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THE PRINCE OF WALES.

The recent article in the North American Review by Justin McCarthy upon the Prince of Wales, will be read with great satisfaction by Englishmen everywhere. The references to the Prince are very complimentary, and coming from Mr. McCarthy, with his avowed anti-monarchical proclivities, it may be taken to be the honest opinion of a person very competent to form a judgment. We wish it were possible for us to reproduce the article. Interested as we in this country are in all that pertains to the well-being of the mother land, it is a pleasure to us to know that the Prince fulfils the present official functions which devolve upon him with great success, and gives not only promise but assurance of a still greater measure of success, when the wider sphere of action is opened to him incident to his occupancy of the throne. The Prince, says Mr. McCarthy, is thoroughly popular in England, and he believes all who know him think him very charming. He has developed into an excellent speaker, speaking on the many occasions on which he is called upon to preside as chairman, with directness and to the point, not obtruding his personality into his speeches. His tone is manful and he has somehow lighted upon the very style of speaking which suits the British public, no attempt at eloquence, not brilliant, not original, but common sense, earnest, dignified and attractive. The Prince has a curious aptitude for throwing off dignity and yet retaining a hold upon it, and in his fondness for bright, cheerful society, gets the name of being a good deal of a social leader. Any American, Mr. McCarthy says, who fancies that when he gets into Marlborough house has got into the very best of English society makes a mistake. The Prince succeeds in avoiding party politics and is a man of sense, tact and considerable knowledge of men and countries, speaks several languages admirably and has a thorough acquaintance with what is going on in the civilized world. The Prince, he is assured, will be a constitutional ruler and will do nothing to weaken the hold of the monarchy upon the English people, or in any way promote the coming of the republic. Of late years, His Royal Highness has shewn that he thoroughly understands the nature, duties and limitations of his functions as heir to the throne, and when he ascends the throne will show that he understands his part in the administration of the government. We suspect that Mr. McCarthy has discovered in the Prince a friendly disposition toward the radical home rulers, as he mentions the fact of the Prince having met the whip of the party and others at Lord Randolph Churchill's; but whether he is slightly biased in his favor or not, it is a significant circumstance that a leading home ruler should have chosen such a theme for a review article, and that the subject should have been given prominence in the neighboring republic. Testimony such as Mr. McCarthy's, seems to remove apprehensions as to the early disturbance of existing arrangements in the mother country which are deeply involved in the personality of the next king of England. The monarchical system, either under a hereditary or elective form, will probably survive in England, if it steers safely through the next quarter of a century, as by that time the gloss of republicanism, pure and simple, will have worn off.

A CURIOUS CONTROVERSY.

A very curious and interesting controversy is raging in the neighboring republic over a question which one would have thought long settled in that country. Early in the present session of congress a bill was introduced for the admission of the territory of Idaho as a state of the union. The democrats knowing that the new state would be republican in its politics, fillibustered (as political manœuvreing is called in the United States) to defeat the bill, and when the measure came before the house they remained silent refusing to respond to the call of their names for a yea or nay vote. There are 330 members on the roll of the house, and according to the rules one more than a full half is required to constitute a quorum, that is 166. The republicans are only in a majority of one and as it is utterly impossible to secure a full attendance of members of either party, the abstention of the democrats from voting prevented, as it was considered, a quorum from being present to do business. Everybody was perplexed by the awkwardness of the situation. The power of congress it seemed was threatened with paralysis, and the only solution the republicans were able to suggest was the adoption of a new rule, that members present who do not vote could be counted and the number added to the members voting so as to make the quorum.

