

## THE JURY.

AN INDEPENDENT MONTHLY JOURNAL.

Which will devote its cartoons and caricatures on Provincial matters to the best interests of the community in the Maritime Provinces.

OUR MOTTO: CHASTE VERDICTS.

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WM. N. RITCHIE, Proprietor.

ST. JOHN, N. B., DECEMBER, 1886.

## CARTOON COMMENTS BY THE FOREMAN.

## The Winter Port.



For many years no public question has caused such deep-seated excitement in our midst as that of the winter port. Our people had been led to suppose that the Liberal Conservative party, from their watchword of "Canada for the Canadians," under which they rode in to power, would endeavor

to make good their promise of an all-rail route through British territory with its termini on Canadian soil. But when the government of the day offered a subsidy for steamers to carry mails from Liverpool to Canada, during the winter months, through a foreign port, their indignation seemed almost uncontrollable. They had submitted to an enormous burden by taxation to construct the C. P. R. R. And when they saw their just expectations about to be dashed, party lines were at once obliterated and they stood side by side determined to know but one party—New Brunswick for New Brunswickers.

Now that the government have yielded all must see to it, that the promise is no mere delusion—put forward as an electioneering dodge to serve a purpose and when that is attained withdrawn. We claim St. John has the advantage over even Portland in the matter of distance from Liverpool to Montreal. The distance from Liverpool to Portland is 2,850 miles, while to St. John it is 2,700 miles, or 150 miles less. When the Short Line is completed St. John will be 453 miles from Montreal. The distance from Portland to Montreal, by the G. T. R., is 297 miles, giving Portland the advantage over St. John of 156 miles. But as communication by rail is more expeditious than by water, the position is made good that St. John has the advantage over Portland. The next question is, has our port equal advantages with Portland. In the matter of wharves and other terminal facilities, unquestionably it has not. But in one year our port can be put in this respect on a par with Portland. Let our people then rise with the occasion and bestir themselves and we can secure for ourselves this boon. Either put the harbor in commission or secure from the Common Council an expenditure of \$50,000 to assist in building wharves or in dredging, if dredging is required; and St. John as a winter port for Canada is an accomplished fact.

## SOME OTHER POINTS.

The winter port question, dealt with energetically, has called attention to St. John in a way that cannot fail to impress its importance on the minds of the whole people of Canada. St. John, they now know, has four or five wharves or piers at which there is a depth of water sufficient to float steamers like the Parisian; St. John has an open harbor, the ice king never exercising undisputed sway over its turbid waters; St. John has opportunities for trade development such as few cities afford; St. John can furnish to steamers chances for securing large local or provincial freight, and as good opportunities for obtaining the rapidly increasing grain trade of the North-west and a share of the steadily developing trade with the far east, to which the completion of the Canadian Pacific Railway has given a stimulus, as any city on or near the Atlantic seaboard. In a word, St. John has few powerful rivals in the United States, and not one, all things considered, in the Dominion. No city can furnish to the Canadian Pacific Railway much better, nor indeed as good, opportunities as an ocean terminus. The neglect of St. John in a matter of so much importance as the choice of a winter port for us, by the steamers carrying the mails between the old and the new world, which shall be subsidized by the money of the Dominion people, would be a discreditable stultification of a promise long held out to the people of New Brunswick, and would destroy the value of the cry, "Canada for the Canadians."

The winter port business is a matter of importance not only to New Brunswick but to the Dominion at large. It is national rather than sectional in its scope. In it there is room for the patriot to figure and but little chance for the mere partizan to exercise an influence. There are some who would feign give to the matter a party bias; but they see how futile would be the effort to make headway against the overwhelming force of a united public opinion, patriotic in its purpose and honest in its aims.

The representations made to the Dominion Government have had, as they properly should have, due weight. St. John will supplant Portland in the call for tenders for the carriage of the ocean mails, and the efforts of our sturdy people will not be handicapped by aid from the public purse, to which they so liberally contribute. This is as it should be. But it remains for St. John to prove herself worthy of the preference extended to her. Our unrivalled harbor advantages must be improved wherever improvement is possible, and hampering harbor regulations and other arrangements must be denuded of their retarding influences. As a port of shipment, it is desirable that St. John should be made as attractive to shippers as it is possible to make it. This can easily be accomplished, if all interested in the trade of the place and concerned about the advancement of the material interests of the people work harmoniously and generously together. That they may do so should be the prayer of all good citizens of whatever class or condition. Capital and labor should work hand in hand, and in proportion as they do so just in like proportion will advantage inure to both.

## Why Is It?

We desire to thank the papers of upper New Brunswick and Nova Scotia the generous manner in which they notice our issues, when deserving of mention. Our city dailies are of a rather selfish nature and appear to be very reticent in their notices of our issues, good or bad. Were we running a journal of a similar nature

to the *Globe* or *Telegraph* we should not be surprised at their style of "encouraging home manufacture;" but ours is of an entirely dissimilar nature, not interfering with theirs in any way and an industry and journal that should be promoted. Our circulation is rapidly increasing, despite the draw-backs of which we speak. *THE JURY* is fast becoming popular in upper New Brunswick on account of its independent standpoint. A jury is supposed to give an unprejudiced verdict on all matters, whether political or social. We have taken that name and policy, and propose carrying on the paper in the same manner for all time to come.

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From a number of flattering notices we select the following:—

The *JURY* for November is better than any previous number. It is only 35 cts. a year, and deserves a wide circulation. We would like to see it every week.

The November number of *JURY*, of St. John, is a tip top one, and contains some good cartoons. It makes our genial friend *Watts* of the *Sentinel* to be a tough rooster though. Sharpen up your pencil, friend Ritchie.

THE following is self explanatory —

ATLANTIC HIGHLANDS,  
Monmouth Co., New Jersey,  
Nov. 24, 1886.

DEAR SIR: I see in your paper were you will send *THE JURY* free for one year to any person who would inform you why ships weigh anchors. It is because they won't weigh themselves!

M. E. WELCH.

THE action of A. G. Blair in discouraging immigration for fear of the loss to the government in stumpage revenues, has prompted our artist to give an illustration of the suppression and expulsion of foreign immigration.

We have received a great many congratulations on the accuracy of our prophecy regarding the Post Office Inspectorship. Our cartoon prematurely portrayed the aspirants who were favored with appointments.

THANKS.—The proprietor of *JURY* wishes to thank all the writers who contribute to this his December number.

OUR representatives to Ottawa on the Port mission found the government invisible.

"CHRISTMASS"  
Comes but once a year, and when it comes it brings 'Good cheer.'

GEO. ROBERTSON & Co.,  
Up-town Retail Grocery,  
50 KING ST.,

HAVE PREPARED A BILL OF FARE THE MOST SUMPTUOUS EVER OFFERED BY A GROCERY IN THE MARITIME PROVINCES.

In addition to the substantials, such as Mixed Teas, Java and Mocha Coffee, Gilt Edge Butter, English Cheese, &c. &c., we have imported specially

"Puffed Figs," 4-Crown Imperial Delicacies, Raisins, Crystal Fruits, Fancy Biscuits, Macaroni, Condensed Milk, Corned Beef, Bon-bons, Confectionery, &c.

The patronage of our friends and the public generally is respectfully solicited.

GEO. ROBERTSON &amp; CO.