

Prohibition in the North West.

An Ottawa correspondent believes that the next election for members of the Northwest Council will decide the fate of Prohibition in that country. He has learned that it is the intention of the Federal authorities to be governed by such recommendation as may be made by the Assembly to be elected next fall under the bill which will be passed during this session of Parliament, as to whether or not Prohibition shall continue to be the law of the Territories. This means that at the new territorial elections will hang on the single issue of Prohibition, and that if a License Council is reorganized, the Prohibition experiment in the Northwest will come to an end, and the regulation of the liquor traffic pass into the hands of the new Territories Assembly. The same correspondent adds, that it is pretty hard to estimate what will be the results of an appeal to the territorial constituencies on the issue of Prohibition or license. He thought Alberta and Saskatchewan would go license, and that the Assiniboia would, with the exception of a few districts, will adhere to Prohibition.

came into line with the "party of progress," the newly elected representation with the "party of reaction" began to work up the necessary agitation to bring about the construction of the desired railway. As already stated in the *FRANKER*, the Municipal Council of the County of Don and the meeting in January last, unanimously passed a resolution requesting the representatives of the County both Don and Local to petition the Government for the construction of a railway and also calling upon the Municipality of Queens to take similar action; this the Council of the County has since done. The County has also formed a committee in the shape of St. John Valley Railway with power to construct a line of railway from a point in the County of Fredericton to a point in the N. B. Railway west of Westville. No railway hitherto built in the Province had more local traffic to start with than may be expected from the proposed line, and in taking into consideration the population and industrial products of some of the parishes interested. As the proposed line must from the very nature of the case be a branch line, B. Railway its promoters hope to have it operated as part of that system in order that through trains may be dispatched via the proposed line to the advantage of all concerned. The tide of American summer travel is steadily setting eastward; it has already reached the Maritime Provinces and is now flowing more largely into New Brunswick. What trip could be more quickly or conveniently made by the tourist who wishes to see St. John than the route from the Gulf of St. Lawrence to Fredericton. In time a large traffic may be expected from this source.

without condemning any political party. Members should not be alarmed at the thought that we should amend the constitution of Canada. Those who frame the Bill are not locked upon it as the measure that would be the best for the time being. They recognize that it was impossible for them to foresee the difficulties that might arise in working out the new system. He referred to Hon. George Brown as one of the ablest and most patriotic of men, a warmer friend of the Union than Mr. Brown, who was for a long time the most prominent member in Ontario. He went into a coalition with the Government with Sir John A. Macdonald for the purpose of carrying out the policy of Mr. Blair quoted from a speech delivered by Mr. Brown in 1865, which stated no constitution was ever formed that was without defects. Sir J. A. Macdonald stated that the Ontario Government was not working would require amendment. He stated that was the opinion of such a man as Mr. Hon. George Brown, why should any member of the House stand aloof at the thought of amending the constitution?

[illegible]

any intention on the part of the Dominion Government to dislodge the Fredericton bridge bill, and the statement made by Mr. Blair was in error as the bridge bill passed in 1883, when the Government had no intention of doing so. The new Brunswick Government members who attended the Quebec Conference had been carried away by the influence of the Ontario grits. He used the word "grits" in offensive sense. He held that the Ontario Government ought not to permit them to claim the title of liberals, which title belonged to man of school of Fisher, Tilly, Howe, Wilmont, and many others. After George Brown had said that he would support McDonald, Sir George Cartier and the Fathers of Confederation, the so-called reformers of Ontario organised themselves the party called the clear grits. They were not the same as the Ontario Liberals, as they are still to the interests of the people of the Maritime Provinces.

Mr. Hamilton next referred to the

say that the policy of the house is a degrading and demoralizing policy. Degrading! degrading, to help much ways as the Miramichi road and the lines mentioned by him (Hastings), degrading them.

MR. JOHN MACDONALD

said practically easy to us that "we shall your railways. Now Brunswick be the you have spent your treasure in the support of your schools, your roads and bridges. Ontario has a surplus of \$500,000, to \$1,000, and we shall aid railway construction. Important works wherever we need them, and I am so proud to do them with this "degrading policy" of support railways and local works, and members of this House should stop to consider what the railways need further assistance in their railways. I am so proud to do them their support. Mr. Blake says again that

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