The curious feature to an onlooker, who has any knowledge of parliamentary procedure, is that any such view should be deemed necessary with an old rule in force — a rule as old as the constitution, that any member present in the house shall vote on each question put unless excused, and a clause in the constitution of the United States, which enables a majority of those voting to compel the attendance of members and prevent disorderly conduct or disobedience of the rule. No such difficulty could have arisen in an English or colonial legislature, because members would be compelled by fine or imprisonment to vote and so make a quorum, and it does seem remarkable that the great parliamentary lights in congress should not have used the power conferred by the constitution, rather than recognize by one rule the right of a member to be present and not vote, when another rule, venerable with age, declares they shall. We cannot help thinking it one of the most remarkable incidents of our day, that after a century's parliamentary experience, it should now be assumed that there is no way of compelling a member of the legislature in a democratic country, when actually present in the chamber and the question is being put, to discharge his public duty as a representative. As we have said, such a state of things could not possibly occur in this country.

THE TOBIQUE VALLEY RAILWAY.

This railway we are told by the Gleaner should not be built further than twenty-five miles up the Tobique river, and there it should stop. What point there is just at that distance which would warrant a rail road being built to it, but not beyond it, does not appear. But we are told that neither the interests of the road nor the interests of the country require it beyond the distance named. If the government does next session ask the legislature to give this railway any assistance, and if the legislature consents to do so, no man sane enough to run at large, would propose subsidizing a railway out of the provincial treasury, to stop three miles short of the valuable Plaster Rock owned by the province, and which will yield ten cents royalty upon every ton of plaster removed from it. The government or legislature that would give one dollar of subsidy unless the railway was guaranted to reach and open up the government property in that vicinity, would richly deserve extinction.

AN ATTACK REPELLED.

We print elsewhere an article from the London Financial News. The intellegent reader will see in it, not the candid criticism of a disinterested journalist, but the malicious onslaught of a writer, inspired with hostility to New Brunswick and all its interests, and the Canada Eastern railway in particular. When the tenor of the whole article is noted and the trouble which the writer has taken to go out of his way to have a thrust at the Temiscouta railway, it is not difficult to surmise the quarter whence the inspiration came. Such articles have a highly prejudicial effect upon this province To legitimate criticism no one will object; but wholesale denunciation, such as the article in question is made up of, has no justification. The writer begins with a sweeping attack upon the whole province; but his paraphase of scripture is not very happy, for the answer which would have been given to the original question, by those who had sense enough to want to learn the facts and foresight enough to anticipate the future to a slight degree, would have been that a very good thing had come out of Nazareth. The News refers us to the St. John & Maine railway as one of the financial wrecks, of which New Brunswick has so many, and yet this road, with the New Brunswick and Canada road, also one of the failures, and the original New Brunswick railway are combined into a system which is strong, vigorous and profitable. In like manner the other railways mentioned will be found to be profitable before many years; but not until after the legion of solicitors, accountants, inspectors and receivers, which the English bondholders employ have been satisfied and the discredited properties come into the hands of men who will work them on business principles.

The News grows very merry over the proposal of the leasing company, which intends to take the Canada Eastern at a annual rental of £19,450 and expresses its surprise that "the natives are willing to discount the future for cash." To your high-bred English scribbler to be a "native" is itself a crime, and to be a native who is prepared to take the legitimate risk of a business venture a monstrosity; and yet these same natives, for whom this cockney scribbler has nothing but sneers, have built up large and prosperous business concerns, including many miles of railway, out of there own resources. They are business men who have always shown themselves to be equal to their engagements, and though they unfortunately happen to be "natives," that fact has not hitherto prevented them from acquiring a reputation for enterprise and probity. In "discounting the future" the leasing company have only shown that degree of faith in the enterprise they are connected with, which a knowledge of the country and the history of other railways fully warrants. It would be easy to point out lines of railway in this province, with far poorer prospects at the start than the Canada Eastern has, which have developed a large and profitable business, and would have handsomely rewarded the enterprise if any one who had been willing to "discount their future for cash." The rates at which traffic over the Canada Eastern has increased, shows that the proposal of the leasing company has been well considered. The interest charges for the first five years having been provided for, the leasing company will have the accumulated earnings of these years as a rest to meet any deficiency in the next few years; but if the past history of the railway, short though it is, and the history of other lines, running through districts the trade of which was practically undeveloped, be taken as a criterion, the earning power of the Canada Eastern will not be long in surpassing the obligations which the leasing company have undertaken. An examination of the receipts and expenditures of the past three years will itself show how reasonable an expectation this is. The traffic earnings for the first six months of 1890 are such that if the present rate of increase is maintained, the gross earnings for the year will be double what they were in 1887, and with a comparatively small increase in the expenditure. The development of the traffic along the line is only beginning, and while it would be too much to suggest that a hundred per cent increase is to be looked for every three years, it is evident to any one who knows the sources from which traffic may be derived, that the augmentation necessary to keep the leasing company whole in its undertaking is, in all probability, likely to be realized in a short time.

