

POOR DOCUMENT

AGENTS WANTED
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for the WEEKLY HERALD. Liberal com-
mission given. A few good men will be
given regular employment on salary. Ap-
ply at the Herald Office, Queen Street,
Fredericton.

WEEKLY HERALD.
CHARLES H. LUDWIN, Editor and Proprietor.
FREDERICTON, DECEMBER 31, 1881.
THE CITY TORIES AND MR. PICKARD.

The Reporter says that the reason it
decided the paper read by Mr. Pickard at
the Court House in 1878 was because "it
was ridiculous that such a document
should be read at a meeting of Mr. Tilley's
political and non-political friends." The
visit of the Finance Minister was a
political one. He came here ostensibly to
see what the people needed and to gauge
the public sentiment. It was eminently
fitting that such a document should be
read, and if proof were wanting we find
it in the fact that the Tory organs to-day
claim that the very question urged by
Mr. Pickard should receive the attention
of the people of the Maritime Provinces
irrespective of party. We only published
the conclusion portion of Mr. Pickard's
paper; but for the benefit of the
Reporter, which now only thinks it was
ridiculous, and of the Capital, which
snears at it for a wonderful paper, we
publish it all, and preface it by saying
that Mr. Pickard did not request us to do
so but we give it because it is timely,
and deals with the matter of greatest
present moment to the people of this
Province:

Thomas Temple, Esq., High Sheriff of York
County.

Dear Sir—We have learned with pleasure
that Sir Leonard Tilley, C. B., K. C. M. G.,
will shortly visit our city, and at the same
time give us an opportunity of hearing him
explain the benefits of the Intercolonial
Railway, and the National Policy. We are
also pleased to learn that he will likely
visit our different manufacturing interests
in the city and vicinity. This is one of
the ultimate means of financing out the
tariff on the different commercial interests
of the different Provinces. This mode
we concur in. We are glad to know through
you that Mr. Tilley always manifested a
kindly interest in the welfare of this city
and the Province of New Brunswick. Previous
to our entering into Confederation a number
of prominent men, urged the building of the
Intercolonial railway by the valley of the
St. John River, via Fredericton, to the City
of St. John, making that harbor the terminus
of the great commercial highway to the At-
lantic seaboard, and we are happy to know
that the Hon. S. L. Tilley of that day saw
the necessity of such a highway, uniting our
commercial men in the West with those in
the East, and there making a bond far
stronger and more conducive to the best
interests of the Dominion of Canada than
any political combination can be. We failed
in getting the Intercolonial railroad as pro-
posed; but the Province of New Brunswick,
deeming it of vital importance that the road
above referred to should be built, gave to a
Company, known as the New Brunswick
Railway Company, ten thousand acres of
our best timber and farming land per mile
in order to have this road built. As you
are aware such a road has been completed
within seventy miles of the seaboard of the
present Intercolonial railroad. If we had
this link of seventy miles built, our city
would be some two hundred and twenty
miles nearer Montreal than we are to-day by
the Intercolonial railroad; and by crossing
the St. Lawrence at near Quebec, and taking
the Quebec and Occidental railroad, as
part of the great commercial highway
for the transportation of the produce of the
western part of our Dominion, and at the
same time to hand back the lands to the
Provincial Government for actual settlement
or otherwise. We were pleased to notice a
paragraph from the Toronto Mail to this
effect: "The verdict of the English Agricul-
tural Commissioners, who recently visited
Manitoba, was to the effect that the splendid
prairie lands can only be developed by pro-
viding railway facilities for settlers. This
duty rests with the Government and it is being
faithfully fulfilled. But closely allied with
this is the question of providing the shortest
and cheapest route to the Eastern
Provinces and ports of shipment to European
markets." You see, sir, that they saw the
necessity of such a highway as we have
referred to, as of paramount importance to
our welfare. Also one of our prominent
Judges has seen the great necessity of such
a road. He took the occasion to speak of
such a highway, while addressing a Grand
Jury at St. Andrews, a short time since.
The road he referred to was one running
partly through the United States, but what
we want is, if we are to have a National
Policy of our own, let us by all means have
a National Commercial Highway, and one
by which without lock or key we can pass
boundaries in our country, a highway extend-
ing from the Atlantic to the Pacific Ocean.
We know of no greater compliment that we
can pay Sir Leonard on his visit to our city
than to present the following resolution, and
at the same time it will answer in part the
problem put forth in the Globe newspaper of
St. John, "what shall we do to be saved?"
Then follows the resolution which we
have already published which was as
follows:

