

POLITICAL

"Before we even enquire whether we are right to grant so large a sum we wish to know what will be left for ourselves. It is not for nothing that we have been so long in not permit of both, then indeed we insist that the Pacific has no better right than we have, and it shall wait with or step behind us."

If there is one point upon which the British are quite pride themselves, it is a devotion to their own Provincial rights, and it is not improbable that they may take a firm stand against Sir John on this occasion. If they choose to do so, they can be the means of saving the Government from any startling calamity. Why cannot they unite with the Free Liberals at once in assisting Mr. Blaine to stem the tide that threatens to overwhelm us all, and after that nation has been rescued from any step that would offend our conscience, then we may deal with confidence that no wrong shall be done there."

If these extracts mean anything

was not altered, so as to allow the same to be built on the same line as the original was, no line at all would be built, and that as the Snowball-Gibson Co.'s had seven years in which to complete the line, so the other Company could obtain a contract within those seven years were up. In that time, said the organ, there will be no subsidies available, and so the County will get no Railway. In short the case was this. A few men in Chatham wish the Railway, which was to be a great public benefit, to be constructed as to serve the purposes of a few capitalists and a small section of the County, thereby lessening the public interest of all the rest of the County. If their demands are not complied with, they boldly threaten, under the columns of their organ, that no Railway shall be built.

turning bark and shipping Extract. It would be readily seen what an immense amount of business for a Railway would be provided by Messrs. J. & J. Miller and the other firms engaged in the same line. And of the other trade, the necessity of diverting the Railway from its legitimate route, would be most disastrous to this thriving part of the Country, for it would simply mean the loss of the immigration of the immigrants of a large portion of the population.

Further up in the Parish of Derbyshire South West Broom, where all the timber which comes down the South River of the Mischamich and its tributaries, is collected, there are large numbers of men employed during the summer months. At Derby too, are several shippers and dealers in fish who use large quantities of fresh salmon from the rivers of the North, and the Carden and mill and several stores. At Indantown there are the stone quarries of the Ailsa.

of our Country, they could not by possibility have done better than to have. They have succeeded admirably. But, is there no reason why to have been successful in this route, they should have taken the Snowball-Gibson route. We have, with great care, searched the columns of the "Advertiser" for some such facts and Arguments, but we have not been able to supply them. True, the paper seems weekly, with attempted wit and witicism at the expense of the other route, at and misrepresentation without stint and without regard to the President and Directors of the Northern and Western Railway Company. We have yet to see, in the columns of that paper, a single solid argument in support of the route which would have through column columns, numerous, heavy, vulgar, so-disant, and so on, the "other side."

majority of votes have declared in favor of the Act.

That under the Liquor License Act of 1883, Inspectors have been appointed to enforce the provisions of the Act, whose duty it is among other things to institute prosecutions whenever they have had occasion to believe that the Act has been violated, and that these officers are themselves bound to prosecute, and that they are bound to heavy penalties, if under such circumstances they refuse or neglect to prosecute and so neglect a plain duty.

Moreover, the Act contains no provision against compounding of offenses against the said Acts, they are in full compliance with the following:—Any person who, having violated any of the provisions of this Act, shall compromise or settle the same with the inspectors, or with any person or persons, with the view of preventing any complaint being made

the glass coming 10x10 feet in case was too large to get into the store and the endeavor was to cut the glass down to the size of a before fitting it in. Probably due to the frost the glass was brittle and instead of following the diamond the glass skive leaving a long narrow slit on the other pane also met with a failure in two places, and was temporarily fixed in place until a proper size can be imported. To height 10x3 feet, facing up street and top of the window as it approached Messrs. S. & C. The work in this window was finished and we have a description of this fine job next week.

Ladies who do their own house work use Edey's Fragrant Paraffin Soap, the handsomely colored and white.

DEAR SIRS.—According to no accordance with a custom now got politicians in Great Britain and the United States, Mr. Molloy presented his portrait to the Institution in the Masonic Hall, Monday evening, 18th inst.

He considered it necessary to reasons set forth, among others, stated, that that vote as a result of party bias, and that it should be the result of purchase by parties now in power.

He explained why he voted as that if it can be shown that his was the result of any benefits to money or office, he would place himself in the hands of the speaker.

Expressed his sympathy with Shore Bay Chaleur road connection, C. R., at Campbellton.

That some things he was doing for Addington County, and that he was not under any impression, although he did not know Mr. Barber's cause. It was

been worked on a small scale with any degree of profit. The way of railway traffic has not produced it. The road with the portion of Sunbury, and the King's counties, which are so richly rich. Sir Leonard has himself favorably at least to that portion of the line from Lake to the junction with the Ottawa. Feb. 21—The last night was followed by a day. Besides the routine nothing more engaged the House than a question on Mr. Cameron, of Inverness, in connection with the customs officials in Cape Breton. Minister of Customs explained the matter, and the members thereafter left the late sittings of the House at six o'clock.

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