

# POOR DOCUMENT

## THE WEEKLY HERALD

CHARLES H. LEGER, EDITOR AND PROPRIETOR.  
FREDERICTON, N.B., JANUARY 21, 1882.  
A SKETCH OF PREROGATIVE.

We referred the other day to the dissatisfaction which prevailed in the North West on account of the Railway and Land policy of the Macdonald Government. A late issue of the *Winnipeg Free Press* shows one phase of this feeling and it must be confessed a very formidable one. Referring to the proposed disallowance by the Federal Government of the Act incorporating the Winnipeg and Southern Railway Company our contemporary says:

If the Government are determined upon disallowance in the interests of such a monopoly, the people are equally determined that the monopoly shall not stand. The Legislature of Manitoba shall respond to the unjust edict of the Ottawa authorities by the re-enactment of the acts granting the charter disallowed. In doing so, the Legislature will be sustained by the almost unanimous voice of the people. Partyism cannot be invoked to save the Dominion Government from dishonor in this matter. The interests at stake are those of the whole Province. And the whole Province will unite in their uncompromising defence against the aggressions of any Federal Government.

Monday's Ottawa dispatch announced that the Act had been disallowed. The people of Canada will watch with the deepest concern the action which the people of Manitoba will take in this crisis. The *St. John News* attempts to justify the course of the Government by representing that "The object of this act was to tap the railway traffic of the North West at Winnipeg for the benefit of the Northern Pacific Railway. The Act was passed by the Manitoba Legislature. The disallowance has taken place in the interest of the Canadian Pacific Railway. It was deemed of great importance that the traffic of the fertile belt should be secured as fully as possible for the Canada Pacific through line."

Accepting this as an accurate statement of the case let us see whether the disallowance can be justified. Our readers will mark that it is all done in the interest of the through Canadian line; but we have the authority of the *News* and its associates, for the statement that there is to be no through Canadian line—that the Canada Pacific is to have its eastern terminus in the United States. Now, if this be the case, we submit that whether the freight of the North-West is carried along the north or the south shore of Lake Superior is immaterial. The pleasing dream of a great Canadian line from ocean to ocean has vanished, and while it is unfortunately the law that the Canada Pacific Railway Company shall have no roads in the North-West, it is eminently unjust to the people of the Dominion that an attempt should be made to extend the territory, over which this Company has absolute sway, to the farthest east; because we contend that if all competing lines between the Eastern Canadian Railway system and Winnipeg are to be crushed out in the interests of the C. P. Company, the latter are given a monopoly of the traffic from one ocean to the other. If the offer of the Gibson-Howland Syndicate had been accepted, not only would a large amount of money and land have been saved, but such complications as this would have been avoided. We are not disposed to question the acknowledged right of the Crown, as represented by the Tory Government, to disallow any bills; but we do hold it to be a most unwarrantable stretch of the prerogative in the present instance.

When the Editor of the *Sun* feels particular illiberal about the Editor of the *Herald*. As while he is doing this he is not vilifying any one else, and his contemptible rubbish does not hurt us in the least, he is welcome to expend all his venom upon the *Herald*. He could not find any one whom his slanders and falsehoods would annoy less than they do us. What makes him particularly angry now is the signal failure he made in his attempt to confound the *Herald* on the Annexation question. Our article, which gave rise to "all this perturbation," did not contain one word in approval of Annexation; but on the contrary declared our opinion that such a step was unnecessary. It, however, advanced certain propositions which were unanswerable, and feeling their inability to meet them the *Sun* and *Capital* have both labored to extort from us something which could be construed into an expression of Annexation sentiments, with no other result than to make themselves ridiculous, and to receive a rebuke from one of the papers on their own side of politics. Whereupon they both took up the role of slanders, the *Capital* attacking the business standing and prospects of the *Herald*, and the *Sun* the personal character of the Editor of the *Herald*. This is the way the organs of "the party of gentlemen" conduct a political discussion. Into the mire of personal abuse the *Herald* will not descend. When the editor of the *Sun* takes that ground, he has the advantage over us which every blackguard has over a gentleman; but when he or any of his faction are prepared to discuss the existence of a sentiment in favor of annexation, and the manner in which it can be the soonest removed, the *Herald's* preparatory to meet them. While these

Tory sheets are parading their sham indignation and protestations of a frothy loyalty, they do not feel, the people of the country are anxiously asking themselves these questions—What has the future in store for us? Is the drain upon our population to continue? Shall hundreds and thousands of our young men annex themselves to the neighboring Republic every year? Shall we ever play any other part than that of tax-payers in Canada? And they will have an answer to these questions, in spite of all the rant and sloppy rubbish the scribblers for the Tory sheets can put upon paper.

