THE HERALD.

VOL. I., NO. 45. FREDERICTON, N. B., MONDAY, OCTOBER 20, 1890. $1.00 PER YEAR.

Board of Works

HOTELS.

QUEEN HOTEL,

Queen Street, Fredericton, N. B.

THIS HOTEL has been REFITTED AND PAINTED IN THE MOST ATTRACTIVE STYLE. AN ELEGANT GENTLEMEN'S PARLOR, OFFICE, and BEAUTIFULLY DECORATED DINING ROOM on Ground Floor; PERFECT VENTILATION and SEWERAGE throughout; LARGE and AIRY BEDROOMS; COMMODIOUS BATH ROOMS and CLOSETS on each floor; and is capable of accommodating ONE HUNDRED GUESTS.

It is rapidly growing in popular favor, and is to-day one of the LEADING, as well as the MOST COMFORTABLE HOTELS IN THE DOMINION.

The Table is always supplied with every delicacy available. The Cooking is highly commended, and the Staff of Attendants are ever ready to oblige.

There are two of the largest and most conveniently fitted up SAMPLE ROOMS in Canada, having street entrances and also connecting with Hotel Office.

HORSES and CARRIAGES of every style are to be had at the LIVERY STABLE of the Proprietor, immediately adjacent to the Hotel.

The "QUEEN" is centrally located, directly opposite to the Steamboat and Gibson Ferry Landings, and within a minute's walk of the Parliament Buildings, County Registrar's Office and Cathedral.

☞ A FIRST-CLASS BARBER SHOP IN CONNECTION.

Wm. WILSON,

Barrister, Attorney-at-Law,

NOTARY PUBLIC, &c.

Secretary-Treasurer York.
Registrar University of New Brunswick.
Agent Glasgow and London Insurance Co's.

Office: CARLETON STREET.

RAILROADS.

CANADIAN PACIFIC RAILWAY.

New Brunswick Division.

ALL RAIL LINE } TO BOSTON, &c. THE SHORT LINE TO MONTREAL, &c.

ARRANGEMENT OF TRAINS

In Effect October 12th, 1890.

LEAVE FREDERICTON.

EASTERN STANDARD TIME.

6.20 A. M.—Express for St. John and intermediate points; Vanceboro, Bangor, and points West; St. Stephen, St. Andrews, Houlton, Woodstock, and points North; 10.30 a. m. for Fredericton Junction, St. John and points East.

3.15 P. M.—For Fredericton Junction and St. John.

RETURNING TO FREDERICTON FROM

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

Arriving in Fredericton at 9.20 a. m., 1.20, 7.20 p. m.

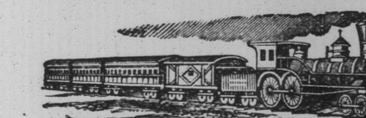
LEAVE GIBSON.

6 20 A. M.—Mixed for Woodstock, and points north.

ARRIVE AT GIBSON.

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

C. E. McPHERSON, Dist. Pass. Agent. H. P. TIMMERMAN, Gen'l Supt.



INTERCOLONIAL RAILWAY.

1889 SUMMER ARRANGEMENT 1889

ON and after **Monday, June 10th, 1889**, the Trains of this Railway will run daily (Sundays excepted) as follows:—

TRAINS WILL LEAVE ST. JOHN:

Day Express for Halifax and Campbellton	7.00
Accommodation for Point du Chene	11.10
Fast Express for Halifax	14.30
Express for Sussex	16.35
Fast Express for Quebec and Montreal	16.35

A parlor car runs each way daily on express trains leaving Halifax at 8.30 o'clock and St. John at 7.00 o'clock. Passengers from St. John for Quebec and Montreal leave St. John at 16.35 and take sleeping car at Moncton.

TRAINS WILL ARRIVE AT ST. JOHN:

Express from Sussex	8.30
Fast Express from Montreal and Quebec	10.50
Fast Express from Halifax	14.50
Day Express from Halifax and Campbellton	20.10
Express from Halifax, Picton and Mulgrave	23.30

The trains of the Intercolonial Railway to and from Montreal are lighted by electricity and heated by steam from the locomotive.

All trains are run by Eastern Standard Time.

D. POTTINGER, Chief Superintendent.

Railway Office, Moncton, N. B., June 8th, 1889.

For Tickets and other information, apply at the office of

JOHN RICHARDS, Agent, Fredericton

Notice of Sale.