Sir Leonard Tilley, K. C. B., Esq., &c., &c.,
Dear Sir—We, the citizens of Fredericton
deem of vital importance in the interest
of New Brunswick and of the Dominion of

Canada, that a railroad connecting the Inter-
colonial Railroad with the New Brunswick
Railway Company's Road at Edmundston,
in the County of Madawaska, in the Province
of New Brunswick, forming one continuous
commercial line of railway from the chief
cities of the western part of the Dominion to
the Atlantic seaboard at the city of St. John,
via Fredericton, making St. John harbor one
of the chief points of shipment for the Domi-
nion.

And at the same time we beg your Honor
to bring this subject under the notice of the
Government in which you have the honor of
holding a most prominent position, explain-
ing to them the necessity of such a road, en-
abling us down by the sea to enjoy reciprocity
of trade with our neighbors in the west.

This is what the Reporter calls "ridic-
ulous" and the Capital, with fine sar-
casm, "wonderful." It would never have
done to have reminded Sir Leonard, as
he came blushing with his new honors,
that once upon a time he had promised
us that the great commercial highway
should pass our doors, and bound himself
to secure it by the strongest pledges a
politician could give.

FAIR PLAY FOR NEW BRUNSWICK.

There has been a great deal of talk in
the Tory papers about compelling the
Syndicate to choose St. John or Halifax
as a winter port; but this, it strikes us,
will be an extremely difficult thing to do.
A bargain is a bargain, and it was no part
of the contract that this company should
make their own terminus at a Cana-
dian port. The rights of the east were
absolutely ignored in the matter. British
Columbia, with its 15,000 white popula-
tion, was consulted at every turn, and
although everything it asked was not
granted, a very great deal was; but no
one who had any voice in the final order-
ing of things had a word to say for these
eastern provinces. It was sufficient for
the Tory administration that there were
some three quarters of a million people
down here to pay taxes. It requires no
statesmanship to see that the talk about
these provinces standing in the same re-
lation to the Northwest as the Eastern
States do to the Western States, had no
foundation outside of the imagination of
a politician anxious to persuade the peo-
ple to put him where he could get a good
office. There were those who hoped that
the Intercolonial Railway, to secure which,
more than any other consideration, led
the people to adopt Confederation, and
the shorter commercial line up the St.
John valley might help overcome the dis-
advantages of our geographical position.

