

The Reporter

AND FREDERICTON ADVERTISER

Herman H. Pitts,
Editor and Proprietor.

FREDERICTON, N. B., WEDNESDAY APRIL 15, 1891

Per Annum
XLVII, No. 16

WHEN THE HAIR

Shows signs of falling, begin at once the use of Ayer's Hair Vigor. This preparation strengthens the scalp, promotes the growth of new hair, restores the natural color to gray and faded hair, and renders it soft, pliant, and glossy.

"We have no hesitation in pronouncing Ayer's Hair Vigor unequalled for dressing the hair, and we do this after long experience in its use. This preparation preserves the hair, cures dandruff and all diseases of the scalp, makes rough and brittle hair soft and pliant, and prevents baldness. While it is not a dye, those who have used the Vigor say it will stimulate the roots and colorings of faded, gray, light, and red hair, changing the color to

A Rich Brown

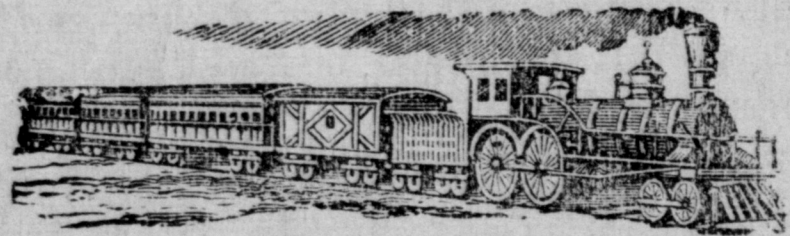
or even black. It will not soil the pillow-case nor a pocket-handkerchief, and is always agreeable. All the dirty, gummy hair preparations should be displaced at once by Ayer's Hair Vigor, and thousands who go around with heads looking like the fretful porcupine should hurry to the nearest drug store and purchase a bottle of the Vigor."

The Sunny South, Atlanta, Ga.

"Ayer's Hair Vigor is excellent for the hair. It stimulates the growth, cures baldness, restores the natural color, cleanses the scalp, prevents dandruff, and is a good dressing. We know that Ayer's Hair Vigor differs from most hair tonics and similar preparations, it being perfectly harmless."—From *Economical Housekeeping*, by Eliza R. Parker.

Ayer's Hair Vigor

PREPARED BY
DR. J. C. AYER & CO., Lowell, Mass.
Sold by Druggists and Perfumers.



CANADIAN PACIFIC RAILWAY.

New Brunswick Division.

ALL RAIL LINE to BOSTON &c
"THE SHORT LINE" to
Montreal, &c.

ARRANGEMENT OF TRAINS IN EFFECT OCT. 12th, 1890.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

6.20 A. M.—Express for Fredericton Junction, St. John and intermediate points. Vanceboro, Bangor, Portland, Boston and points West. St. Stephen, St. Andrews, Houlton and Woodstock.

10.30 a. m. For Fredericton Junction, St. John and points East.

3.15 P. M.—For Fredericton Junction, St. John, etc.

Returning to Fredericton.

From St. John, 6.30, 7.35 a. m.; 4.40 p. m.
Fredericton Junction, 8.10 a. m.; 12.10 a. m., 6.25 p. m.,
McAdam Junction, 10.47 a. m.; 2.15 p. m.
Vanceboro, 10.25 a. m.; 12.45 a. m.;
St. Stephen, 7.45, 10.15 a. m.
St. Andrews, 6.55 a. m.

ARRIVE IN FREDERICTON

9.20 a. m. 1.20, 7.20 p. m.

LEAVE GIBSON.

6.20, A. M.—Mixed for Woodstock, and points north.

ARRIVE AT GIBSON.

5.10, P. M.—Mixed from Woodstock, and points north.

H. P. TIMMERMAN, General Supt., C. E. McPHERSON, Dist. Pass. Agent

NEW GOODS.

Tennant Davies & Co

Are now showing

New Table Linens, Napkins

TOWELS, TOWELINGS,

Grey and White Sheetings,

PILLOW COTTONS,

White and Colored Bed Quilts, etc

A big stock to select from.

TENNANT, DAVIES & CO.,

202 Queen Street, Fredericton.

New Brunswick Reporter,

ESTABLISHED IN 1844.

Is published every Wednesday from our Steam Printing Office, York Street, Fredericton.

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When charged by the line 10 cents for first insertion and 5 cents for each subsequent insertion.

Persons desiring to advertise for 3 months or a year will be made a special rate.

HERMAN H. PITTS,
Publisher and Proprietor

New Brunswick Reporter.

WEDNESDAY, APRIL 15, 1891.

THE CELEBRATED Leary Bill came up on Monday last in the assembly but was not received with much enthusiasm. Mr. Blair remarked that it was a purely local affair, and the St. John members did not seem to desire it and he would take no part in the discussion. The bill received the three months hoist.

P. T. BARNUM leaves the snug little sum of five million dollars to his legal heirs, a certain amount going to public charities. The world renowned show still continues under its present management, Mr. Bailey assuming full control. The only day it suspended entertainments was on the day of Mr. Barnum's funeral.

