

POOR DOCUMENT

Mr. King's speech on the Central Railway.

When the resolutions subsidizing the extension of the N. B. Railway and other lines were before Parliament, Mr. King spoke at considerable length. He said that he felt that speeches at this period of the session might fairly be considered out of order, but the proposition now submitted was one that deeply affected his constituents and was so manifestly unfair to them that he could not refrain from entering his protest at this time. Application had been made by himself and the hon. member for Sunbury for aid for the Central railway. The hon. Minister of Railways and Canals refused on the ground that the Government had no precedent or authority for aiding a local line. It was argued at that time that the work was one that had been recognized by the late Government as an important feeder to the I. C. R., but without avail. Later on, a memorial, signed by 120 members of the House, was presented to the Government asking aid for the northern and southern extensions of the New Brunswick Railway, representing it as a work inter-provincial in its character. An agreement had been entered into among members interested to sink party politics in dealing with so important a question, and he had every reason to suppose that now that the Government were about to take a new position in dealing with works of this kind, this application would be fairly dealt with. But it now turns out that while every Province in the Dominion is provided for, New Brunswick has been wholly ignored. It is proposed to give aid to one of the extensions of the New Brunswick Railway, and the hon. Minister of Railways has attempted to show that this is being done in the interest of St. John. He (Mr. King) was not selfish enough to object to the aid proposed to this line, but he would favor the House with the opinion expressed by the organ of the Minister of Finance, the *St. John Sun*, in which it was pointed out that the building of the northern link would be ruinous to that city. He could wish that the Hon. Minister of Finance was for one hour free from the responsibilities of office, untrammelled by the ties which bind him to his adopted party, in order that he could, if he would, in his eloquent and forcible manner, point out the injustice that is contained in the measure now before the House—a measure, which on the face of it, shows unfair treatment to the Province from which he comes, and the county in which he had the honor to be born. Provision has been made for railways in Nova Scotia, Prince Edward Island, Quebec and Ontario. The hon. Minister of Railways and Canals has looked carefully after the interests of his county, first in an expenditure of millions for a marine railway, and next, by providing for a line from Oxford to New Glasgow. Not one of the arguments advanced by him in favor of that line but will apply with equal weight to the Central Railway. Quebec has just got \$3,000,000 for the St. Charles line, and now it is proposed to give another half million or more for local lines, while Ontario is proposed to give \$600,000 to aid a road which is to be a feeder to the Canada Pacific, a road which has already been too largely aided by the money of the people. It may be said that the hon. Minister of Finance has looked carefully after the interests of St. John, and that, therefore, we have no reason to complain. He (Mr. King) would remind hon. gentlemen that St. John was not all of New Brunswick. It was quite true that St. John was to have a dry dock, but has not Halifax also been provided for? St. John was to have improved railway buildings, but is not Halifax still ahead in that respect? St. John is, it is said, to have a bridge across the falls, but is not this also in the interest of Halifax, the people of that city themselves being judges? Has not Halifax this year an appropriation for an extension of the I. C. R., amounting to several thousand dollars. Is it true we are told St. John harbor is to be placed in commission, but has not the Minister of Public Works already informed the House that the Government or commission were getting control of property which is known to be good value for every dollar expended. The Minister of Finance must surely have pointed out to his colleagues that this Central road for which we are now asking consideration is the self same line which, in order to carry Confederation, he assured the people would be built. Can it be possible that now, as on a former occasion, the hon. gentleman had to succumb to Quebec and Nova Scotia, in giving them the lion's share; or is it to be supposed that the hon. gentleman's attempt to show that his native Province was getting more than her fair share of public money has influenced the Government in dealing with the question? He could characterize it as nothing short of an outrage upon his native Province, and the vague promise which hon. gentlemen opposite were now forced to make, would not be accepted by the people whom he represented. They might, as he believed they were already doing, hold it up before the people in order to win their support, but he would assure them that the Hon. Minister of Finance, who ought to know the people of Quebec, mistook their temper if he supposed he could induce them to make a sacrifice of principles by holding this vague promise before them in the shape of a bribe.

LOCAL NEWS.