As yet little effort appears to have been
made to realize these hopes; but it ap-
pears not unreasonable to claim that
something might be done, even at this
late hour. Without discussing the Inter-
colonial, and the use it could be put to
let us direct our attention to the St. John
valley. The agricultural capabilities of
this section, its "possible egg trade," as
the Sun sneeringly puts it, are very large.
There must be in the river Counties fully
5,000,000 acres of arable land of good
quality, which, if all were cultivated, would
sustain a population of a million peo-
ple, according to the general average of
the number of acres of cultivated land
to each inhabitant in countries possessing
a climate similar to New Brunswick.
These six million acres would produce
enormous quantities of produce, for which
there would be a ready market in Euro-
pe, the West Indies, the New England
States, and South America. Besides this,
there are in the same section, some three
or four millions of acres of timber land,
while upon nearly every acre of uncultured
arable land there are hard wood trees
which are beginning to have a real com-
mercial importance. Is there no way of
developing these great resources? Was
the ingenuity of our representatives ex-
hausted in inventing excuses for building
the Intercolonial Railway in the wrong
place? It seems to us that there has
been most culpable negligence on the part
of those who professed to represent this
Province in the administration during
the years of prosperity, when the great
demand abroad for the staple products of
Canada gave us an overflowing treasury.
There is not a shadow of a reason why
this whole section of country should not
equal in wealth and business activity any
part of the Dominion; but it will not un-
less the men who have broken their prom-
ises so often are driven from power by a
justly indignant people, and a Maritime
Provinces policy asserted by men who will
stand by it. This Province must assert
its rights, must demand fair play, must
refuse to acknowledge as its representa-
tives men who will say all is well when all
is far from well, and in whose eyes a com-
fortable salary is equivalent to universal
prosperity.

THE MEETING OF PARLIAMENT.

The Parliament of Canada is called to-
gether for the transaction of business on
the 9th of February. A great deal of
interest will be taken in the ensuing ses-
sion, because of the very general opinion
that a general election will follow it.
Consequently there will be a good deal
of talking to the country; and even if
there should be no great amount of im-
portant legislation, the session will not
probably be either short or uneventful.

The Dominion authorities seem to
have been a little doubtful in the seizure of
the Pullman cars and papers. The books of
the Company show that the Govern-
ment claim only amounts to \$200.

The Reporter asks us "How near we
wish to approach free trade?" The ques-
tion is a fair one, and although we think
our friend might have found the answer
in the prospectus which he has studied so
earnestly, we will endeavor to give him a
full reply. We wish to approach free
trade as close as is possible in view of the
fact that a certain sum of money must be
raised every year to defray the expenses
of government and for the interest on the
debt; and we also wish to have the tariff
so altered that it will give our people the
utmost freedom in buying what they need,
possible under a protective tariff. Every
customs tariff is in a certain degree "pro-
tective." If five per cent. must be paid
in duties on all manufactured goods im-
ported, then home manufactures have a
protection of five per cent.; if thirty-five
per cent. is the tariff, they have the bene-
fit of thirty-five per cent. as a protection.
In Canada two questions present them-
selves. The first is, how much money
must we raise annually? After making
allowance for the internal revenue the
Finance Minister must determine what
proportion the balance of the amount
needed bears to the probable importation
of foreign goods, and that proportion
gives the basis of the customs tariff. The
second question is, how much each of the
different lines of imported goods shall
pay off this balance? and it is in this
question is answered that the principles
of free trade and protection can be
applied. "The free traders say apportion
your tariff so that the burden will fall
upon those best able to bear it, the great
staple industries of the country be un-
hindered, and the people generally en-
abled to get a dollar's worth for a dollar.
The protectionists say impose your taxes
so that the few wealthy men who have
money to invest in factories may get
large enough dividends to tempt them to
use their means in that way, even al-
though, to do this, all the chief industries
of the country are handicapped, and the
poor bear a heavier burden than the rich.
Strip protection of the disguised under
which it masquerades and it is nothing
more nor less than this.