THE EFFECTS OF TORY MISRULE.

We learn from many sources that a profound feeling of dissatisfaction exists in the Northwest, arising from the Railway and Land policy of the Government. Commenting upon this unfortunate state of things and upon the growing discontent in the Maritime Provinces, the *Ottawa Free Press* uses almost the same words as the *Maritime Farmer* did, when speaking of the effects of the Government Railway policy. It says that "Sir John Macdonald will bring about the disintegration of the Dominion and mortgage every acre of land in it to pay railway monopolists to take full and absolute control of all the carrying trade of the great West for the next twenty years—a monopoly which proposes to build up a foreign seaport, while the wharves and warehouses of our Maritime cities are deserted. They have inaugurated a policy of taxation which grinds the poor and swells the gains of the rich, and is producing in the Provinces by the sea a profound discontent with their connection with the Dominion. They have instructed their organs in these Provinces to decry everything which is calculated to foster and develop their resources, and to hold out allurements to their bone and sinew to emigrate to the West. They have refused to do the simplest act whereby our trade might be developed. They have adopted a land policy in the West which will prove the curse of the country if it is adhered to. They have refused justice to Manitoba in the matter of its public lands, so that the people complain, with just reason, that immigration is more of an injury than a benefit to them. They have given rise to the feeling of dissatisfaction in the Northwest, referred to at the first of this article, a dissatisfaction which is all the more injurious to the Dominion, because at this time the eyes of the world are turned towards Canada. They have inaugurated an era of extravagant administration, which is calculated to injure the country socially, politically and financially. They have handicapped all the chief industries of the people. They have piled up a load of unnecessary taxes. They have driven our people away by thousands. They have adopted a fiscal policy antagonistic to the mother country, and when public feeling in England and in Canada finds in consequence an expression in a desire either for the more intimate political connection with England or the greater independence of Canada, their leader openly professes himself in favor of annexation in preference, while the lesser lights of his party vociferously applaud. These are among the results of the great N. P., which, be it remembered, has not increased the purchasing power of the people to the extent of a dollar, while it has added to the cost of all the necessities of life.

THE COMPILER OF THE PAMPHLET THAT SUMMARIZES THE MATTER:

A small number of industries and joint stock companies may have reaped benefit from the new duties, but for the grand total of the other trades of Germany the tariff has proved to be not a protection, but a burden to national labor. The high price of the necessities of life is a fact which cannot be denied. The laborer's wages also have been unaltered, or have gone down. In many cases there can be no doubt that the condition of the German workman has materially deteriorated.

It will be noted that these are not the expressions of a political party anxious to make capital against the government, but are collected from official returns to the government. They bear out exactly what was foretold of protection, both in Europe and Canada—the aggravation of a few of the rich at the expense of the poor.

MR. JAMES DONVILLE, M. P., has gone to Ottawa to preach, incidentally, the means of political salvation to Sir Leonard Tilley. Mr. Donville has evidently become satisfied that there are breakers ahead for both himself and his friend, the Minister of Finance. The winter port is, what Sam. Slick used to call, "a sockdologer" for them, and it is necessary to get up a new stock of promises. The old ones are fairly worn out. Sir Leonard made them last, as the old lady did her stockings. Two years ago he knitted on a new foot in the shape of the N. P. Last year he knitted on a new leg in the shape of the terminus of the Canada Pacific Railway; but alas and alack, both foot and leg have given out together, and so Mr. Donville has gone up to help spin some new yarn so as to mend things up for the coming elections. Mr. Donville's scheme is for the Government to buy the Railway from Ottawa to Quebec, bridge the St. Lawrence at Quebec and bring freight to Halifax and St. John as cheaply as the Canada Pacific Railway could take it to Portland. This would necessitate the expenditure of about \$15,000,000 in cash and the carriage of freight for all time to some distance of 280 miles for nothing. Thus we see that according to Mr. Donville, before the people of the Maritime Provinces can secure their share of the benefits resulting from the construction of the Canada Pacific, an annual charge upon the revenue must be incurred fully equal to the total amount of interest on the cash subsidy for which the Gibson-Howland syndicate were willing to sell the railway, under restrictions which would have secured its benefits to the Canadian people.