To the Heirs, Executors, Administrators or Assigns of Andrew Mouat (or Mowat), late of the Parish of Douglas, in the County of York, Farmer, deceased, and Elizabeth his widow, and all others whom it may concern:

NOTICE is hereby given, that under and by virtue of a Power of Sale, contained in a certain Indenture of Mortgage, bearing date the thirteenth day of June, A. D. 1876, and made between the said late Andrew Mouat (or Mowat) and Elizabeth his wife, of the first part; and the undersigned, John M'Cann, of the City of Fredericton, in the County of York, Laborer, of the second part; and registered in Book F3, pages 570, 571, 572 and 573 of the York County Records, there will, for the purpose of satisfying the moneys secured thereby, default having been made in the payment thereof, be sold at Public Auction, in front of the County Court House in the City of Fredericton, in the County of York, on **SATURDAY, the twenty-ninth day of November next,** at twelve o'clock, noon, the lands and premises mentioned and described in said Indenture of Mortgage, as follows: "All that tract, piece or parcel of land situate, lying and being in the Parish of Douglas aforesaid, known as Lot Number One, and containing one hundred and sixty acres more or less, and bounded as follows, to-wit: Beginning at a marked hemlock tree standing on the eastern bank of the northwest branch of the Nashwaaksis Stream, at the most southern angle of the grant to Enoch Green; thence by the magnet north forty-eight degrees east one hundred and forty-seven chains of four poles each, along the southeastern boundary line of said grant; thence south fifteen chains to a marked spruce tree; thence south forty-eight degrees west one hundred and forty-seven chains to a marked birch tree standing on the bank of the said stream, and thence following the courses of the same up stream to the place of beginning, being the same lot willed to William Beatty by the will of the late George Beatty;" together with all and singular the buildings and improvements thereon, and the privileges and appurtenances to the same belonging or appertaining.

Dated this 1st day of August, A. D. 1890.

JOHN M'CANN, Mortgagee.

BLAIR & BARRY, Sols. for Mortgagee.

The New Drill Book.

INFANTRY DRILL, 1889.

PRICE 35 CENTS.

For Sale by

McMURRAY & CO.

Bookseller And Stationer.

JOHNSON'S ANODYNE LINIMENT Established 1810.

—UNLIKE ANY OTHER.—

Positively Cures Diphtheria, Croup, Asthma, Bronchitis, Colds, Tonsilitis, Hoarseness, Coughs, Whooping Cough, Catarrh, Influenza, Cholera Morbus, Diarrhœa, Rheumatism, Neuralgia, Toothache, Nervous Headache, Sciatica, Lame Back, Soreness in Body or Limbs, Stiff Joints and Strains.

AS MUCH FOR INTERNAL AS FOR EXTERNAL USE.

It is marvelous how many different complaints it will cure. Its strong point lies in the fact that it acts quickly. Healing all Cuts, Burns and Bruises like Magic. Relieving all manner of Cramps and Chills.

ORIGINATED BY AN OLD FAMILY PHYSICIAN.

All who buy direct from us, and request it, shall receive a certificate that the money shall be refunded if not satisfied. Retail price by mail 35 cts.; 6 bottles, $2.00. Express and duty prepaid to any part of United States or Canada. ☞ Valuable pamphlet sent free. I. S. JOHNSON & CO., Boston, Mass.

GENERATION AFTER GENERATION HAVE USED AND BLESSED IT.

HEALTH FOR ALL!

HOLLOWAY'S PILLS AND OINTMENT.

THE PILLS

PURIFY THE BLOOD, correct all Disorders of the **Liver, Stomach, Kidneys and Bowels.** They invigorate and restore to health Debilitated Constitutions, and are invaluable in all Complaints incidental to Females of all ages. For Children and the Aged they are priceless.

THE OINTMENT

Is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous for Gout and Rheumatism. For disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS, COUGHS, COLDS,

Glandular Swellings, and all Skin Diseases, it has no rival; and for Contracted and Stiff Joints it acts like a charm.

Manufactured only at Professor HOLLOWAY'S Establishment,

78, NEW OXFORD STREET, (late 533, OXFORD STREET), LONDON

and are sold at 1s. 1½d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s. each Box or Pot and may be had of all Medicine Venders throughout the World.

☞ Purchasers should look to the label on the Pots and Boxes. If the address is not 533, Oxford Street, London, they are spurious.

13-10-83

R. C. MACREDIE, Plumber, Gas Fitter, AND TINSMITH,

WOULD inform the people of Fredericton and vicinity that he has resumed business on Queen Street,

OPP COUNTY COURT HOUSE,

where he is prepared to fill all orders in above lines, including

ELECTRICAL AND MECHANICAL

BELL HANGING,

Speaking Tubes, &c.

COOKED CODFISH.

Ask your Grocer for

COOKED SHREDDED CODFISH,

And Try It.

STEAMSHIPS.

ALLAN LINE.

Under Contract with the Government of Canada and Newfoundland for the conveyance of Canadian and United States Mails.

1890, Summer Arrangements, 1890.

This Company's Lines are composed of double-engined, Clyde-built IRON STEAMSHIPS. They are built in water-tight compartments, are unsurpassed for strength, speed and comfort, are fitted up with all the modern improvements that practical experience can suggest, and have made *the fastest time on record.*

The Steamers of the

MAIL LINE TO LIVERPOOL

(Calling at Rimouski and Moville to land mails and passengers), are intended to be despatched from Liverpool on THURSDAYS and from Quebec on THURSDAYS, as follows:

From Liverpool.		From Quebec.
11th Sep	POLYNESIAN	2nd Oct
18th do	PARISIAN	9th do
2nd Oct	CIRCASSIAN	23rd do
9th do	SARDINIAN	30th do
16th do	POLYNESIAN	6th Nov
23rd do	PARISIAN	13th do

Halifax, St. John's, N. F., Queenstown and Liverpool Service.