The New York protectionists have been
holding conventions and passing resolu-
tions. They disagree on every point but
one, and that is that there is not enough
protection. These gentlemen will be
satisfied with nothing less than the ab-
solute prohibition of the importation of
manufactured articles, and if this were
granted then they would probably ask for
a bonus. How long the people of the
United States propose to let wealthy com-
binations of capitalists ride rough shod
over them we cannot, of course, foretell;
but the industrial are decidedly in favor
of a new order of things. The people are
beginning to understand that they do
not, and never did, need a protective
tariff, excepting for the purpose of rais-
ing a revenue large enough to meet the
enormous expenses incident to the war.
They see now that the wealth of the coun-
try increases day by day, not because of
the Chinese wall set up against foreign
manufactures, but because millions of
busy hands are at work developing the
natural resources of the country and pro-
ducing articles which, though unprotected,
find a great market abroad. They see
also that, at the present rate at which
the national debt is being extinguished, in
a few years it will be impossible to main-
tain a protective tariff, for the reason that
it will yield very much more money than
the Washington Government will know
what to do with. As we have already
stated in the Herald, no lesser authority
than the President recommends that the
internal revenue be abolished. This, of
course, is not a tax in the way of protec-
tion, but it goes towards cheapening the
cost of those articles to which it has refer-
ence. It is objected that this tax must
be continued if the enormous pension
roll is to be paid; but the expenditure
on this account must shortly begin to
decrease, while the outlay on interest ac-
count is becoming less all the time. The
protectionists are watching the signs of
the times closely, they see in the near
future the return to a simple revenue
tariff, and hence the commotion in their
ranks; but if one can judge anything by
newspaper reports, they have rather lost
than gained by their latest demonstra-
tions.

It is reported from Ottawa that the
Dominion Government is in treaty with
the Canada Pacific Railway Company for
the construction of the railway on Van-
couver Island. There are fewer people on
the whole island than in a single parish of
York County; but everything they want
seems to be granted in some shape or
another. They made up their minds that
they would have a railway on the island,
and they will get it. Now it seems to us
that the Maritime Province people will
have to take a leaf out of the book of
their far western neighbors. As they
talked secession, so we will have to talk
"disintegration," as the Maritime Farmer
puts it. Parliament is to meet very soon,
and we will be curious enough to see how
many of our Tory M. P.'s will re-echo the
noisy threats which the Tory press have
devised in over the subject of the Atlan-
tic terminus. But something must be
done for these Provinces. If they have
any resources, if they have any advan-
tages from their geographical position,
these should be made the most of in order
that the country may enjoy anything like
its due measure of prosperity. The C. P.

Railway Company will seek what terminus
they see fit, and if Portland or Boston are
the ports from which it is most advantage-
ous to ship goods, the traffic of the road
will go to them in spite of all the legis-
lation which ingenuity can now devise.
The people should accept it as a foregone
conclusion that just as the St. John Valley
was sold in the matter of the Intercolo-
nial, so the Provinces of Nova Scotia and
New Brunswick have been betrayed in this
Pacific Railway business. They must be
prepared to demand something in lieu
of the off-promised benefits which they
now see are beyond their reach, having
first learned what is best calculated
to meet their pressing requirements.

Evans has shown that the Irish agi-
tation is more than a conflict of decide
who shall own the soil or what shall be
the respective rights of landlords and
tenants. The source of the discontent is
more deeply seated than this, and while
all right-thinking men must sympathize
with Mr. Gladstone and admire the
courage with which he grasped the Irish
problem, it is impossible to avoid the con-
clusion that his policy has not as yet pro-
duced the results expected of it. Mr.
Gladstone, no doubt, fully appreciates
this fact, and will grapple with it, but the
question arises: How? It is evident the
British Government cannot much longer
continue to hold the people down by the
bayonet. Rightly or wrongly, public
sentiment in England will not permit
this, neither can the Government afford,
in view of the position it has taken on
behalf of oppressed people elsewhere, to
act the part of oppressor itself, for the
working out of the Coercion Act is op-
pression, however much it may be just-
ified by a reference to the vested inter-
ests of the minority of the people of Ire-
land or those of the Empire at large.
That the British Government must main-
tain its supremacy in both islands is be-
yond a question, and no doubt it is strong
enough to crush all overt opposition,
and restore an apparent tranquility; but
between this and the perfect community
of interests which exists in the two other
kingdoms there is a gulf so deep as to be
almost unathomable. The only solu-
tion of the difficulty seems to be to grant
to the Irish what they have claimed for
a long time—Home Rule, and we judge
from one Mr. Gladstone's speeches that
he is fully prepared to do so.

