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SATURDAY, NOVEMBER 11, 1884.

THE STOCK FARM.

An unexpected difficulty has arisen in connection with the Stock Farm through the refusal of one of the parties to sign the lease of the Murray Farm, and as this will occasion some delay, the Government may be compelled to abandon their arrangements for removing the stock from the Otty farm for this fall. The lateness of the season and the probability that the navigation of the river may close at any time render it unwise to take any chances which depend upon the weather. We will regret very much if it should be found necessary to defer the removal of the stock until the Spring as for several reasons the fall is the better time, but so many unavoidable delays have occurred that the lateness of the season may leave no alternative.

PRESIDENT CLEVELAND.

Grover Cleveland's election to the Presidency of the United States seems to be placed, by the latest returns, beyond any reasonable doubt. Although he secures the chair by a very narrow majority, his election possesses an important significance, for it is due to the going out from the Republican party of a portion, at least, of its best element, and it has occurred in spite of the defection from the Democratic party of a portion, at least, of its worst element. A party which loses a large number of its least desirable adherents and gains enough new members of the most desirable class to more than counterbalance the numerical loss, is to be congratulated, and has acquired a double element of strength. If the Democrats do not popularize their lease of power, and by a wise, economic and public spirited administration attract to their support the hundreds of thousands of voters, who care nothing for party names or party leaders, but only for a stable and honest government, which will let well enough alone, they will lose an opportunity such as rarely falls to a political party.

For twenty-four years the Democrats have been out of power, and those years have witnessed many changes. Slavery has become a thing of the past; State rights have dropped out of politics, four years of internecine war have left their legacy of debt, extravagance and high taxation; a vast inflow of new settlers has filled up thousands of square miles of territory, three railways have crossed the Continent; and thousands of miles of iron road have bound the whole Republic in a commercial union; manufactures have been developed; new questions have arisen; a generation of politicians and public men has passed away. When the first gun was fired at Fort Sumpter the President elect was just beginning his manhood; and of the nearly five million voters who have elected him, more than half were boys at school and many of them residents of a foreign country. He will have the aid of men of mature judgment and ripe statesmanship in administering his high office, but Grover Cleveland stands in the almost singular position of a man who has never been a politician, in a national sense of the word, called to the leadership of a party, with many grand traditions, but which to all practical intents and purposes has never been in power. The Democrats may call themselves the successors of Jefferson and Jackson, but they are so only by a political fiction, and are as essentially a new party as if they had no history.

The opportunity which this accession to power presents is one almost unprecedented in its possibilities. The first subject which will suggest itself as one which ought to be dealt with, is that of administrative reform. For this there is abundant room. Allowing for the exaggeration inseparable from party politics, the existence of corruption and reckless extravagance in the government of the country cannot be denied. The circumstances under which the Republicans took office were favorable to extravagance and the maintenance of war taxes during a time of peace, has still further fostered an evil, which needs but little encouragement to develop under any circumstances. With millions of money at their disposal, the temptation to be dishonest has been too great for the Republican managers; and while many of the leading spirits of the party have been personally beyond reproach, and the rank and file have had

no participation in plunder, an element of the party, and unhappily it has been an element which possessed a controlling voice, has repeatedly violated its obligations to the public, and often in a glaring and most disreputable manner. If Cleveland puts a stop to this, he will have no lack of support, even from many who voted against him.

Other questions of great importance will arise in the near future, if not at once. Among them are tariff reform, commercial union with adjoining countries, the application of the Monroe doctrine to the Panama Canal. Upon the manner in which these are dealt with important results will turn, and it is, perhaps, well not only for the nation, but for the world at large, that at this time a new party takes the helm of State; a party with its record to make, and combining in its ranks old and tried statesmen of the Democracy, and best youngest and best blood of the Republican party.

THE SHORT LINE.

We present elsewhere a report of a meeting in Halifax, held to consider the Short Line question, and have shown some strange absurdities which the Halifax people appear to be thinking about. It has been already demonstrated that the shortest possible line from Montreal and Quebec to Halifax and St. John would cross Maine north of Moosehead Lake and come in as nearly a direct line as possible to Fredericton. From Fredericton the connection with St. John would be via the N. B. Railway, (or the traffic to St. John might leave the through line at Canterbury and follow the N. B. Railway) and the extension to Halifax would be via the Central Railway to Moncton. This route would admit of a line being extended either via the International or via Richmond to Montreal, as well as the line to Quebec, and it would make the distance about as short to Montreal as it would be by the proposed Megantic route; from Halifax to Quebec the distance would be 550 miles. But if the Short Line is to be built to draw the traffic of the great west and the trans-Pacific trade to Halifax, then the following comparison becomes interesting. In this comparison an allowance of 10 per cent. for curvature is made on the roads yet to build. Ottawa is selected as the western point because all traffic from the west over the C. P. R. must pass Ottawa.

