

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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CARTOON COMMENTS BY THE FOREMAN.

The Winter Port Question.



The Winter Port is a question big with importance to two cities—Halifax and St. John. For the purposes of trade the latter secures the shortest route by rail, an open harbor all the year round, excellent facilities for the shipment and discharge of freight, and the certainty

at all times of return cargoes for steamers or sailing vessels bringing merchandise for the people of New Brunswick and the western country. Halifax has the advantage of nearness to the old world, of a shorter ocean trip for passengers visiting Europe, and of some other considerations, all of which would be helpful to its selection in the choice of a place for the embarkation and disembarkation of passengers; but not otherwise. But whether St. John or Halifax can fairly claim superiority in general trade and other matters will ere long be settled beyond peradventure. The Short Lane Railway, giving speedy communication with the west, will supply the test, and businessmen will not be slow to pronounce in favor of that city which in general trade and travel supplies the most satisfactory results. One city may be preferred to the other, but neither will be entirely ignored. Candor, however, compels THE JURY to record the opinion that St. John has, to say the least, a trifle the lead in the race for business pre-eminence.

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The attitude of Nova Scotia on the Repeal question rather prejudices her claim to a controlling interest in the determination of the winter port question, or indeed in the exercise of any appreciable influence whatever. Nova Scotia politicians must see that they cannot block the wheels of the Union's progress and at the same time share in the advantages flowing from such union. She cannot sulk in the hope of being petted. She must do her share of the duty and assume her proper measure of responsibility if she hopes to exercise an influence in the settlement of the winter port question with its resulting benefits.

Separation: Should it be Encouraged or Avoided?

Nova Scotia is in the coils of Union, into which, it is but fair to say, she was required to

enter without much consideration by the people, and she cannot very well extricate herself. Her duty then, under the circumstances, is to make the position as tolerable as possible, to insist upon wrongs being righted by proper methods, and to use her influence to bring into play a union of interest and a curtailment of expense in provincial administration, and the strictest economy in the management of Dominion affairs. In matters general she should condemn the large—too large by a considerable figure—expense of the machinery of justice, the maintenance of a favored class of office holders at large salaries with comparatively little to do, the too rapid enlargement of the civil service employe class; and she should denounce in no measured terms certain centralizing tendencies in Ottawa, which in operation prove as barren of genuine economy in most cases as they are in the essential element of justice to other communities. If Nova Scotia's public men were to concentrate their efforts upon the rectification programme which we have very cursorily outlined they would confer a benefit upon the people of sister provinces "down by the sea," and make the position of their own province in the Union more endurable, if not powerfully influential for good everywhere. Think of the matter, Premier Fielding, and THE JURY will give due credit to all of your efforts that may have a worthy trend.

Maritime Union: What shall it be?

Nova Scotia has before her a grand opportunity to further the interests of Maritime Union. In Confederation such a union could be made to consolidate provincial interests, curtail the expense of provincial administration, and enlarge the measure of maritime influence in the general parliament. There would be one legislature instead of three legislatures; one government instead of three governments; one set of governmental machinery, with its savings in various ways, instead of three sets; one franchise for provincial elections instead of three; and a general consolidation or concentration of interests instead of straggling diversity. Separated from the rest of the Dominion, the Maritime Provinces would be saddled with the entire expense of the central general government machinery; while in reference to the control of purely provincial or local interests an arrangement similar to that contemplated in Maritime Union without severance or some method of county administration would have to be provided. On the whole Maritime Union, with the Federal connection continued, seems best. Would it not be well for Mr. Fielding to run his eye over his Province and see whether or no some useful step in the Maritime Union direction, without severance of the Federal compact, could not be brought about?

Publications.

We have received "The Railroad and Steamboat Souvenir and Guide Book," published by Munder Bros, of New York. The cover is handsomely illustrated, the work of the Maritime Litho. Co., St. John. Correct time tables of all cars and steamers leaving and coming to this city will be found enclosed in this valuable little book. They will be given away to passengers on all the railroads and steamboats.

One of our exchanges, the Woodstock Press, recently enlarged, is a nice, clean sheet, with good, sound editorials and local news in great variety.

Correspondence.

Ninephus, St. John.—Many thanks.

A. E. A., Boston, Mass.: Had your sluggish brain concocted that brilliant episode a few months ago we should have awaited its arrival with "baited" breath. Things have gone so far now we cannot buy any "bait" (sketches). We are American. We have detailed our house-keeper to present it at the next meeting of the St. John society of hard drinkers, for it is indeed crazy work—like excessive "boosing."

Why is this thus?

A prophet has no honor in his own country nor any profit either. Take the advertising solicitor for instance. A man who hails from New York or Boston comes to the city, procures a large sheet of paper, drafts out a lot of spaces for advertisers, leaving a small vacant space in the center to be occupied by the time table of some railway or steamboat company. He takes around this sheet, gulls a lot of merchants as to the advantages offered by his scheme, persuades them into taking a large space, gets them to sign a written agreement to pay so much (so much more than it is worth), collects their money, they pay it willingly when called upon. And why? Because it is a "Yankee" scheme and will catch them every time. But let a St. John man originate a sheet of the same species and he will be refused by these very men who patronize the American. Is that what they call encouraging "home manufacture!" Americans come here on a trip, and to defray hotel bills work a time table or some other worthless medium, which they guarantee to hang in all the depots and stations on the line. They ask big rates for spaces, which our merchants give willingly, saying to themselves that it must be a good thing or he would not charge so much. But let a local solicitor ask the same rates per space and he would be refused point blank. 'Twould not be American then. Oh, no.

OUR LEADING CARTOON.—A rumor was current recently to the effect that one of our Dominion representatives was about to resign, certain appointments in the customs not being to his taste. We give as a leader the second thought of this esteemed gentleman, in which he tells himself and shows himself things in a different light.

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