The News undertakes to tell the public that the district through which the road runs is an "extremely poor one, yielding little in the shape of traffic except lumber." The first part of this statement is a gross libel upon one of the finest sections in Canada. There are few finer agricultural districts in the dominion than the Nashwaak valley and the parish of Stanley through which this road runs, while the valley of the Miramichi presents a succession of good farms for the whole sixty miles traversed by this railway. As for the only traffic of the district being that furnished by lumber: it is not true any way, and if it were true, it is an objection of the hollowest kind. The cotton business of Marysville, the growing export of farm produce, the growing demand of the people in five prosperous parishes for merchandize, are permanent factors of trade. It may be granted that the principal increase in local traffic of the railway is to be looked for from the development of the lumber trade; but the News writer can scarcely understand what this means or he would not dismiss it so cavalierly. At a moderate estimate 2000 square miles of well-timbered country are directly tributary to the railway, and at least half as much more indirectly. If the News would take the trouble to learn what this means, what amount of business an area like this is likely to afford, to ascertain it not from mere guess work but by comparison with other localities, it would appreciate the unfounded character of its criticisms.

The News in its anxiety to serve its clients goes out of its way to indulge in a sneer at Fredericton and Chatham. It is nothing that the former is the capital of the province and the headquarters of a large trade; it is nothing that from the harbor on which Chatham is situated there is exported every year nearly twice as much lumber as from the whole province of Nova Scotia. These matters can be disposed of by a sneer; but when the News insinuates that neither of these towns is known in a business sense out of New Brunswick, it simply betrays its own ignorance and malice. The reference will serve to show better than anything else, the animus underlying the whole article.

Slight consideration ought to have shown the News how very little there is in its criticism based on the rolling stock. Very little of the business of the road from points off its own line is handled in the cars of the company, it being cheaper to pay for the use of the cars of other roads than to provide cars and tranship freight to them. The News either did not know this, or knowing it chose to conceal the facts. Whichever view of the case it can derive the most satisfaction from, it is at liberty to take. A choice between ignorance, unpardonable in a critic, and wilful misrepresentation is all that is open to the News.

With regard to the advantage of the anticipated connection with a line from Temiscouata to Moncton, the News is as unfair as it is upon the other points. Doubtless in saying that the subsidy to the proposed line has been refused, the News reflects the wish of the persons from whom it received its inspiration; but the subsidy has not been refused, and more than that is not likely to be. No railway project has been suggested of late years of more prospective value to this province. It would, in connection with the Canada Eastern and the lines operated by the Central railway company, give the Grand Trunk railway access to nearly every principle point in the province, an advantage which can hardly be overestimated from a provincial standpoint, since it would ensure competition in rates, which in its turn would give an impetus to every line of business.

The News draws attention to an apparent discrepancy between the earnings and expenditure of the road as stated in the prospectus and as stated on the returns to the government. It is not supposable that the directors did not know of this, or that they are not prepared with a full explanation. Without professing to know what the explanation is, we surmise it is something to this effect, that in the expenditure as stated in the official return outlays for plant and rolling stock are included, while in the prospectus, the charges of running the road only are included. If the directors have seen fit to expend a part of the earnings hitherto in buying plant, that certainly is no ground of objection to the proposed loan, and it does not lessen the future capacity of the railway to pay interest. What investors want to know is whether after paying running expenses the road can earn enough to pay interest on what they are asked to lend, and the manner in which the surplus of previous years has been expended does not concern them.