From Liverpool.		From Halifax.
2nd Sept	*CARTHAGINIAN	29th Sep
16th do	NOVA SCOTIAN	13th Oct
30th do	CASPIAN	27th do
14th Oct	*CARTHAGINIAN	10th Nov
28th do	NOVA SCOTIAN	24th do
11th Nov	CASPIAN	8th Dec
25th do	*CARTHAGINIAN	22nd do

*The Carthaginian will carry only Cabin passengers from Halifax.

Rates of Passage to Liverpool.

SALOON (According to accommodation) $45 to $80
RETURN .... $95 to $150

Children, in saloon, between 2 and 12 years, half fare; under 2 years, free.

Clergymen and their families are allowed reduction of ten per cent. from these rates.

INTERMEDIATE $30
STEERAGE $20

Rates of Passage to St. John's, N. F.

Saloon, $20; Intermediate, $15; Steerage, $6.

GLASGOW LINE.

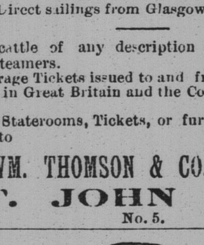
Direct sailings from Glasgow to Halifax.

No cattle of any description carried on Allan Mail Steamers.

Steerage Tickets issued to and from the principal points in Great Britain and the Continent at cheap rates.

For Staterooms, Tickets, or further information apply to

WM. THOMSON & CO., Agents,
ST. JOHN N. B.
No. 5.



INTERNATIONAL S. S. CO.

SUMMER ARRANGEMENT.

Three Trips a Week.

FOR BOSTON.

ON and after MONDAY, May. 5th, the Steamers of this Company will leave St. John, for Eastport, Portland, and Boston, every MONDAY, WEDNESDAY and FRIDAY morning at 7.25 Standard.

Wednesday's Steamer will not touch at Portland.

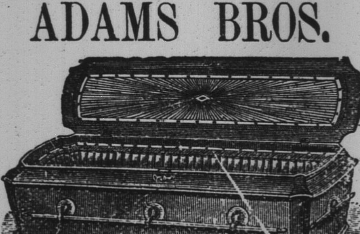
Returning will leave Boston same days at 8.30 a. m., standard, and Portland at 5.00 p. m., for Eastport and St. John.

Connections at Eastport with steamer ROSE STANDISH, for Saint Andrews, Calais and St. Stephen. Freight received daily up to 5 p. m.

Special Notice—On and after Aug. 16th, and up to and including Sept. 13th, a Steamer will leave St. John for Boston direct, every SATURDAY EVENING, at 6.25 Standard time.

C. E. LAECHLER, Agent,
Reed's Point Wharf, St John, N. B.

ADAMS BROS.



FUNERAL —AND— FURNISHING - UNDERTAKERS,

OPP. QUEEN HOTEL,

FREDERICTON.

Caskets, Coffins, Robes, Mountings, &c.

and everything required in the Undertaking Business kept in stock.

☞ *Special Prices for Country Orders.*

Orders in the City or Country attended to with promptness.

Residence over Warerooms.

ADAMS BROS.

SPECIAL NOTICE.

IT IS ONLY A SHORT WHILE SINCE

LUCY & CO.

started their present undertaking, and they can now with pride boast of having one of the best

Boot, Shoe,

—AND—

READY-MADE CLOTHING

Business in the City. This has been accomplished in the short space of eighteen months, and it shows what pluck and perseverance will do when backed by fair dealing and close attention to the wants of the people. Their goods are bought and sold for CASH, and this is the real secret of their success.

They wish to call the attention of Christmas buyers to the fact that Presents bought at their Store are not only ornamental, but also useful to those who receive them. Respectfully,

LUCY & CO.

Their stock is now complete and they are receiving NEW GOODS every week.

C. C. GILL, PAINTER,

House and Sign Decorator.

Tinting in OIL or WATER COLOR. PAPERING and GRAINING. EXPRESSES and WAGONS Painted at Short Notice.

SHOP AND RESIDENCE:

59 Brunswick Street.

NEW YORK STEAMSHIP CO.

THE REGULAR LINE.

THE IRON STEAMSHIP,

VALENCIA,

1600 tons, (Capt. F. C. MILLER), will leave

COMPANY'S WHARF, Rear of Custom House,

ST. JOHN FOR NEW YORK

via Eastport, Me., Rockland, Me., and Cottage City, Mass., every

FRIDAY AT 3 P. M.

(Standard Time.) Returning, steamer will leave

Pier 40, East River, Foot of Pike Street, New York, EVERY TUESDAY at 5 p. m.,

For Cottage City, Mass., Rockland, Me., Eastport, Me., and St. John, N. B.

Freight on through bills of lading to and from all points south and west of New York, and from New York to all points in the Maritime Provinces.

CHEAPEST FARES AND LOWEST RATES.

Shippers and importers save time and money by ordering goods forwarded by the New York Steamship Company.