WATER WORKS.

In to-day's *Herald* will be found an able letter discussing the question of water works from an opposition standpoint. The writer makes his points well and presents what may be called the popular view of the question especially in his reference to the manner in which the opinion of the ratepayers is to be taken next Monday. The vote which will be then thrown will not be indicative of the true state of public sentiment upon the subject of an artificial water supply. We have heard warm advocates of water works say that they would feel compelled to vote in the negative on Monday. It may be accepted as a fact that the popular vote would not under any circumstances, just at present, give a majority for any scheme which would necessitate an increase of taxes; although we think the real property owners would do so. The result of Monday's voting will neither hasten nor retard water works, the introduction of which at a very early day may be considered as good as settled unless very unexpected obstacles present themselves. Referring more especially to our correspondent's letter we think it not unreasonable to expect a reduction in the rate of insurance in this city to follow an adequate supply of water for fire purposes. Competition between the Companies would probably ensure this, and there may be some facts in the case of Moncton, of which our correspondent is unaware, which if stated would account for the very high premium paid there.

## PROTECTION IN GERMANY.

We mentioned the other day that a pamphlet had been compiled from the official reports to the Government of the Boards of Trade, giving the results of protection in Germany. Among other things, this pamphlet sets out that nearly every one of the districts, whether mining or manufacturing, in the interior or on the sea coast is compelled to announce an "obstinate stagnation in all branches of trade"; while a large majority openly charge the new protective policy with such a disastrous result. The report from Berlin states that the sanguine views of the promoters of the new duties have given place to "disappointment."

In the province of Saxony it has been discovered that the burden of the new duty falls, not on foreign countries, but on Germany itself; while among the towns of the other states, Offenbach-on-the-Main deplores "the increased pauperism of the laboring classes, as an effect of the new tariff." Reports of a precisely similar character are presented from Hanover, Munich, Augsburg, Stuttgart, Mannheim, and many more, the fact being that only two or three towns in Germany are favorable to the new policy. The free cities of Hamburg and Bremen record their opinion in a very strong language to the effect that the abandonment of the policy of free trade was based upon a radically false theory, and can never tend to further the general interests of the nation.

The compiler of the pamphlet thus summarizes the matter:

A small number of industries and joint stock companies may have reaped benefit from the new duties, but for the grand total of the other trades of Germany the tariff has proved to be not a protection, but a burden to national labor. The high price of the necessities of life is a fact which cannot be denied. The laborer's wages also have been unaltered, or have gone down. In many cases there can be no doubt that the condition of the German workman has materially deteriorated.

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## THE UNITED STATES GOVERNMENT HAS BEEN EQUIPPING WITH THE SOUTH AMERICAN REPUBLICS.

It now proposes a Convention to which they shall send two representatives, Mexico and Central America to do the same, and that at this convention a mutual understanding shall be come to as to how far European interference shall be hereafter tolerated in his eye on a trade, we fancy. He very inauspiciously offers to pay all expenses attendant upon the Convention, and in the most courteous manner possible disclaims any intention of interfering in the internal affairs of his neighbors. The Washington authorities are far-reaching in their schemes. A political alliance of States, extending from the Bay of Fundy to Cape Horn would be a combination which, if it did not prove unwieldy, would be irresistible. Such an union may not be so far off as at first sight seems probable. Mexico and all the rest of the Southern Republics have shown a most marvellous incapacity for the management of their own affairs, and a little coaxing, a little threatening and a little experience of the benefits flowing from the strong hand of an enlightening Government would soon make the accomplishment of the Monroe doctrine almost complete.

The *Sun* having utterly exhausted its vocabulary of vilification has now taken to republishing the absurd falsehoods of the *Capital* and swallows without questioning all the ridiculous rubbish which the latter published about the New Brunswick Railway Company and the proposed Central road. It goes on to say:

"The *Herald*, on its own behalf, claims that a subsidy will be demanded from the Government for railways from Fredericton to Miramichi, Fredericton to the Inter-Colonial Railway via Grand Lake, and also a line to Gagetown."