The News has gone to a most unwarrantable extreme in stigmatizing the road as bankrupt. This remark is so utterly devoid even of the semblance of truth as to at once stamp the article containing it with its true character. Such an allegation made against a railway which pays its bills and earns a growing surplus every year is not criticism but libel. It is the reckless assertion of a paid writer, anxious to please his employer, and who expects his fee to be commensurate with his untruthfulness.

The statement of the News that the railways of this province have absorved $5,000,000 of English capital, without giving any but a microscopic return, calls for particular notice. We doubt if the News can show where one third of that amount has been so absorbed, and not all of this has been lost. But because in one or two cases, covering not more than a fifth of the railway lines of the province, poor investments have been made, what reason is this for a wholesale condemnation? And even in the few cases where the investment has been totally unremunerative, the amount of actual cash invested by the English capitalist bears a small proportion to the face value of the investment. In these cases the bonds have been put upon the market far below par, and out of the proceeds realized commissions, brokerage and a score of other expenses have been paid, so that the actual amount which ultimately reached New Brunswick was in many cases not more than fifty per cent. of the debt with which the roads were burdened. It may be added that the press of this province has not been backward in expressing its condemnation of those projects. We venture to say that not a newspaper in New Brunswick will endorse, even to the slightest extent, the attack of the Financial News upon the Canada Eastern.

The following from the Montreal Star may throw some light on this business: The acquisition of the New Brunswick railway by the Canadian Pacific will add four hundred and fifteen miles to its length and bring its mileage up to 5389 miles or not far from double that of the Grand Trunk system. It is said here (Ottawa) it will be the policy of the Canadian Pacific company to aquire as many connecting lines as possible in New Brunswick for the purpose of strengthening its hold upon local business. It is regarded as possible that the Temiscouta railway connecting from Quebec with the New Brunswick at Edmundston and the Northern & Western from Gibson to Chatham N. B. may pass into the control of the Canadian Pacific railway before long.

THE TOBIQUE PLASTER ROCK.

This subject was threshed out by the opposition during the election so that every one got tired of hearing of it. Mr. Gregory made it the leading plank in his independent platform, and when confronted on the hustings by the facts which he had been laboring, with all his ingenuity as an attorney to distort, admitted that he could not say there was anything wrong in the transaction. Is it not bordering on the ridiculous to say that because a man is a friend of the attorney general he is to be debarred from purchasing in open public competition with the whole world, either a license to cut timber on crown lands or take plaster rock out of a government quarry? Before enforcing this new doctrine against the attorney general, would it not be fairer to enact a law that no person friendly to the government or any member of it be allowed to bid at a public sale of crown property of any kind. There would be an obvious advantage in this from an opposition standpoint, although as soon as an opposition turned a government out, the law would not work so acceptably.

The changes having been rung on the plaster rock business last January in every school house in York county, the people showed by snowing the opposition under just what they thought about it. Cannot the ingenious friend of the party, who has just returned from Andover with the startling news, and who, by the way, was not as successful as he boasted he would be in the Cromar case at Edmundston, give the confiding public something fresh; or if the fiction factory is not capable of turning out any novelties, why cannot the old material be converted to fresh uses. Plaster is a useful thing. It is true it did not appear to stick in York, but possibly it might work better in Victoria. One is at home with the raw material when he is in that fine county. There is a vacant seat to be filled there, toward which our Andover friend is said to be casting longing eyes. Why should not our friend experiment in that quarter?

Eighteen local election protests, an equal number on both the liberal and conservative sides, have been filed in Toronto.

JUDGES IN ELECTION CASES.