Through Tickets for sale at all Stations on the Intercolonial Railway

For further information address

N. L. NEWCOMB,
General Manager, 63 Broadway, New York,
Or FRANK ROWAN, Agent,
N. Y. S. S. Co's wharf, rear of Custom House, St. John, N. B.

BURDETTE TO YOUNG MEN.

A Pointed Little Sermon on the Text of Hot Journals on Railroad Trains.

Pittsburg Dispatch.

My son, you remember reading, not many weeks ago, the statement of a minister of the Gospel, a foreign missionary, one might say, as he is preaching in New York that he was obliged to go to Europe for a long rest because he was run down by ouerwork. 'I have a hot box,' he said, and then went on to explain that when a railway train ran too fast or long the boxes or journals of the car wheels became overheated, and the train had to come to a halt and remain at rest until the 'hot box' cooled off. 'That is what ails me,' said the good minister. 'I am not sick, and I have not broken down; I have simply been working too hard; I have been going too fast and doing too much, and have a hot box. I must rest awhile; rest is all I need.'

Now, my son, I hope and I believe that preacher is a better theologian than he is a railroader, he ought to be anyhow. He knew what ailed him; he had a hot box. But he didn't know what caused it; he said he was working too hard; doing too much. Nonsense, my boy; sheer nonsense; utter absurdity. He wasn't doing half as much as he should have been doing, maybe. He might have been the laziest preacher in all busy New York and yet had a hot box all the same. It isn't the speed that makes the journal heat up and set fire to the packing, my son. The box is out of order, that's what's the matter.

I have been shot from Philadelphia to Chicago on the 'limited,' the drivers fairly throwing the miles away like seconds, and never a smoking axle nor the loss of a minute on a single mile; and the next day I have boarded the Wesley City, Bluetown and Copperas Creek Air Line—runs from quarries to Kickapoo siding, mixed train, three times a week, twelve miles an hour—and helped to carry water from the creek to pour on a hot box between every other station. It isn't the speed at all.

The next time you are whirling along on a lightning express and the train stops to doctor a hot journal you will observe, if you please, that there is but one smoking axle on all the train of seven pullmans—or is the plural of that car pullmen?—running on an aggregate of 84 wheels. One hot box in 84. Now, the 83 wheels that are in good condition were running just as fast as the one that set fire to its packing; ready and able to keep on making time. The wheel that stops the train is out of order; there's something wrong about the wheel, it hasn't been doing a bit more than any other wheel on the train. And when it says it has been doing too much and running too fast all other wheels have a right to squeak on their axles in derision, were they not too smoothly polished and too well oiled to be guilty of such harshness.

Take care of yourself, my boy; keep yourself in condition; run regular trips on schedule time; look after yourself before and after the run, and at the five minute stops, and, I don't care how much you shorten up the time, you may go as fast as you can make the steam and turn the drivers.

It isn't the railways, with their well-appointed trains, thoroughly disciplined and practically educated crews, that are troubled with hot boxes. You find the hot boxes on the poorer roads, that run their expresses on freight train time, and try to save oil by using plenty of water on the boxes, because water is cheap and they think there is more economy in cooling a hot journal with water that costs nothing than there is in keeping it cool with oil that cost money.

If a railway train, shooting through the atmosphere like a streak of lightning, should suddenly burst into devouring flames simultaneously, from pilot to marker, I should be inclined to think that speed and friction had something to do with destruction. But when only one wheel in a hundred begins to smoke, I am positive it is the fault of that one wheel—unless it can prove that it was running faster and going farther then any other wheel of its size on the train.

HOW TO COUNT BANK BILLS.

"There are two kinds of bank bills," said a man who has handled a good many of them. "There are the national bank bills and the government notes. The former have vignettes on each end, the latter on the left-hand end only. The treasury department made a mistake in putting the vignette on the left end of the government note, for this reason: Take a bundle of these bills in a bank; the bank clerk in counting such a bundle places his left hand on the left end of the bundle and counts the right end with his right thumb and finger. The vignette is the most difficult thing to counterfeit, and for that very reason it is counterfeited most. In counting such bills as I have been speaking about, this vignette is not seen by the bank clerk, and he is more liable to count in a spurious note than if he saw the vignette. The expert knows a bad vignette almost at a glance. I think if the treasury department had thought of this the vignette would have been put on the right end of the bill."

This was told to the cashier of a Dearborn street bank. He smiled when he heard. "In the first place," he said, "bank clerks do not count bills in the way you mention. If they do they violate orders. The instructions are that they shall handle the bills so that each one will come entirely within the range of the eye. I presume there are violations of this rule in every bank. Even so, an expert has other means of detecting a bill bad than looking at the vignette. However, I am of the opinion that the vignette would be an additional safeguard if it were on the right end of the note."

BOSTON MARKET REPORT.

BUTTER—The market remains in the same steady position as last reported. A fair amount of the finer grades are being sold, and full prices are obtained. The lower grades are steady, but not very active. We quote: Extra to fancy western creamery, soft wood, 23c to 25c; hard wood, 22c to 23c; firsts and extra firsts, 16 to 20c; extra to choice northern creamery, 25c to 26c; firsts and extra firsts, 21 to 22c; eastern creamery, fair to good, 20 to 23c; extra imitation creamery, 17 to 18c; common, 13 to 15c; ladle-packed, 13 to 15c; northern dairy, choice, 20 to 22c; common, 14 to 18c. These quotations are receivers' prices for wholesale lots.