Halifax to Quebec via Fredericton 550 miles.
 Quebec to St. Martin's Junction 100
 St. Martin's Junction to Ottawa 100
 Halifax to St. John via I. C. R. 317
 St. John to Montreal via 446
 Montreal to Ottawa 120
 Difference in favor of Fredericton route 35 miles.
 By the proposed Harland line the distance to Ottawa, allowing the same percentage for curvature on the unconstructed portions, would be 849 miles. On the Fredericton route at least 30 miles less would have to be built than on the Harland route. The Fredericton route until it entered Nova Scotia would pass through at almost unbroken settlement, except on a portion of the Central where much of the land would be good for settlement, and through the Queens County coal mines; by the Harland route the line would pass, for the greater part of its length in New Brunswick, through an unsettled country. There can be no question as to which of the two routes is to be preferred.

The whole project of a Short Line is in a confused state, and as the matter is to be dealt with when Parliament meets the common sense plan would seem to be for a number of capitalists of Nova Scotia, New Brunswick and Quebec to get together and make a proposition to the government to build the road. The subsidies which are enough to provide nearly, if not quite, \$10,000 per mile for the route, via Fredericton, may go to the C. P. R. in default of any other offer being made and we all know that the government are not indisposed to favor the Syndicate. It is time for this matter to be taken out of the realm of politics or newspaper discussion and for business men to take hold of it in a business like way.

CHURCH DISESTABLISHMENT IN ENGLAND.

The proposal to disestablish the Anglican Church continues to form a subject of profound interest to Englishmen, and may be fairly regarded as one of the live issues of the hour. Recently there have been several expressions of opinion on the topic from very prominent men. The Bishop of Liverpool has taken strong ground against it, claiming that its tendency would be to "paganize" the country districts, and although this distinguished prelate takes perhaps an extreme view of the case, there can be no doubt that the work of disestablishment would produce serious consequences, and to guard against disastrous results would require the exercise of wisdom and moderation.

The most remarkable contribution to the discussion is a letter from Mr. Gladstone to the Bishop of St. Asaph, a letter noticeable from the circumstances under which it was written, and from the unmistakable evidence it gives that that illustrious writer regards the disestablishment of the church as a probable event. And first of the letter and the circumstances under which it was written. Mr. Gladstone gives an historical review of the Anglican Church, quoting freely but not literally from rare authorities, using his memory alone and displaying an acquaintance with the subject matter which is amazing. This letter was written last month, and as every newspaper reader knows, at a time when, what with external complications and internal agitation, the British government had even a more weighty load of responsibility than usual. The production of such a letter at such a time by the Premier challenges our warmest admiration.

Mr. Gladstone does not discuss whether disestablishment will come, or when, or how it will come, but he addresses himself to showing from history and from reason that the "inward contentions of the Church ought to be peculiarly marked by moderation, kindness and reserve." He urges this in order that "dissensions from within may not bring the establishment to its end," claiming that if the change came for such a cause it would be "disgraceful." His letter is a strong plea for freedom of opinion "within the laws of the system"—that is to say within the fundamental doctrines of the Church. The history of the Church in England shows, he thinks, that "a course of destiny so peculiar appears to indicate on the part of the Supreme Orderer a peculiar purpose; that not only no religious, but no considerable or prudent man should run the risk of interfering with such a purpose; and that the great charity which is the bounden duty everywhere in these matters should here be accompanied and upheld by two ever striving hand maidens, a great reverence and a great patience."

This letter has already occasioned much comment, and will be probably regarded by the Nonconformists as a proof that the Premier regards the early disestablishment of the church as a forgone conclusion.

DEATH OF MR. FAWCETT.

A London despatch of the 6th inst. announces the death of Hon. Mr. Fawcett, Postmaster General of England. Henry Fawcett, M. P., son of W. Fawcett, was born in 1833. He was educated at King's college school, London, and at Trinity Hall, Cambridge. Was elected professor of political economy at Cambridge, Nov. 1869. Appointed postmaster-general, April 1880. He was unsuccessful in his liberal principles. He was elected to the House of Commons in 1869, and was re-elected in 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 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