Newfoundland.

Newfoundland seems to be getting more than its usual amount of attention of late. What with treaties with the United States, and difficulties with the French and now with Canada it looks as though they were determined to get into trouble somehow. The trouble with Canada is over the purchase of hair. A despatch from Halifax recently, on the arrival of two fishing schooners which had been refused bait, says that the opinion is expressed in well informed circles here that the Imperial Government will be compelled to suspend the constitution of Newfoundland and govern it as a crown colony. This appears to be the most feasible and practical solution of all existing difficulties. A number of Halifax merchants desire to import a quantity of fresh fish from Newfoundland for commercial purposes. Collector Harrington cabled the Newfoundland Government to-day to ask if the commercial privilege of purchasing fresh fish in Newfoundland waters was still permitted to Canadians. He received a reply from the Receiver General saying it was contrary to law and cannot be permitted. This means non-intercourse between Canada and Newfoundland in the fresh fish business, and will possibly lead to retaliation in a manner little expected in Newfoundland.

United States to Harass Canadian Railways.

It is reported that at an early date the United States Secretary of State will put into operation the regulations said to have been formulated by Secretary Windom just before his death, and with the object of seriously hampering the Canadian Railways doing business in and passing through the United States.

The Toronto *Globe* views the matter with much regret and says:—

"Under the proposed legislation it will not be possible for the Canadian Pacific to take goods in bond at San Francisco and bring them by way of Vancouver to New York upon the certificate of the consul and under consular seal, and this would probably mean some loss and injury to the Canadian Pacific road. The American customs officials who seal cars at Point Edward and elsewhere will also be removed from Canadian territory, and all cars stopped at the border for inspection. The Grand Trunk and C. P. R. do an enormous business with the United States. They

have contributed to the building up of some important industries in different parts of the country. They have extensive connections and heavy investments there, and large districts benefit by their enterprise and the conveniences and advantages they afford. To injure these great roads in order to benefit their American rivals would not be a wise act, and it is to be hoped the proposed hostile legislation will be abandoned and the Canadian roads allowed to reap the full benefit of their enterprise and the districts served to enjoy the full advantage of their unfettered operation, or at least that the legislation if it should pass will not be used to harass the Canadian companies and unnecessarily block the movement of merchandise.

The Legislative Council.

About forty spectators viewed what was believed on Saturday night to be the closing scene, the last gasp, so to speak, of the Legislative Council. By a vote of 8 to 10 they concluded their usefulness was gone. We hardly know who were the most surprised at the result of the vote, those who were in the Council for the avowed purpose of voting it out of existence, or those who wanted a brief breathing spell before the cord should be cut. It goes without saying that on Saturday night and all day Sunday there were some sore hearts among their Honors. Such a consummation was not thought of, much less expected by those who voted for it. Here was the Hon. David McLellan voting himself out of the government, and a say in the doings of the executive. This was not for a moment to be thought of. It is safe to say that not one of the newly appointed councillors had any idea of so early a demise of the Council. Sunday was a cold, wet, disagreeable day, in more ways than one.

On Monday morning when the bill came up for a third reading, it was very summarily disposed of and amended making the Council expire with the present legislature, whether by resolution of the House prior to 1894 or up at its regular time. A sigh of relief has arisen from many hearts, not only of the messengers and attaches of the Council, but of the members of the Council themselves.

Attorney General Blair has succeeded in his promise to abolish the Council. This, to many, very satisfactory measure rounds off the pledges he made in entering public life. We doubt if even his opponents can find any of his promises of public reforms that have not been carried into effect.

We have always differed from the Attorney General in his views regarding the abolition of the Upper House. We have failed to see any great call by the people of the province for its abolition though there might very properly have been a call for its abolition in the manner it has been constituted. Mr. Emerson in his address on Saturday night denounced the Council as "the shadow of a shadow" and went on to say that though his experience in politics had been somewhat variegated the question of the abolition of the Council had always been a plank in his platform. Possibly his course might not have been so variegated if he had not had that plank, who knows. It is a good deal as Mr. Baird remarked in the debate, it is easy to get up a cry against any institution when on the stump, and there would be lots of people very readily call for the abolition of the Lower House if it was made an issue. The Legislative Council as present constituted was not popular. It had no way of bringing itself in touch with the people however good might be their intentions. The expenditure of \$8,500 a year was the one item regarding the Council that was always known. If the Council had years ago, even last year, amended its constitution making it

an elective body, with four or five years of duration, it would have still been in existence as a very much needed and useful adjunct to our legislative assemblies. Procrastination has resulted in its death, and as Mr. Barbare very significantly remarked at the closing up of the final vote, "let her go."

More Swindles.

The saying of the late P. T. Barnum that the people liked to be fooled, or something to that effect, has much truth in it; more truth than many who court being fooled are willing to acknowledge. The dying struggles of the famous Louisiana Lottery has brought in its train a vast number of schemes to appeal to the desires of the ordinary individual to get rich fast and without much work. Anything to get more than the value of their money, seems to be the motto of a good many persons and when some promising scheme is presented to them they are not too anxious—even professing Christians—to dip into the depth, to go below the surface of it,—but the feasibility of it is largely judged by the promises of large profits.