POULTRY.—There is no material change to report. A fair demand is reported for fresh-killed lots, but, iced lots are quiet. We quote: Vermont turkeys 20 to 23c; fresh-killed northern and eastern chickens, fancy, 22; good, 18 to 20c; fair to good, 12 to 15c; fowls, 14 to 15c; green ducks, 11 to 14c; western iced spring chickens, 11 to 12c; ice-packed fowls, choice, 10 to 12c; ice-packed turkeys, 17 to 18c; old cocks 8c. Live fowls are easy at 8 to 10c, with chickens at 8 to 10c.

EGGS—The market is well supplied, but choice lots are only in fair supply. Prices are steady, but dealers have hard work to obtain outside prices. We quote: Near-by 25c; Eastern extras, 23c; Western, 21c; Michigan, 21 to 22c; Canadian, 21 to 22c; Islands, 21 to 22c; Nova Scotia and New Brunswick, 21 to 22c.

HAY AND STRAW—There is fair amount of choice hay being sold at steady prices. Common hay is plenty and has a quiet sale. Straw is unchanged in tone and prices. We quote: Choice prime hay, $16 to $16.50; fair to good, $13 to $15; eastern fine, $13 to $14; poor to ordinary, $10 to $13; eastern swale, $10; rye straw, choice, $16 to $17; oat straw, $8 to $9.

POTATOES—The market is about steady. The receipts for the past two or three days have not been so heavy and the accumulations are smaller. All choice lots find a sale, but these are not very plenty. We quote: New Hampshire Rose and Hebrons, 50 to 55c per bush; Vermont, 50 to 55c per bush; Masne Rose and Hebrons, $1.75 per bbl; Nova Scotia and New Brunswick and Hebrons, $1.75 per bbl; New York burbanks, 40 and 55c per bush; Houlton Rose, 55c per bush; Aroostook Rose, 55 per bush; Houlton Hebrons, 55c per bush; Aroostook Hebrons, 50 to 55c per bush.

TWENTY-ONE.

A Puzzle that Looks Easy, but will Perplex Almost Any One.

A new puzzle has been sprung upon the inoffensive people of this weary world. It is an innocent looking affair, and an inexpensive one withal, but more deadly than "pigs in the pen." This latest brain-racking device consists simply of three columns of figures, arranged thus:

1	1	1
3	3	3
5	5	5
7	7	7
9	9	9

Now, the point is to add together any six of the above figures and make the total 21.

"Why, its as easy as rolling off a log!" the gentle reader exclaims. "Five and three are eight, and seven's fifteen, and three more make eighteen, and—no. That's so; that'll make more than six figures. Now hold on. Nine and five are fourteen and three make seventeen and—well! Let's see: three and three are six and nine are fifteen and five—say that can't be done!" Try it.

THE SEASIDE WAIL.

I walked and dressed, and bathed and dressed and drove and dressed some more,
And then I just began again and strolled along the shore.
I'd gowns for every kind of thing that any girl could do;
I'm counted somewhat brilliant, and I'm rather pretty, too;
I boated and played tennis till I'm quite the proper tan,
And fished and fished and fished and fished, but didn't Catch
A
Man.

HUMORING A STRANGER.

A stock broker who was on his way to the city observed that one of his fellow-passengers in the buss was eyeing him, and after a time the man leaned over and asked:—"Didn't I see you in Liverpool in 1879?"

The broker wasn't in Liverpool that year, but, thinking to humor the stranger, he replied in the affirmative.

"Don't you remember handing a poor, shivering wretch a half-crown one night outside the Royal hotel?"

"I do."

"Well, I'm the chap. I was hard up, out of work, and about to commit suicide. That money made a new man of me. By one lucky spec and another, I am now worth £5,000."

"I am glad to hear it."

"And now I want you to take a sovereign in place of that half crown. I cannot feel easy until the debt is paid."

The broker protested and objected, but finally, just to humor the man, he took the £5 note offered him and returned the £4 change. The stranger soon left the buss, and everything might have ended then and there if the broker, on reaching the office, hadn't ascertained that the "fiver" was a counterfeit and that he was £4 out of pocket.

A NARROW ESCAPE.

He had a cloth-bound volume under one arm and a map rolled up under the other.

Not one of the three lawyers at their desks, nor even the office boy reading a novel, deigned more than a glance at him.

"Ahem!" he began. "Fine morning. Will you be kind enough to—"

"We're very busy, don't you see?" snarled one attorney. "We have no time for missionary work."

"I am not a missionary, a book agent, a canvasser, a solicitor, a hawker or pedler; I want to see a lawyer on business."

Immediately the three lawyers sprang for the stranger, seized and held him, while the office boy grabbed a chair and pushed it under him.

"Give me some air, won't ye?" he gasped. "Is there a lawyer named Stuyvesant in this building? I've got a map for him."

"Three doors below!" screamed the office boy as the lawyers slunk back to their desks.