The *Herald* did nothing of the kind. It simply said that the claims of those sections of the Province which were isolated from railroads and telegraph lines, and especially the rich section around Grand Lake and Gagetown, would before long force themselves upon the consideration of the public in a manner which would make it impossible not to accede to them. The fact that Sunbury, Queens and York counties are thoroughly liberal in sentiment is a sufficient reason for the *Sun* to decry and ridicule anything which can be said in their favor; but so fervid a home advocate, as the *Capital* pretends to be, ought not to be found in such company.

We do not know that it is anybody's business, but we will state for the benefit of the *Tory* press, that neither Mr. John Pickard nor any person of the name of Burpee or King, has any financial interest in the *Herald*, to the extent of one cent over and above the amount of their respective subscriptions. Mr. Pickard and Mr. Charles Burpee are subscribers to both the tri-weekly and weekly editions, Hon. Isaac Burpee to the tri-weekly edition, and Mr. King to the weekly. This and their desire to see a Liberal paper prosper, and their personal friendship to the editor, is all the interest these gentlemen have in the *Herald*. One can excuse the *Sun*, because its editor is unconscious that there is any other state of journalistic existence than being owned by body and soul by one man; but the editor of the *Capital*, in stating that the *Herald* is owned by Messrs. Pickard and Burpee, published what he knew was false.

This article in Wednesday's *Telegraph* in reference to water works, wherein illusion is made to the health of Fredericton, is deserving of more than a passing notice. We have only space to express our regret that our contemporary has been called upon to publish statements calculated to do so much injury to our city, especially in view of the fact that the statistics lately published by us showed that so far as malarial diseases go, Fredericton is remarkably exempt, and that its death rate is far below the average.

The latest advices from the polar regions bring the news from the crew of the *Jeannette* down to December 17th. Up to that time only thirteen out of a crew of thirty-three had reached Yakoutsk. The remainder, among whom were Lieut. DeLong, Commander of the expedition, Dr. Ambler, and the *Herald's* special correspondent, had not been heard from since the boats parted company in a blinding snowstorm off the mouth of the Lena in September.

The *Times* says that the Government has considered the case of the suspects who are members of Parliament and has decided that the members of the Land League do not call for exceptional treatment. The friends of Farnell and the other imprisoned Irish M. P.'s have been endeavoring for some time to secure their release before the meeting of Parliament and this intimation from the *Times* applies to these efforts.

The reason given by the contractor for the county printing for the fact that the report of the Auditor was not ready, was that the *Herald* had interfered with him. We plead not guilty, but as a way to prevent the recurrence of such an unfortunate state of things would suggest that the work be sent next time to the *Herald* office.

## THE CANADA TEMPERANCE ACT.

The *Capital*, in its local columns, has been handling the administration of the Canada Temperance Act with a great deal of vigor. Our contemporary cannot speak too strongly of the mischief which had been caused by the manner in which the working of this law has been hampered by the Supreme Court. It is not becoming for us to insinuate that the learned judges have not been entirely conscientious in the course they have taken. We believe that they have been. Nevertheless, we submit with all respect that they have not been very politic in the manner in which they have dealt with it. It is not too much to say that the Supreme Court has lost something of public esteem since this law came into operation in Fredericton, and that certain men, who have boasted that they could violate the law with impunity so long as they had money enough to fee a lawyer to take the case into Court, can point to facts for proof of what they say. Yet many of these men are known violators, not only of the Canada Temperance Act, but of many other salutary laws. They are, or some of them are, the pests of the community. The trouble seems to arise from the fact that the decision of the Court in Orr's case, to the effect that no certiorari would lie where the Magistrate had jurisdiction, and which was given by the Chief Justice, and Judges Duff and Palmer, has not been assented to by Judges Waldon and Wetmore. We are not aware that the latter has gone so far as to express his dissent from it; but we are informed that in Hackett's case, which it was expected would settle the matter, he was not prepared in Michaelmas Term to give his judgment. The right of the Court to grant a certiorari may therefore, since a re-argument of it was permitted, be fairly considered an open one, and where we think the Bench was impolitic was in not settling it long ago.