The latest and most patent fraud on the community is in the form of high sounding benevolent companies, which promise large profits, and which are worked on the assessment plan. Recently an institution started in the United States which promised to give \$100 on the payment of \$30 or \$40 in assessments from time to time. These assessments were to be paid within a given time, and shortly after the \$100 certificate was to be redeemed at its face. This enticing offer was aimed to reach the sewing girls and others receiving small salaries, who had little to spare but could possibly by close economy save up the \$35 or \$40. Of course it was eagerly grasped at. The prospect guaranteed in such emphatic language, of receiving two or three hundred per cent. on their money was too tempting a bait and thousands flocked into the institution. Of course it flourished for a time.

Sunday School teachers, and superintendents even, went into it, and of course their names were quickly used as advertisements for the concerns. Money flowed into the centres where the head office was, and some even were paid the face of the certificates—this was necessary to boom the scheme. But now comes the announcement that the company has suspended, and thousands upon thousands of poor girls and young men on small salaries have been deliberately swindled out of their money, and have suffered severe want, in many cases having deprived themselves of necessary food to make their payments.

It may be said that it serves them right, they took the chances and lost. Some are only too ready to express themselves in this way. But there is another side of the question. The great body of these losers are not so much to blame as many christian people who lent their countenance to the scheme. Some very prominent church workers have had their names bandied from mouth to mouth, even in this city as being in these concerns. Possibly not intentionally have they been committing a great wrong to others as well as themselves, but they have been surely doing it. It must be apparent to any one who will stop to think, that money is a staple article like flour or any other commodity, and that it has a standard value, and that insurance of any kind is in just the same position. In the business world when a man offers large interest for the use of money the investment is not considered safe. Money brokers recognize this, and charge—not as interest on the money but on the risk they take of it being paid. It can be laid down as a safe principle that any institution offering to give more than an honest, fair dividend, an institution that promises on the face of it extraordinary profits, is a fraud, whether it be a benevolent so-

ciety, or an insurance society or what not. All around us we are seeing this principle being worked out. The Maritime Bank is an example, the Provincial Building Society, and so many others that look and appear so much better than these straw schemes that keep cropping up.

There are institutions where those who have saved something for a rainy day can safely place it. Any of the banks in this city are giving a fair rate of interest, and the money is safe beyond peradventure. Then the Dominion Savings Bank is another institution, though the interest is not so large, where the money is quite safe.

Just as surely as the person places his money into those institutions which offer the large inducement, will he lose.

There should be a law to prevent it and to outlaw all such institutions, and to severely punish not only the principals in the schemes, but all agents who foist them on the community for the profits they receive in the way of commissions.

But these assessment institutions are not the only schemes that are being propagated to encourage the inordinate greed for gambling that seems to have prevailed the community. Legitimate business has been encroached upon, and a scheme by which one man gets a suit of clothes for little or nothing, and several more for a little more, and a number of others pay more than the actual value of the clothes, has been foisted on the people, and it is currently reported that several ministers have given their names to the scheme and gone into this lottery business. We do not wonder that the tailors who are endeavoring to carry on an honest business should be justly indignant that many prominent business men should lend their countenance to such a scheme, and that they should determine to put a stop to it. Certainly it ought to be stopped at once.

The Assembly.

The assembly will probably prorogue on Thursday, possibly this afternoon. The session has been one of the most important for years and the government have submitted a number of most important measures. The railway subsidy act coming in at the close of the session is probably as important as any legislation enacted this year. The bill authorizes the expenditure of \$700,000 on railways. The following are the lines to which provincial aid will be granted:

A line of railway from the city of St. John to Barnesville, a point on the Central railway, not exceeding 23 miles.

A line of railway from a point on the Canadian Pacific railway, in the parish of Perth, Victoria county, to Plaster Rock, in the parish of Gordon, not exceeding 23 miles.

A line of railway between a point on the Canadian Pacific railway west of Westfield and a point between Waasis and Fredericton on the Fredericton railway via Gagetown not exceeding thirty-two miles of said line.

A line of railway from a point on the I. C. R. in the county of Restigouche, westerly towards the river St. John not exceeding thirty-five miles.

A line of railway from at or near Cross Creek station on the Northern and Western railway to the village of Harley not exceeding 6 miles.

A line of railway from Shediac village in the county of Westmorland to Great Shemogue village, not exceeding twenty miles.

A line of railway from the terminus of the Northern and Western railway at Chatham to Black Brook not exceeding 5 miles.

A line of railway from the Intercolonial railway to Nelson in the county of Northumberland, not exceeding four miles.

A line of railway from Havelock corner in the county of Kings, along the proposed line of the Sussex, Studholm and Havelock Railway company towards Sussex, not exceeding ten miles.

A line of railway from the village of Kingston to the village of Buctouche in the

Continued on fourth page.