THE CAT AND THE BABY.

The coroner's jury in the case of the child which died in its cradle while a large cat was in the cradle with it, brought in a verdict to the effect that death resulted from having "its breath sucked by a cat." Coroner Hertz gave deputy Monaghan, who presided over the inquest, a severe reprimand for accepting such a verdict. "That is a ridiculous verdict," said Mr. Hertz, "and you should have refused to accept it. "The verdict should have been death by suffocation. How did the jury know that the cat sucked the child's breath?" "A reputable physician testified that the child was undoubtedly suffocated in this way," explained Monaghan; "besides, I had no business to interfere with the verdict."

Two hundred thousand Italians are now living in Buenos Ayres.

THE HERALD IS PUBLISHED EVERY SATURDAY, CORNER QUEEN AND REGENT STREETS, BY THE HERALD PRINTING AND PUBLISHING CO.

THE HERALD.

FREDERICTON, OCTOBER 20, 1890.

THE GOVERNMENT TICKET:

ANDREW G. BLAIR,
WILLIAM WILSON,
JOHN ANDERSON,
THOMAS COLTER.

WHO IS MR. BLAIR?

We commend to the electors of York the following from the Gleaner of May 14th, 1885:

"The opposition direct a good many attacks against the hon. Mr. Blair. They make no specific charges but deal in innuendoes and insinuations. "Who is Mr. Blair" they ask, "that he should be at the head of affairs in this province?" And when they have asked the question they look as if they had destroyed the whole political fabric of which Mr. Blair is the head. The answer to the question is easy. Mr. Blair was born in York county, educated in York county, has lived in York county all his life; has been three times returned by the electors of York county to the legislature. He has practised his profession in York county with an ability and success that has given him a wide reputation. Although burdened as a young man with heavy responsibilities, he manfully made his way to the front rank without assistance from relatives in office, and despite the opposition of those who, enjoying the advantages of government patronage and favor, saw in him a rival whose success meant disaster to them. Mr. Blair is the man who, without parliamentary experience, took the lead of a disorganized and almost disheartened opposition and led them through four sessions, during which a series of brilliant attacks were made upon the government of the day with such success that the next general election resulted in a change of government. He is the man who took the premiership of a government composed of men not one of whom had ever sat at a council board before; but who have so conducted affairs, that whereas they came into power with a bare majority in the assembly, their supporters now, after three years, outnumber their opponents four to one.

"This, perhaps, is answer enough to the question "Who is Mr. Blair?" He is Mr. Blair; he does not require any undertaker's or physician's certificate of his respectability or fitness for the post he fills with such signal ability. His claim to the leadership of his party is based upon the confidence of the members of that party; his right to the provincial premiership is based upon the confidence of the legislature. He is in power to-day, not because some one who was in power before him handed him over the reins of government, but because the majority of the legislature signified their willingness that he should occupy the position of premier, and the electors of York to whom he appealed, having given him their hearty endorsement, he does not propose to step down and out because a few people of Fredericton, who waxed fat and arrogant on long years of government nursing, choose to call upon him to do so. He received his commission from the electors of York and at their command only will he resign it.

"Mr. Blair occupies an influential position in the house and the government, in fact the worst charge his opponents in other counties have to make against him is that he is too influential. The Moncton Times asks for the defeat of the government as a protest against what Mr. Blair has been able to do for York.

"He appeals to York county upon his own record and that of the party which he leads. His public life has been open; his public acts have been done in the full blaze of a criticism to which malignity added an unusual keenness; he has not been time serving or shuffling; but as a county representative, he has been reasonably consistent, and as the responsible chief officer of the crown he has been firm and determined. He has shown that the interests of the constituency are safe in his hands; he has proved himself able to maintain the rights of the province against enemies from within and aggression from without.

"Under these circumstances we feel confident that the electors of York will, at the approaching election, decline to strengthen the hands of the Fredericton clique whose sole politics is opposition to Mr. Blair, and whose object is their own restoration to power."

This is what the Gleaner thought in 1885 of the gentleman whom it now vilifies in every paragraph.

Since then what has Mr. Blair done to forfeit the confidence of this county?

He has secured York the government stables.

He has secured York the deaf and dumb asylum.

He has secured York the departmental buildings.

Why then does the Gleaner abuse him?

Simply because he would not lend himself to the underhand and unscrupulous plans which Mr. Gregory and the Gleaner had formed for defeating the wish of the constituency as expressed at the polls.

Every word the Gleaner said of Mr. Blair in 1885 is true to-day.

MORE PLUMS.

From the Gleaner of May 7th, 1885:

"There are men in this county who, to get back the patronage which they had in their hands three years ago, would stop the work on the Fredericton bridge and place on record their opinion that York has no right to a dollar of the public money. Do you ask for proof? You have it in the fact that MR. COLTER REFUSED TO VOTE THE MONEY TO PAY THE BRIDGE CONTRACTORS."

From the Gleaner of March 28th, 1885:

"Mr. Hanington informed the house yesterday that he had a most contemptible opinion of the Gleaner. This is a piece of gratuitous information, for it is quite generally admitted that Mr. Hanington's opinions on any subject whatever are perfectly contemptible."