## COURTS OF JUSTICE.

The disgusting farce which has been enacted at Washington in the name of the administration of Justice has aroused the attention of the whole American people. It is seen clearly that to the heads of the *Sunbury*, *Queens* and *York* counties are thoroughly liberal in sentiment is a sufficient reason for the *Sun* to decry and ridicule anything which can be said in their favor; but so fervid a home advocate, as the *Capital* pretends to be, ought not to be found in such company.

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## Notes and Notions.

—It is proposed to slice the district around Mace's Bay off Charlotte County and give it to St. John.

—Another railway horror is reported from Iowa. Twenty-five persons were killed.

—The preliminary survey for the Chicago ship railway discloses a most favorable line 16 1/2 miles in length.

—A Boston Paper suggests that unsuccessful suicides should be publicly horse-whipped.

—The Queen of Italy has set a new fashion. When she issues invitations for a ball she names the color the ladies are expected to appear in. All are expected to wear the same color.

—When the *Sun* answers our challenge of a week ago we will reply to its question of yesterday, and name a number of people whom the Government by its scandalous neglect of the interests of this province have driven from home.

—The ridiculous mess into which the *Capital* got itself on the annexation question seems to have brought about a state of idiosyncrasy from a paragraph or two in last night's issue.

—Cateway is en route to England. Having killed enough Englishmen to put himself on a higher plane than those who have simply killed one, he will be feted and honored ad infinitum.

—Who was the man who said that Canada had been in the torrid zone for the last six months?

—Five more of the Jeannette's crew have arrived at Ikrouts.

—Scoville and Reed made the best that could probably be made out of Guiteau's defence, but their speeches are very tame illogical affairs. The line of defence may be summarized as follows: Scoville admitted that Guiteau knew on the 2nd of July that he was about to do wrong, when tested by the ordinary standards of right and wrong, but he had in his mind, his diseased mind, a false standard of right and wrong, believed to be from God, which led him to believe that his act was justifiable. The question was not whether the prisoner knew the difference between right and wrong, but whether his mind was so diseased that he believed a wrong act to be right because commanded by God.

—The St. John City Council propose to celebrate the centennial of the landing of the Loyalists by the erection of a Memorial Hall to cost \$100,000, one half of which the City and County of St. John are to be asked to contribute, and the other half to be got, if possible, from the Provincial Treasury. This project will serve two good purposes. It will commemorate an auspicious event in the history of New Brunswick and provide the people of St. John with a decent public hall. We appreciate this practical kind of patriotism, but fear that the Legislature will dismiss it with the words of the Laureate, "So loyal is too costly."

—While we fully agree that some appropriate celebration of the centennial of the Loyalists should be had, the St. John proposition does not strike us as being conceived in a broad enough spirit. St. John is where the celebration should be, and where the permanent memorial should be erected; but it should never be forgotten that by far the greatest number of the descendants of the Loyalists are scattered through the Province, and any celebration or memorial which does not enlist their sympathies will fall in its object.

—The best sugar manufactory of Berthier, P. Q. will shortly place upon the market 50,000 lbs. of best sugar. This establishment which is one of the finest of the kind has cost \$80,000.

—The Minister of Finance is a subscriber to the fund for the proposed balloon expedition to the North Pole. Sir John, when his own cast him out farthest West, and can it be that our own true knight is figuring upon the contingencies in desiring to make friends with the Esquimaux? The *Tory* papers publish an interview with him on the Polar question which will probably form the first chapter in a great political romance to be called "Sir Leonard in search of a constituency."

—The flat has gone forth from the *Capital* office that Sunbury is to have a new representative at the next election. It is real nice to have the matter settled.

—And now if our contemporary would kindly dispose of the rest of the Province while he has his hand in, he would save the party to which he is temporarily attached a world of trouble.

—Our contemporary further makes the wonderful announcement that Mr. White of Sunbury never acted with the Liberals. As he has been returning officer at every election since Confederation, it is difficult to see how he could honestly have acted with either party.

—The *Reporter* says all the city papers except the *Gleaner* opposed Mr. Fisher's candidature for the Mayorship. Our friend has got a little outside of the facts. We are not aware that any of the city papers opposed Mr. Fisher.

—Somebody has been stuffing the *Moncton Times*, which propounds the startling proposition that Mr. Plair was brought out by the Liberals and backed by Mr. Pickard.

—September, 1883, is the date set down for the completion of the Northern Pacific