PLUNDERING THE PUBLIC DOMAIN.

Not only are public lands of the Domi-
nion in the North-West mismanaged in a
most scandalous manner, but they are
being given away at a fearful sacrifice to
the friends and supporters of the govern-
ment. The Emerson Gateway Express
draws attention to this wholesale public
robbery, carried on with the connivance
of the government. "The land that is
disappearing from the government market
in the North-West," says our contem-
porary, "in a surreptitious manner, is not
measured by the acre, or by the quarter
section, but by the thousand of acres, in
fact, by the township. Members of the
government themselves, favorite friends
and certain speculators, under some pre-
text or other, are continually obtaining
large tracts of choice land and our rich
inheritors are fast disappearing, even be-
fore the 'harm of the first low wash of the
sea waves' of immigration is heard!"
Meanwhile the land agents and clerks
are becoming rapidly rich in mysterious
ways, and the Express scouts the idea, as
well it may, that their wealth is the re-
sult of saving their salaries. Instances of
the way the lands are being gobbled up
are given. Mr. Donville, of King's, makes
a sweep down upon the North-West lands,
and upon leaving his friends informs them
that he has purchased several thousand
acres of government land. A lawyer
from St. John, N. B., comes up with a
loud sounding colony scheme, and is al-
lotted two whole townships in the choice
part of the Turtle Mountain district.
There are scores of such cases happening
every week. The locus in quo of this
business is not Winnipeg, but Ottawa. In
the Department of the Interior all this
precious knavery is carried on, and the
worst of it, that it is accelerating with
such force that in a very short time there
will be no government land worth having
in the North-West short of the Peace
River.

This whole system of land plunder is
having the direct effect of retarding set-
tlement. And, while the government is
thus ruining the prospects of the country,
the Syndicate is imitating the bad ex-
ample. The paper above quoted says it is
well known that they are selling small
tracts to favorites without exacting settle-
ment. Their conditions will only be im-
posed upon the actual settler. One of
the directors actually stated a short time
ago, that the company would make a
very large amount of money by cancell-
ling lands, the occupants of which had
failed to fulfil the strict letter of their
contracts! No wonder the people of
Manitoba want to get control of the pro-
vincial domain, and we shall not be as-
tonished should the agitation now begin-
ning against this policy of plunder lead to
startling and radical results.—Ottawa Free
Press.

The report that the Pacific Railway
Company had purchased the Quebec,
Montreal, Ottawa, and Occidental Rail-
way was at least premature, and it is now
proposed by the Quebec Government to
dispose of the road by tender.

A careful analysis of the statistics of
any country will show that the national
wealth doubles in about every thirty years,
that is to say, that the average profit on
all investments is in the neighborhood
of about three per cent. per annum. We
are informed, however, that certain indus-
tries in Canada pay a profit of fifty per
cent., and that they are enabled to do so
by reason of the protective tariff imposed
by the Tory Government; that is to say,
that a million dollars invested in a pro-
tected industry will yield as much profit
as sixteen millions invested in the ordi-
nary business of the country. The pro-
portion which the protected industries
bear to the others is very small. Notwith-
standing in order to maintain their divi-
dends at these enormous rates, the great
body of the people, not one in a hundred
of whom have a dollar to invest in fac-
tories, are taxed at a rate which compels
them to pay at the rate of about thirty
per cent. more than is necessary to meet
the financial engagements of the matter.
It is neither here nor there in this matter
whether the Government have or have
not made a good use of the surplus; but
we may say in passing that the way some
of their organs boast of the fact it has
been legitimately used, one would imagine
that somebody expected it would be
stolen.