Mr. Burpee said he wished merely to emphasize what had been said by the members for Queens and Kings. Disgrace the resolutions as you may, they only read which asked for aid which was of an inter-provincial character is the Central road in New Brunswick, and they have ignored that as to the eastern portion of the same. It is on one of the routes of the proposed Intercolonial railway before Confederation, and of such importance was it considered that had the river counties not depended upon its being built by this route, Confederation would not have been carried. The Government now have refused to assist the eastern end and subsidized the western portion by which St. John will lose a portion of the trade of the Upper St. John which will entirely be transferred to Quebec or Montreal and refused aid to the eastern portion, which would develop a large portion of country in central New Brunswick, assist materially the trade of the city of St. John and be a source of compensation for the loss of trade in the upper portion. On this road there are extensive coal fields suffering for want of means of transportation. Iron was in that vicinity to be found wanting development, besides other large industries. The coal mines of Nova Scotia were encouraged in every possible way; none were neglected in this respect. By these resolutions every province in the Dominion was assisted in local roads but New Brunswick. He complained bitterly of such neglect. The Government have been fully informed of these facts by the member for Queens and myself, yet they refuse to aid us in a road so vital to the development of the resources of New Brunswick. I can't understand why this neglect. A memorial signed by over 120 members of this House, irrespective of Politics, asked for aid to this road. The Government were assured of the support of the House. They have, they say, ample funds. The merits of the road, in my opinion, are superior to any of the roads proposed to be subsidized, and the facts were fully set before the Government, and I must protest against this neglect. It is a grievous wrong done New Brunswick. A delay may be dangerous to the interests of this road as the Local Government, who considered the road of such importance as to give a subsidy of \$3,000 per mile, but coupled with such restrictions as may render that subsidy doubtful to be had one year from this time. Besides, we may have another House of Commons next year, who may look upon this matter differently. For this reason he regretted that the Government had not considered so reasonable a request.

A striking example of snobbishness occurred recently in London, when the Duke of Connaught, having landed at the Mansion House, shook hands with Lieutenant Skeg, the common crier, and Major Campbell, the marshal, on leaving. Both gentlemen are retired officers of the British army, a fact which under ordinary circumstances would entitle them to such social consideration, but the Lord Mayor in ordered them that he objected to his servants shaking hands with royalty.

"Can you make a circus, ma?" "I don't know, Johnny. I suppose he could if he had a great deal of money to buy horses and wild animals. But why do you ask, Johnny?" "Oh, nothing much. Only I saw that Caston fellow that you told Sis not to have anything to do with standing with his arms around her at the back gate last night, and he said to me: 'I s'pose if your old man came around now he would make a circus,' and she laughed and said 'You bet!'"

A fond mother wants to learn some way to tell how her son will turn out. That's easily told. If he's wanted to go out and weed the garden, he'll turn out reluctantly and slowly, and be two hours dressing. If he's called to see a circus procession go by, he'll turn out quick, and probably hurt himself trying to come down stairs and put a boot on at the same time.

Now that the fact has been demonstrated that this earth will continue to revolve on its axis for at least ten million years more, we would request our subscribers to hesitate no longer about paying up for one year in advance. We may be sanguine, but we think this opportunity for displaying faith should not be neglected.

"What does your husband do?" asked the census man. "He ain't doin' nothin' at this time of the year," replied the young wife. "Is he a pauper?" asked the census man. (She blushed scarlet to the ears.) "Law, no!" she exclaimed somewhat indignantly, "we ain't been married more'n six weeks."

Mr. and Mrs. Bancroft are very proud of the manner in which the Prince of Wales wrote himself down in their album after supper at their house in Cavendish Square. The royal inscription is as follows:—"Not 'Ours,' but yours truly, Albert Edward."

At the funeral of Dulver, Lord Lytton, his wife—who has just died (whose happiness he ruined, and who pursued him all his life with accusations and reproaches)—stood by his grave, shrouded in crape, convulsed in an agony of grief, and dropping flowers upon his coffin as it descended from sight.

TELEGRAPHIC.

Guilty of Aiding and Abetting. (Special to the Herald.)
St. John, May 17.
This afternoon the private investigation resulted in Waring Fish being committed for trial in the County Court at its present session for assisting Dougherty and Daley to escape from jail. Fish was sent to jail for one year on the 22nd of February for beating his father and the evidence of another inmate, Stanton, shows that Fish forced the locks of the cells in which Dougherty and Daley were confined.

A Dastardly Hoax (Special to the Herald.)
Boston, May 17.
The city was thrown into great excitement this evening by reports that Queen Victoria had been assassinated. The confusion was tremendous in the region of the telegraph and newspaper offices. The author of the hoax is not known.