From the Gleaner of June 6th, 1885:

"Mr. George Colter, promoter of the toll bridge project, may dodge every vote as he dodged the vote to pay the contractors, and still the bridge will go forward."

"THE FRIEND OF YORK."

We hear a great deal nowadays about Mr. Hanington's friendship for the county of York. It is worth while to consider for a moment his record on one particular matter, namely that of the Fredericton Bridge. Did he oppose or favor this great and important public act which has been of such vast and benefit value to the people of this city and county? Let the official record tell the story.

In the official reports of the debates of the assembly for 1885, on page 95, Mr. Hanington is reported as having risen to oppose the grant to the bridge. He said, we quote the report literally. "The money should have been kept for a bonus to a railway and highway bridge. There was no constitutional authority for its construction. He would have opposed the grant last year if he had knew the action taken by the federal government. He did not hesitate to say as a lawyer that if he were a steamboat owner he could come to the bridge and cut it down. It was his duty to protect the rights of the neighboring state in this matter." The "neighboring state" was the state of Maine. And here we find this great friend of York, when York's best interests were at stake standing up in his place in the house and declaring that it was his duty to protect, not the rights of the county, not the rights of this province, but the rights of the state of Maine. And having taken this position he moved the following resolution:

Whereas, The Fredericton Bridge, so called, is the bridge across the river St. John at Fredericton, mentioned in the resolution of this House, passed on the 31st day of March last, Which bridge is now being built, is an interference with and hindrance to the navigation of the river St. John, which interference, unless authorized by law, is not only an illegal act, but also an infringement of the terms of the treaty between Her Majesty the Queen and the United States of America; and

Whereas, by the papers laid upon the table of this House it appears that no authority of law has yet been obtained for the construction of said bridge across the river St. John, and the executive have effected a temporary loan of funds to meet payments due on the contracts for the said bridge;

Therefore Resolved, That the committee deem it inexpedient to take any action to furnish further funds towards said work until authority of law is obtained for the construction thereof.

What did this "friend of York" mean by "authority of law"? That the local government should ask the Ottawa government to ask the British government to ask the United States government to consent to the construction of the bridge; and in the meantime he wanted the work to stop, as stop it would have to for want of money.

The electors will remember the position of the bridge at that time. A span or two from the St. Mary's end had been built and the piers for the other spans were up, and Mr. Hanington wanted the work to stop right there until all the endless routine of international negotiations could have been gone through with. Had this resolution carried and the right of the government to build the bridge have been referred to Ottawa, to be by the Ottawa government referred to London, to be in turn referred to Washington, the negotiations would not have been ended yet, and the unfinished bridge would have mocked the electors of York all these years.

It is just about as well that these gentlemen who talk about being such great friends of York should freshen their memories a little.

Now a word more about this resolution of Mr. Hanington's. As will be seen it was one which struck directly at the bridge and would have made its completion practically impossible. On this resolution George J. Colter refused to vote. He could not vote against his dear friend Hanington, and he dare not vote against York. So he skulked out into the lobby, and when the sergeant-at-arms was sent to fetch him in to make him vote one way or the other, he ran to his hotel, saying as he vanished from the House, where he had been elected to support the interests of this county: "I have voted enough for that bridge."

Small wonder, isn't it, that Mr. Hanington wants to see his friend Colter in the House so badly that he drove up to Keswick to ask him to run.

MR. HANINGTON AND THE STUMPAGE.

When Mr. Park moved his resolution to reduce the stumpage, which resolution George Colter voted for, Mr. Hanington, who now opposes the government for reducing the stumpage one half what Mr. Parks proposed, said:

This is From the Official Debates of 1885.

"Now as to the amendment calling for a reduction of the stumpage it was a most deserving measure and it coincided with the sentiment of the country. The mover contemplated only such a temporary reduction as the immediate interests of the country required. In the present stringent condition of business it contemplated a reduction of taxation, and was it not worth while to ease the country of $40.000 taxation. Such a resolution would aid the hard-pressed lumber operators."

Apply this argument to the course of the government last session and how well it fits. The lumber trade is depressed, the revenue had expanded, the operators called for relief, not a permanent abatement of stumpage, but, to use Mr. Hanington's words above quoted "such a temporary reduction as the immediate interests of the country required." But instead of abating $40.000, they abated only $20.000. According to Mr. Hanington it was the bounden duty of the government to abate the larger amount, but to abate the smaller amount is an outrage for which the government should be punished.

He with his friend George Colter opposed the government because they would not reduce the stumpage $40.000.

He with his friend George Colter now opposes the government because they have reduced the stumpage $20.000.

And there is this other difference between the policy which Messrs. Hanington and Colter supported then and what they are opposing now. They wanted an absolute reduction, the government expressly stipulate that the reduction shall only be pending the report of the commission of which Hon. A. F. Randolph is chairman. And yet these alleged friends of high stumpage, who voted for low stumpage five years ago, cry out against the government for having, as they say, given up $20.000 to lumber kings.

