in the present session of congress a bill was introduced for the admission of the territory of Idaho as a state of the union. The democrats knowing that the new state would be republican in its politics, illustrated (as political maneuvering is called in the United States) to defeat the bill, and when the measure came before the house they remained silent refusing to respond to the call of their names for a ye or nay vote. There are 330 members on the roll of the house, and according to the rules one more than a full half is required to constitute a quorum, that is 166. The republicans are only in a majority of one and as it is utterly impossible to secure a full attendance of members of either party, the retention of the democrats from voting prevented, as was considered, a quorum from being present to do business. Everybody was perplexed by the awkwardness of the situation. The power of congress seemed to be threatened with paralysis, and the only solution the republicans were able to suggest was the adoption of a new rule, that members present who do not vote could be counted and the number added to the members voting so as to make the quorum.

The curious feature to an onlooker, who has any knowledge of parliamentary procedure, is that any such view should be deemed necessary with an old rule in force—a rule as old as the constitution, that as any member present in the house shall vote on each question put unless excused, and a clause in the constitution of the United States, which enables a majority of those voting to compel the attendance of members and prevent disorderly conduct or disobedience of the rule. No such difficulty could have arisen in an English or colonial legislature, because members would be compelled by fine or imprisonment to vote and to make a quorum, and it does seem remarkable that the great parliamentary lights in congress should not have used the power conferred by the constitution, rather than recognize by one rule the right of a member to be present and not vote, when another rule, venerable with age, declares they shall. We cannot help thinking it one of the most remarkable incidents of our day, that after a century's parliamentary experience, it should now be assumed that there is no way of compelling a member of the legislature in a democratic country, when actually present in the chamber and the question is being put, to discharge his public duty as a representative. As we have said, such a state of things could not possibly occur in this country.

### THE TOBIQUE VALLEY RAILWAY.

This railway we are told by the Gleaner should not be built further than twenty-five miles up the Tobique river, and there it should stop. What point there is just at that distance which would warrant a road being built to it, but not beyond it, does not appear. But we are told that neither the interests of the road nor the interests of the country require it beyond the distance named. If the government does next session ask the legislature to give this railway any assistance, and if the legislature consents to do so, no man sane enough to run at large, would propose subsidizing a railway out of the provincial treasury, to stop three miles short of the

valuable Plaster Rock owned by the province, and which will yield ten cents royalty upon every ton of plaster removed from it. The government or legislature that would give one dollar of subsidy upon every ton of plaster removed, would open up the government property in that vicinity, would richly deserve extinction.

### AN ATTACK REPELLED.

We print elsewhere an article from the London Financial News. The intelligent reader will see in it, not the candid criticism of a disinterested journalist, but the malicious onslaught of a writer, inspired with hostility to New Brunswick and all its interests, and the Canada Eastern railway in particular. When the tenor of the whole article is noted and the trouble which the writer has taken to go out of his way to have a thrust at the Temiscouata railway, it is not difficult to surmise the quarter whence the inspiration came. Some articles are highly prejudicial effect upon this province. To legitimate criticism no one will object; but wholesale denunciation, such as the article in question is made up of, has no justification. The writer begins with a sweeping attack upon the whole province; but his paragraphs are so profitable to the writer, for the answer which would have been given to the original question, by those who had sense enough to want to learn the facts and foresight enough to anticipate the future to a slight degree, would have been that a very good thing had come out of Nazareth. The writer refers us to the St. John & Maine railway as one of the financial wrecks, of which New Brunswick has so many, and yet this road, with the New Brunswick and Canada road, also one of the failures, and the original New Brunswick railway are combined into a system which is strong, vigorous and profitable. In like manner the other railways mentioned will be found to be profitable before many years; but not until after the legion of solicitors, accountants, inspectors and receivers, which the English bondholders employ have been satisfied and the discredited properties come into the hands of men who will work them on business principles.

The News grows very merry over the proposal of the leasing company, which intends to take the Canada Eastern at an annual rental of £19,450 and expresses its surprise that "the natives are willing to discount the future for cash." To your high-bred English scribbler to be a "native" is itself a crime, and to be a native who is himself a scoundrel, is a crime of the first magnitude. The News, in its business venture a monstrous one; and yet these same natives, for whom this cockney scribbler has nothing but sneers, have built up large and prosperous business concerns, including many miles of railway, out of their own resources. They are business men who have always shown themselves to be equal to their engagements, and though they unfortunately happen to be "natives," that fact has not hitherto prevented them from acquiring a reputation for enterprise and probity. In "discounting the future" the leasing company has only shown that degree of faith in the enterprise they are connected with, which a knowledge of the country and the history of other railways fully warrants. It would be easy to point out lines of railway in this province, with far poorer prospects than that of the Canada Eastern has, which have developed a large and profitable business, and would have handsomely rewarded the enterprise if any one who had been willing to "discount their future for cash." The rates at which traffic over the Canada Eastern has increased, shows that the proposed leasing company has been well considered. The interest charges for the first five years having been provided for, the leasing company will have the accumulated earnings of these years as a rest to meet any deficiency in the next few years, but if the past history of the railway, short though it is, and the history of other lines, running through districts the trade of which was practically undeveloped, be taken as a criterion, the earning power of the Canada Eastern will not be long in surpassing the obligations which the leasing company have undertaken. An examination of the receipts and expenditures of the past three years will itself show how reasonable an expectation this is. The traffic earnings for the first six months of 1890 are such that if the present rate of increase is maintained, the gross earnings for the year will be double what they were in 1887, and with a comparatively small increase in the expenditure. The development of the traffic along the line is only beginning, and while it would be too much to suggest that a hundred per cent increase is to be looked for every three years, it is evident to any one who knows the sources from which traffic may be derived, that the augmentation necessary to keep the leasing company whole in its undertaking is, in all probability, likely to be realized in a short time.

The News undertakes to tell the public that the district through which the road runs is an "extremely poor one, yielding little in the shape of traffic except lumber." The first part of this statement is a gross lie upon one of the finest sections in Canada. There are few finer agricultural districts in the dominion than the Nashuaque valley and the parish of Stanley through which this road runs, while the valley of the Miramichi presents a succession of good farms for the whole sixty miles traversed by this railway. As for the only traffic of the district being that furnished by lumber; it is not true any way, and if it were true, it is an objection of the hollowest kind. The cotton business of Marsville, the growing export of iron produce, the growing demand of the people in the five prosperous parishes for merchandise, are permanent factors of trade. It may be granted that the principal increase in local traffic of the railway is to be looked for from the development of the lumber trade; but the News writer can scarcely understand what this means, when he says that the business means or he would not dismiss it so cavalierly. At a moderate estimate 2000 square miles of well-timbered country are directly tributary to the railway, and at least half as much more indirectly. If the News would like the trouble to learn what this means, when he says that the business means or he would not dismiss it so cavalierly. At a moderate estimate 2000 square miles of well-timbered country are directly tributary to the railway, and at least half as much more indirectly. If the News would like the trouble to learn what this means, when he says that the business means or he would not dismiss it so cavalierly. 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