The American newspapers and reviews are discussing the question of dealing with contested elections. There, contests only arise as to qualification of candidates and upon legal and constitutional questions purely. Protests on the ground of bribery and corruption are unknown. The law punishes or rather provides penalties for both bribed and briber, but does not avoid elections upon those grounds. The power to deal with the contested cases is provided by the constitution and vests in congress, which appoints a committee for the purpose. Such was the old English system as adopted in 1770. It is proposed to call in the assistance of the judges; but the judges in the United States are not thought to be any more anxious to be burdened with the responsibility than the English judges were, who in 1868 objected quite strongly to the duty being thrust upon them. They feared that the effect would be to involve them in transactions relating to party politics, and we are not sure that in following in this country the English legislation in respect to election trials, we have not, to a considerable extent, impaired the usefulness of the judiciary. The judges, if they were consulted here, would very gladly, we believe, be released of this jurisdiction and it seems regretable that we should weaken, to even the slightest extent, the general respect in which our judges are held for the very doubtful advantages which result from the system. In small communities such as ours where everybody knows everybody, where all are brought, comparatively speaking, into close contact with each other, and where judicial position invariably follows close upon party service it is next to impossible to prevent doubts being entertained of the entire fairness of decisions rendered in election cases by judges who have been thus promoted to the bench. Judges do not cast off their political attachments for years after donning the ermine, and some of them never succeed in doing so; and no duty they are now called upon to discharge is so calculated to keep alive political bias and feeling as the trial of the election petitions. We think it worthy of serious consideration whether we are not paying too high a price in thus mixing up our judges with party politics, for the doubtful benefits that accrue to the public from the system. Nothing ever occurred in this province to create a feeling bordering so closely upon disrespect for some of our judges as the Baird incident, and while we think much, if not all, of the feeling excited was unjustifiable, it existed nevertheless. The next most deplorable thing to the actual existence of party feeling on the bench is the belief that such feelings influence the conduct of our judges, and it would be idle to deny that from some cause or other a wide-spread conviction of that kind has possession of many minds. We need no stronger evidence of this fact than the remarks constantly made in course of conversation with reference to the election trials. A judge for instance hurries on one petition, almost, it would appear, being unwilling to give the respondent opportunity to prepare himself for his defence, and postpones another trial for months upon the flimsiest pretext. It is assumed at once by one party that the difference in the treatment of the two cases is owing to the judge being opposed to the respondent's politics in one case and not opposed in the other. Men will arrive at such conclusions, often we are glad to believe, very unjustly, but it is precisely in this way that public opinion is largely formed, and although unjustly formed, the consequences are very little less disastrous on that account to the well-being of the state and to public confidence in the impartial administration of justice.

The Moncton Times, without directly saying so, endeavours to create the impression that both the bridges across the St. John here are highway bridges and were built by the local government. Does the editor of the Times want people to understand that during the six weeks he spent here last winter he was unable to see that one of "the fine structures" he speaks of is a railway bridge, with the building of which the local government had not the slighest connection.

The retirement of Mr. Cram from the position of manager of the New Brunswick railway elicits a general expression of regret. During the five years of his connection with the road he has made many friends, and shown that he possesses executive abilty of the highest order. In common with all those with whom business or friendship has brought him in contact, The Herald will be glad to hear of his future success.

AURORA, 1884.

Something for Horsemen to Consider.

To the Editor of the Herald:

When the committee of the house of assembly, at its last session, recommended the government to dispose of all their imported stallions at the St. John exhibition this fall, with the exception of Harry Wilkes (1896), it was in the opinion of many New Brunswickers, a very bad recommendation, and it is to be hoped that the government will see its way clear to retain most, if not all, of the stallions. I do not now propose to say anything about the advantages accruing to the country at large by the retention of the draft and coach horses; but I would like to ask any individual member of that committee why he recommended the retention of Harry Wilkes (1896) and the disposal of the chestnut stallion, Aurora (1884)?

Was it on a mere dollars and cents basis, because Harry Wilkes was bringing in a little more in proportion to his cost, than was Aurora? or was it because he thought that Harry Wilkes was so much better bred and desired the people of the province to have the benefit of such breeding? Had he ever compared the breeding of the two horses, or did he really know the breeding of either?