Maritime Province Journals supporting
the Government are a tight place.
After boasting of the wonderful things
that would result from the construction
of the Pacific Railway in bringing the
traffic of the North West to St. John and
Halifax, they are now forced to admit
that the chances are strongly in favor of
Portland, Boston and New York becom-
ing the termini of the great Canadian
highway. They are therefore calling
lustily for a united effort to compel the
Syndicate to bring the trade to Canadian
seaport cities. It is plain, however, that
they are doomed to disappointment. The
Syndicate will go where suits them best
and where they can make most money.
They are more American than Canadian
in their interests and connections and
thoroughly independent of the Govern-
ment on the point that gives our contem-
poraries so much uneasiness. The dis-
sipation of this terminus delusion is an-
other bitter awakening to the treachery
and feebleness of Tory rule, which the
Maritime Provinces have to experience.
—Ottawa Free Press.

Dr. Isaac I. Hayes, the arctic explorer
died suddenly yesterday morning from
heart disease. On Monday he left the
Sinclair House, his residence, and visited
Major J. B. Fassett, at 422 West Fifty-
seventh street. He was not well, and at
Major Fassett's request determined to
remain until he recovered. On Friday
night he was in excellent spirits and
said he would go home in the morning.
At midnight he went to bed, apparently
in better health than he had enjoyed for
weeks. At 5 o'clock yesterday morning
Major Fassett was aroused by the hard
breathing of his guest, whose room was
near his own. He went in and found
Dr. Hayes insensible. A physician was
summoned, but could do nothing. Dr.
Austin Flint was called in consultation.
Dr. Hayes died at 10 a. m., surrounded
by his friends, whom he was not able to
recognize.

Dr. Hayes was born on March 25, 1832,
in Chester County, Pennsylvania. His
father was a native of England. The son
was graduated in medicine at the Uni-
versity of Pennsylvania in 1853. In the
fall of that year he accompanied Dr.
Kane's expedition to the Arctic regions,
returning in 1855. He believed that there
was an open polar sea around the north
pole, and endeavored to raise an expedi-
tion for its exploration. Money was
provided by Mr. Henry Grinnell, the
American Geographical and Statistical
Society, Sir Roderick I. Murchison, and
several members of the Royal Geographi-
cal Society. The steamer United States
133 tons, was chartered, and set sail
from Boston in July, 1860. On this ex-
pedition Dr. Hayes reached land in lat.
81° 37' north. He went by way of
Smith's Sound, and tra lled much of the
party endured many hardships, and Dr.
Hayes' feet and face were frostbitten. In
1869 he visited Greenland, and explored
the southern coast of the peninsula in
company with Bradford, the artist, who
had chartered the steamer Panther for
this purpose. He unsuccessfully applied
for command of the expedition of 1875,
which was led by Francis Hall.

In the civil war Dr. Hayes was a
medical officer in the United States ser-
vice, and afterward surgeon of volun-
teers. He built and commanded the
army hospital at West Philadelphia.
Since 1865 his residence has been in
New York city. He was elected mem-
ber of Assembly in 1876, 1877, 1878, 1879
and 1880, representing the Republican
Seventh Assembly District. Last fall he
was nominated, but did not run. In
service on committees and on the floor of
the assembly he had much to do with
charter legislation for this city, and with
legislation on the canals.

Dr. Hayes was a member of the Geo-
graphical Society of this city. He is the
author of "An Antarctic Boat Journey,"
"An Open Polar Sea," "Cast Away in a
Cloud," "A Land of Desolation," and
"Pictures of Arctic Travel." He re-
ceived gold medals from the Royal Geo-
graphical Society of London and the
Paris Geographical Society.—N. Y. Sun.

Notes and Notions.

—The Halifax Herald wants capital-
ists to invest in an organ factory and
promises them 20 per cent. dividends.

—Two things appear odd about this:
first that capitalists need to be coaxed to
earn 20 per cent. and second that the
people should be taxed to pay such
enormous dividends.

—The Tariff caused the good times so
the Tories say, therefore if this unfavor-
able weather for business continues the
Finance Minister will have to impose
some more taxes to compensate for it.