Laying for the Irish Assassins (Special to the Herald.)
New York, May 17.
It is reported that U. S. Marshall Knox and four deputies are in the lower harbor with a United States cutter awaiting the arrival of the "Seydlitz," on board of which it is suspected the Irish assassins escaped. Great interest has been excited by the report which came from the Dublin police headquarters.

Fire in France. (Special to the Herald.)
Paris, May 17.
The village of Marcellis has been burned. The village houses were wrecked and 650 persons made homeless.

Opening a Girls' Home (Special to the Herald.)
London, May 17.
Mr. Lowell, the United States Minister, to-day opened the "Girls' Home" for working girls on the Brighton Road.

"It is Rumored" No more.
To the Editor of the Herald—
Sir.—As a citizen of Fredericton it is with a feeling of relief not unmixed with a strain of pleasure and satisfaction, that I note by the evening *Capital* of Tuesday last that the scandalous department with the caption "It is Rumored," has succumbed to an inevitable fate. This department had a deliriously vivid existence—such an existence as is born a billion nightmares—and while it marked a disgraceful epoch in Fredericton journalism, it raised the *Capital* to a bad eminence from which no honorable man or journalist would care to look down upon a respectable community.

It yielded either to the pressure of public opinion which it created against itself or to the fact, as was proclaimed, that the *Capital's* stock in trade of foul mouthed abuse and low billingsgate had become exhausted. It would seem, however, its discontinuance coming so close upon the heels of a scandalous outflow of Saturday last, that it yielded to the demands of public opinion.

It is gone—and let the dead rest—but I can only hope in connection with very many Abolitionists that "it will never again have such a depraved exhibition as the editor of an alleged respectable paper—who claims to be the quintessence of militia chivalry and good citizenship—during in the role of a monger of low personalities and vulgar gossip on one day and the next crying out that the press of Fredericton was being debased and rendered degenerate by others, while he himself was the sole origin and cause of such debasement and degeneracy.

Thanking you for the space you have so kindly given, I am,
Yours, &c.,
His "JOHNNY."
F'ron, May 17, 1882.

DRUNKENNESS.—Isaac Leek, colored, of Kingsclear, York county, was drowned on Tuesday, while stream driving on the Acroostook. His remains were brought home yesterday afternoon. He leaves a wife and two children.

FATAL TURNS OUT.—A freeman who went to the falls, but is not named, with a noose in his button hole and a long weed in his mouth, had to stand a great deal of chaff from the members of his company on the march home.

THE BAND EXCURSION.—A large number of tickets have been sold for the excursion by Bryson's Band to St. John on the 24th, and the prospects are that many more will be disposed of on or before the day. It is probable that the band will take part in the Calabumpan procession.

When the storm came up the other day two Oshwa boys, who were fishing, were sitting on a large stone watching their floats. To escape a drenching they ran under a bridge, and the next instant the stone on which they had been sitting was broken to atoms by the lightning. All the telephone instruments in the southern part of the town were damaged.

"What," asks an exchange, "are the causes of drunkenness?" "Well, we can't answer for all of them, but we believe whiskey causes a lot of it. Whiskey resolutely stuck to will come about as large a drink as anything we know of, although a judicious mixing up of various drinks will accelerate matters if a man is in a hurry."

An Edinburgh professor, having discovered that an animal struck by lightning, or by any electric shock under scientific direction, is made delightfully tender in a moment, remarks that this truly inimitable knowledge will revolutionize the whole boarding-house system in one flash.

Excuses are like patches where a rent is made. Frequently more unseemingly and unsightly than the rent itself.

THE WEEKLY HERALD.

The Weekly Edition of the HERALD will be issued on

EVERY THURSDAY,

at four o'clock in the afternoon. It will be a quarto, that is, an eight page paper, and will be printed upon a sheet 31x46 inches in size. It will be

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THE FAMILY PAPER OF THE PROVINCE

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THE BEST FAMILY PAPER IN THE MARITIME PROVINCES.

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Agricultural Department,

in which it will endeavor to give its country readers valuable information relating to the Farm. In this latter respect it will aim at being an agricultural newspaper.

New Features will be introduced which Experience may show are Desirable.

REMEMBER THE HERALD is the only paper in Fredericton which has upon its staff

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LATE NEWS BY TELEGRAPH

IT IS THE ONLY PAPER IN FREDERICTON ESPOUSING THE LIBERAL CAUSE IN POLITICS.

The WEEKLY HERALD will not do simply a business, but will contain much matter which will appear in no other paper.

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CHAS. H. LUGRIN Editor and Proprietor.
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