I am inclined to think that it must have been simply from the desire to dispose of those horses that were not directly paying in dollars as much as Harry Wilkes.

For the benefit of any one who has not looked into the breeding of Aurora, I would beg to submit the following in his behalf, and am satisfied that when the government comes to realise the value of this horse, that they will continue to own him, and with a very reasonable probability of finding him more in demand year by year as his colts develope:

Aurora (1884), chestnut horse, foaled 1876; sired by Daniel Lambert (102) dam Fanny Jackson by Stonewall Jackson, son of Williamson's Black Hawk; grand dam by North American.

Daniel Lambert (102) was the sire of 32 trotters and one pacer in the 2:30, and he produced 14 sires that got 31 trotters and 4 pacers to enter the 2:30 list; and was the sire of 45 dams, which produced 13 trotters and 2 pacers to enter the 2:30 list. This much for the sire of Aurora.

Aurora's dam, Fanny Jackson, was one of the few brood mares that have produced four in the 2:30 list. The names and records of these four are:

Annie Page (full sister to Aurora) with a record of 2:27¼.

Aristos (full brother to Aurora) with a record of 2:27¾.

Miss Fanny Jackson (by Bay Lambert) with a record of 2:30,

M. Y. D. colt (full sister to Aurora) with a record of 2:28¾.

Here are three, a full brother and two full sisters that have entered the 2:30 list, and the fourth is a very near relation:

Aristos, 2:27¾, is the sire of 7 trotters and 1 pacer in the 2:30 list, among them being H. B. Winship, with a record of 2:20¼, and the fastest trial mile ever trotted with running mate, viz.: 2:06.

Lambertus, another full brother of Aurora, is credited with "three heats on ice as a four year old in 2:30, 2:28, and 2:27, and is said to have shown a mile in 2:18. He trotted at the New England Breeders' meeting at Boston last fall (1887) a quarter in 35 seconds as given out by the Judges."

From the above it will be seen that Aurora is indeed well bred and closely related to speed. His sire was a producer and his dam was a producer, and his near relatives have proved producers, and he himself is a producer.

Aurora has himself sired the chestnut mare, Constance, with a record of 2:21¼; chesnut mare, Maud, 2:34½; Jennie Maynard, that trotted last year to third place, the winner getting 2:34¾; and Lucy S., that drove the winner out in a race last fall in 2:35½. Another daughter of Aurora, Daisy Larabee, made a mark of 2:56 as a two year old and was then put to breeding instead of being tracked, and this information I have no reason to doubt.

Apart from the good breeding which this horse possesses, the above record of his get speaks well for him, and will compare favorably with that of any stallion standing for service in the province. Beside all this he is of good size, good disposition and a good looker, and my authority for saying that he would himself trot fast, if he were handled, is that of those who have driven him between his seasons, viz.: D. J. Stockford and M. Brennan.

Those who saw the eight or nine of his colts that were shown at the Moncton exhibition in 1889, speak very highly of them, and there was one in particular, a weanling, bred by Edmund London, of Canterbury, York Co., that was the perfection of trotting motion.

The breeders of Carleton county are to be congratulated upon having secured the services of this horse the present season, and if he get some of the good mares that they have in that fine county, there can be but little doubt that the owners will have colts that will develope into fast ones. Any person having a good trotting bred mare, might do a great deal worse than to breed her to Aurora.

Thanking you, Mr. Editor, for so much of your space, I beg to submit the above for the consideration of the friends and enemies of this horse.

Ben Hur.

Since writing the above, the "Horseman" comes to hand with a report of the brown mare, Maggie Mitchell, by C. W. Mitchell, a son of Aristos, having trotted a mile in 2:26½.

St. Swithun.