Just here it may be added that the government selected Hon. A. F. Randolph and W. F. Todd of St. Stephen and A. Ritchie of Northumberland to consider what the interests of the lumbermen really need, and what stumpage this industry can afford to pay without undue embarassment. Randolph, Todd and Ritchie are three as good men as you can find anywhere, experienced lumbermen who know the business through and through.

The opposition wants W. K. Allen elected to preserve the lumber interests from these men.

What connection has Mr. Allen with the lumber interests, do you ask?

Why he was employed by Mr. Randolph to act as clerk in the boom company's office.

MR. GREGORY.

Said a gentleman from one of the river parishes when asked how the contest was going: People don't like the way Mr. Gregory is acting. If when he was beaten he would just wait until election came around again he might gain some friends, but he is always protesting and keeping the county in a turmoil."

How true this is. Three times he has been defeated, three times he has protested. He seems determined to spread it far and wide that York is corrupt and that no one can be elected against him except by corrupt means. He uses every appliance of corruption to secure his own return. Money, rum, promises of office, everything he can get hold of or devise are legitimate when used by him. Then comes defeat and he poses as a purist and seeks to overturn the verdict of the constituency. There is not a single good feature about this sort of business. It hurts the reputation of the county, it lowers public sentiment, it creates bitterness and ill-feeling, it puts the electors, the chosen representatives of the people and the province to unnecessary annoyance and expense. Such a man is not wanted in public life. He is not fitted for it even in the slightest degree. To be successful in public life requires that a man shall have some faith in his friends. Mr. Gregory has none. It is his boast that there is no such thing as honor and you can buy anything, if you have money enough. It requires that a man shall have some regard for others. Mr. Gregory has none. There is not a relation in life that he would respect if by violating it he could gratify his ambition or malice. It requires that a man shall be loyal to his friends. Mr Gregory does not know what this means.

Let it be distinctly understood that these references to Mr. Gregory are solely directed to his character as a public man. With his personal or business relations we have nothing to do. The allegations which we make are based solely on his career as a candidate for the sufferages of the electors of York. They can be proved by reference to that. We are concerned with nothing else than this.

THE HERALD has not the slightest feeling of personal hostility to Mr. Gregory. It deals with him only as a politician. George F. Gregory, the lawyer, may come and go, may enjoy prosperity, may achieve renown, and THE HERALD will not envy him or lay a straw in his way; but for George F. Gregory, the politician, we have no sympathy and we have a thorough distrust. On the death of John Pickard, he forced himself upon the liberal party as a candidate and led them to disastrous defeat. When parliament was dissolved he insisted that he should be the choice of the liberal convention, against the advice of the best friends of the liberal cause, and again he led his party to crushing defeat. Driven from the arena of dominion politics, he sought refuge in the local field and defeated there, has placed himself at the head and front of the opposition to York.

Why?

Because York three times rejected him.

Those who know him best will admit that he is capable of taking just such a revenge. The county spurned him. Then the county must take the consequences. If he cannot rule he will ruin if he can.

But he will do neither. If the electors of York but do their duty on the 23rd, Mr. Gregory will disappear from politics forever.

His latest claim to be considered a self-sacrificing individual, is his assent to George Colter becoming the representative of the county in a new government, if one is formed. We have all heard of "the pride that apes humility," but in this instance we have a sample of the malice which apes self-denial. He "stoops to conquer."

Let us examine this alleged self-denial a little.

In the first place, he wanted St. John assistance to aid him in his designs in York. To get this he had to consent that his success should be St. John's triumph, and he must yield the leadership of the party up to St. John. This was done formally by his organ the Gleaner, and later by himself, at the time of his conference with Mr. Stockton.

In the second place, he wanted Mr. Colter's help, and this he could only have on the condition that he could let Mr. Colter have office, in the event of success.

In the third place, St. John would not have him in the government at any price.

In yielding his pretended claims, he really only submitted to the inevitable. However the fight goes, Mr. Gregory will be defeated. If the government is sustained, he will, of course, be vanquished; if the opposition are victorious it will not be his triumph, but that of St. John. Mr. George Colter has consented to sell York for $2,000 a year; Mr. Gregory has consented to sell York for the satisfaction of defeating Mr. Blair.

They can both agree to make the sale; but they will find it a mighty tough job to deliver the goods.

THE SUN ON YORK.

The Sun, the organ of the St. John graspers, has shown its hand and calls upon York to defeat Blair.

Why does the Sun want Blair defeated?

To help York? Oh, no. When York wanted help the Sun opposed it.

The Sun clamored for the removal of the capital to St. John; the Sun opposed the building of the bridge; the Sun opposed the building of the government stables here; the Sun represented the erection of the departmental building as another grab for York.

And it opposes the government ticket now because it wants to kill York.

This is the same Sun which supported the opposition in 1889, and which endorsed what its friend John A. Chesley said:

"I appeal to you," exclaimed Mr. Chesley, "to shake off the domination of York. Shake off the rule of Andrew G. Blair, a man who is York first, last and all the time. The present government is a one man government. In it the will of Andrew G. Blair is supreme."

Electors of York stand together. Give one more vote for your grand old county. Let your vote be the full ticket—Anderson, Blair, Colter, Wilson.