—The Ottawa Free Press wants to know
how Mr. James Donville, M. P., and Mr.
John Costigan, M. P., have become
possessed of large tracts of land in the
North-West. The country would like to
be enlightened upon the subject, because
if there is any mysterious way, known
only to the faithful, by which allotments
of land in the North-West can be ob-
tained without money and without price,
the sooner it is explained the better.

—Upper province papers discuss the
winter port question; but for the most
part accept it as a foregone conclusion
that the Maritime Provinces went have it.

—The papers of the North-West
promise lively times ahead, if the Govern-
ment or the Syndicate shall attempt
to dispose any of the settlers who
have occupied lands within the limits of
the Railway reserve.

—The Nihilists have burned Cronstadt,
or rather Cronstadt has been burned and
the Nihilists are blamed for it.

—The merchants of Edmonton, N. W.
T., have resolved to close their stores on
Sunday.

—A new French-Canadian colonization
company has been started. They will
begin operations by establishing a colony
near Lake Megantic.

—The Edmonton Bulletin speaks out
in meeting after this fashion: "Nothing
has been done in the way of lumbering
this fall yet, as every one is waiting the
arrival of the timber inspector, not
knowing what Ottawa lunacy he may be
commissioned to carry out."

—Two French plays are being prepared
in Montreal. One is "a Sunday morning
in Parliament" by Lewis Frechette and
the other "a double blunder" by F. G.
Marchand, M. P. P.

—The Government of France pays over
\$1,000,000 annually to the clergy of all
denominations.

—A trip of inspection over the Grand
Southern Railway will be made this day
week. The train will make the trip
from St. John to St. Stephen and return
the same day.

—Mr. Blaine's "vigorous foreign policy"
has left his successor in office several
very unpleasant things to manage.

—The Russian police have discovered
another plot to kill the Czar, or at least
they say they have, which amounts to
pretext much the same thing to the
person whom they arrest on suspicion.

—Nova Scotia Sugar Refinery stock has
fallen from 100 to 45 per cent.

—An international standard of time for
telegraphic, railway, shipping, and sci-
entific purposes is proposed, and will likely
be adopted. Greenwich time will probably
be chosen, and the time balls all over
the world be dropped at the same hour.

—The English Privy Council has de-
cided that the Ontario Legislature has
the right to impose conditions upon fire
insurance companies doing business in
that Province.

—The City Auditor of Newark embe-
zled \$125,000, and a wrong complaint
against himself, and then went to gaol.

—At Warsaw, Poland, while high mass
was being celebrated on Christmas day,
a man was arrested for picking pockets.
He cried "fre!" Immediately a panic
broke out, which resulted in the death of
sixty persons.

—Longfellow wants all the little Uni-
versities in the United States wiped out,
and two or three great well-endowed national
institutions substituted.

Americans desiring aristocratic titles
may be pleased to know there are
for sale, and at what prices. The figures
are given by Chambers' Journal, and
there is an agent in London who con-
ducts the business. A choice of three
Spanish orders, conferring the title of
Count, is offered for \$10,000, the only
qualification necessary on the part of the
purchaser being "an eminent standing
in his own country." It may be pre-
sumed that the inquiry on that point is
not severe. The Sultan of Turkey will
make you a Chevalier for \$125. You may
become an Earl, of the sort created by
the little republic of San Marino, by pay-
ing \$3,750, or a Baron for \$884. Secular
dignities by the Pope are represented by
the Journal to be in the market. To
become a Count from this source costs
\$5,000. It is also said that in Russia,
Portugal, and the German States, though
the Governments do not barter away
titles directly, the roundabout payment
of fees to officials will produce satisfac-
tory results.

A Chicago drummer fell through a
bridge at Des Moines and broke his leg
while trying to flirt with a calico dress
hung on a clothes-line. Even the masher
has his hour for sorrow.