There is not much doubt that the legend St. Swithun, or St. Swithin, is a survival from prehistoric times. The worthy gentleman, whose moist memory survives in this day, was bishop of Winchester a thousand and thirty years ago. Being of a very humble frame of mind, he expressed a wish to be buried in some spot where his grave might be trodden under foot; but after he had rested there for a number of years, some zealous admirers removed his body to Winchester cathedral, which so incensed the excellent deceased, that, so the story goes, he caused it to rain for forty days, in the vain hope of defeating the plans of his worshippers, which would seem to show that saints miss their calculations as well as other people

Like every other tale of those times, this is disputed, and another is told to the effect that it rained very furiously on St. Switun's day 1135, so very hard indeed that Durham traditions preserve to this day the memory of the downpour, and upon this it is said the conditional prophecy was based. Some very wise people say the well known lines are only three hundred years old; but why anybody should have written them three hundred years ago, they do not tell us. The existence in France of a very similar tradition as to St. Medard, whose day is June 8th, and St. Gervase, whose day is June 19th, shows that the English saint has not a monopoly of dampness.

The explanation given above, that the legend is a prehistoric survival, is probably the correct one. Like the story of Jack the Giant Killer, and those other delights of the nursery, the jingling lines, we all are familiar with, are an echo of what we call the childhood of the race. Some of these stories Homer told, in lines of such wonderful strength and beauty, that they are the classics of the race; others, the troubadours sang in the halls, around the camp fires and on board the venturous barks of the Norsemen; others have survived in the shadows of the chimney corner and by countless generations have been told around the hearthstone. The race is knit together by its cradle songs. The wonderful story of Little Bo-Peep has like the drum-beat of England, encircled the world, and was doubtless sung by shepherd mothers to their little ones in the Mesopatamian valleys in that far off time when Abram heard the voice which told him to "go west." Now this is not irreverent, for such in fact was the command to the father of the faithful, though not just so expressed; and the race, which has taken its laws and religion from him, whether or not it be descended from him, as Mr. Hines insists, has been going west ever since. "Get thee into a country that I shall show thee," the Bible puts it"; "Westward, the march of Empire takes its way," the modern poet sings; "Go west young man and grow up with the country," is the phrase of the modern journalist; but it is all the same thing, the expression of an impelling force which has dominated the ruling races of mankind for many centuries. This is a fair illustration of how such myths as that ascribed to St. Swithun grow up, become localized or individualized, and finally greatly misunderstood. Many of them influence the lives of millions, being received as articles of faith, to which implicit obedience must be paid. There are libraries full of learned dullness upon subjects which have no more fundamental truth in them than there is in the lines:

"St. Swithin's day if then dost rain
For forty days it will remain."

which we all know is not true.

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Replying to a toast to his health at a banquet, at Toronto, General Middleton said he had expected when he came to Canada to end his days here, as his wife was a Canadian lady, but he would not do so. He regretted that this was owing to his treatment at the hands of certain politicians who had endeavored to ruin and villify his character. He would always declare that he had refused to accept the decision of the select committee of the house of commons, but would submit the evidence in the case to the people of Canada and leave it to their consideration.

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HOT AIR FURNACES fitted up in the most approved style.
TIN, COPPER, LEAD, SHEET and GALVANIZED IRON work of the best quality.
A full stock of TINWARE constantly on hand, including CREAMERS, MILK PAILS and PANS, which we are selling cheaper than the cheapest.
REPAIRING done in all its branches with neatness and despatch.
GIVE US A CALL. We charge nothing to show our goods.
JOHN R. LIMERICK.
GEORGE N. DUNCAN.
Telephone 166.
Fredericton, May 1, 1890

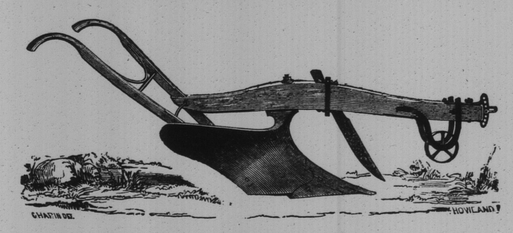
Fresh GARDEN, FIELD, and FLOWER SEEDS

The subscriber has just received his usual large supply of Garden, Field and Flower Seeds for the Season of 1890, imported direct from the now celebrated house STEELE BROS., Toronto, whose seeds gave such universal satisfaction last season.
At the meeting of the Farmers' Convention held in this City during the past winter, the President in the course of his remarks said that the Seeds grown by the Steele Brothers Co. of Toronto, were better adapted to the soil and climate of New Brunswick than any other.
ALL THE LEADING VARIETIES OF
Beans, Peas, Beets,
Carrots,
Parsnips, Onions,
and all small Seeds, either in bulk or in packages—Wholesale and Retail.
My Onion Seed for this year is the finest I ever imported.
Yellow Dutch Onion Sets.
Special discount given to Agricultural Societies and Country Dealers.
REMEMBER THE OLD STAND.
GEO. H. DAVIS,
Druggist and Seedsman,
CORNER QUEEN AND REGENT STS.
FREDERICTON.

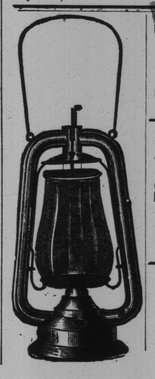
NEW GOODS.
JUST RECEIVED
FOR THE
SUMMER TRADE,
A FINE ASSORTMENT OF
LADIES', GENTS',
MISSES', BOY'S,
CHILDREN'S, YOUTH'S
Boots, Shoes & Slippers.
We Would Call Especial Attention to our Immense Stock and Great Variety of
GENTS'
Fine Lace Boots
AND ALSO
LADIES'
FINE BUTTON BOOTS
From $1 to $6 a Pair.
Have you seen our
$1.00 Ladies' India Kid Button Boots.
They are a Great Bargain.
A. LOTTIMER,
210 Queen St., Fredericton.
Telephone 118.

Coal Tar.
FROM NEW YORK.
10 Barrels best AMERICAN COAL TAR. Just received by
R. CHESTNUT & SONS.

SPRING, 1890.
JOHN J. WEDDALL
204 QUEEN STREET.
We are Showing Magnificent Lines of
NEW SPRING DRESS GOODS,
LATEST STYLES.
BLACK - DRESS - SILKS,
RELIABLE MAKES.
COTTON GOODS
IN
Sateens, Drilletts, Ginghams, Prints, Pongees, &c.
JACKET CLOTHS
IN
Plain and Brocaded Patterns.
JOHN J. WEDDALL.
Fashion Sheets and Catalogues free.

New Brunswick Foundry and Machine Shop

McFARLANE, THOMPSON & ANDERSON,
MANUFACTURERS OF
Buckeye Automatic Cut Off Engines,
CELEBRATED
DUNBAR IMPROVED SHINGLE MILLS.
Improved Rotary Saw Mills, Mill Machinery, Enclosed Gear Mowers, Ithaca Horserakes, Stoves and Furnaces, Railway Castings.
One 50 Horse-power Buckeye Engine on Hand.
One Rotary Saw Mill on hand.

212
NEW PARASOLS,
STYLISH HANDLES.
Surah Silk,
China Silk,
Black Satin Merveilliux,
Black Dress Silks,
Black Royal Silk,
NEW LACE CURTAINS,
Scrim and Art Muslins,
Black Hose,
Colored Hose,
Black Cashmere Hose,
Colored Cashmere Hose,
NEW - DRESS - GOODS.
JOHN HASLIN.

DEVER BROS.
WHITE PEQUE
In Checks and Stripes.
WHITE VICTORIA LAWNS,
Nainsook Checks,
Book Checks,
—AND—
ALLOVER MUSLIN,
EMBROIDERIES.
DEVER BROTHERS.
May 31st, 1890.

LANTERNS — WHOLESALE.
LANTERNS — RETAIL.
Parlour Suites, Bedroom Setts, Centre Tables, and Silverware for presents.
LEMONT & SONS,
House Furnishers.