

## THE JURY,

AN INDEPENDENT MONTHLY JOURNAL.

Which will devote its cartoons and caricatures on Provincial matters to the best interests of the community in the Maritime Provinces.

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### CARTOON COMMENTS BY THE FOREMAN.

#### The Winter Port Question.



The winter port question is still a live issue. The problem, not one easily solved, is still undetermined. Railway connection by the Short Line is yet incomplete, and the efforts to close up the gap are scarcely so vigorous as they ought to be. An effort of the "big push"

is needed in some quarters to ensure the early completion of the missing link. The short road is a necessity. Delay in the construction of the few miles necessary to make it a complete line, now that facilities to further the work are ample, is simply a hindrance to trade development generally throughout the Dominion, and a check especially to commercial progress in the east. This must be apparent to all interested in the welfare of the country, and the men concerned in railway enterprises which have a bearing upon the matter should be wide awake to the importance of a vigorous forward movement. The proper settlement of the winter port question hinges upon the completion at the earliest possible moment of the long-talked-of and much discussed missing link. The views already expressed by THE JURY as to the relative merits of Halifax and St. John, the two places only which can fairly be considered as competitors, need neither change nor modification. Halifax and St. John will no doubt jointly share in the passenger travel to and from the west; but in the matter of freight traffic there is no reason to doubt that the great natural advantages to which St. John can lay claim, both as regards the shortening of railway carriage and in other respects, will secure for her pre-eminence as a termini for freight distribution. But even this advantage, aside from the repeal attitude of Nova Scotia, which stands to the prejudice of Halifax, will require to be aided by active exertions in the community of St. John itself. The harbor management should be readjusted with the least possible delay and with the view to ensure necessary improvements in due season, and other measures needful to make our port popular in the eyes of the commercial world should be devised without loss of time. The Councils of St. John and Portland and our leading commercial men have a responsibility in this matter which they cannot ignore.

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#### A Consistency Jewel.

J. V. Ellis, M. P. P., is nothing if he is not inconsistent, and yet he is constantly boasting of his consistency. When the shafts of a just criticism sting his somewhat seared conscience he loudly protests that his language has been misconstrued and his arguments misapplied. But when, from pity or contempt, his assailants withhold the lash, he drops into his old-time courses and gives new proof of his heartless disregard of every patriotic emotion. He is found asserting at times in his paper that he is a lover of his adopted country; yet with equal frequency and with insidious earnestness, which no gauzy disguise can conceal, he parades, in effect if not in precise words, annexation to the United States as the panacea for present difficulties and the ultimate and not distant destiny of the British possessions in North America. Ordinary people consider the two positions irreconcilable; the oracular M. P. P. can detect no difference.

Mr. Ellis was hard on office-holders and contractors and such like in days gone by, and he is equally hard on this class of persons to-day. Nevertheless, at the first favorable opportunity he himself accepted office at the hands of his party's local chiefs, retaining all the while, contrary to well-understood rules, though thinly disguised, his newspaper connection. Of course, he did not take office as a reward for party service or party fealty. No, never! His motives in accepting office were purely disinterested and philanthropic, and he accepted the trust from no consideration of personal benefit, but purely in the interest of the country! One would suppose that a man claiming so exalted a record would not be unwilling to accord to his brother-man, though of opposite politics, the merit of being at least without taint in accepting the rewards of merited political service. This he is either too mean or too selfish to do. Because a man does not squint through the same kind of political spectacles that he does, Mr. Ellis must needs assail his motives and describe his actions as faulty and blameworthy, and always of course in the style of the pompous egotist. But fortunately the determination of this, as well as matters of greater import, does not rest solely with our editor-M. P. P. The man who can prate about democracy and deride the acceptance of honorary title distinctions, and yet at the same time prove himself in his society sphere the veriest slave to title tinsel, is not exactly fitted to pose as the pink of consistency.

Despite the mischievous talk of Mr. Ellis in his *Globe* at times, Canadians generally are lovers of their country, and are daily growing more determined to work out their own destiny, regardless of the preferences or the interests of a good natured neighbor just a little tinged with absorption proclivities. Mr. Ellis would help his country onward better if he would encourage our people to be self-reliant and persevering rather than urge them to view with favor the abject position of slavish dependence upon the people of a foreign state. But it would be as hard for him to do this as it would be for the lion to change his shaggy coat or the leopard to obliterate the spots on his skin to hide.

#### What is Thought about Maritime Union.

Maritime Union sentiment does not appear to make much headway in Nova Scotia, nor indeed in any of the provinces likely to feel interested. The subject is very little discussed, either as a

substitute for the present political connection or as a means within the pale of Confederation whereby greater efficiency can be secured in the management of provincial concerns. This is to be regretted, not so much in the interest of the repeal element of Nova Scotia as because lack of interest in the matter operates to the prejudice of good government, in a provincial or local sense, in the several Maritime Provinces. There is no denying that one united legislature and one executive body in provincial politics instead of three would mean greater economy in administration, reduced expense in the matter of legislation, increased efficiency in the conduct of public affairs, and an enlarged influence for the Maritime Provinces in the domain of Dominion politics.

Premier Fielding, either out of his own mouth or through the channel of his organ, utters not a word in reference to Maritime Union in any form just now. The only evidence of a departure from the "even tenor" anywhere noticeable is an occasional rattle in Attorney General Longley's organette, the *Recorder*, of Halifax, on friend Jones's almost forgotten annexation quickstep. But that is of little account anyway. Premier Fielding is, THE JURY think, missing an opportunity when he thus allows the Maritime Union question to remain unconsidered, especially when it could so easily be made a substitute for the repeal issue, which is, at this time, generally looked upon as impractical.

The Dominion administration in 1883 passed an act which took the right of granting liquor licenses away from the Provincial and gave it over entirely to the Dominion government. On making application a fee of \$10 was deposited with a board of inspection appointed to enquire into the character of applicants. This deposit was given into the Dominion to defray the expenses of inspection and advertising. If the person applying was declared all right a license paper was procured at the cost of five dollars. A great many made application the second time, depositing similar amounts for application fee and license paper. In the meantime this act was repealed by the Privy Council in England, and the local governments of the Provinces in the Dominion once more control the license grant. The fee deposited and the license paper money paid by applicants into the treasury was demanded back, the act having been squashed. Money is now being refunded rapidly, and a drain of perhaps \$500,000 will be made on the Dominion purse. Our artist gives a view of Sir John in his private office surrounded with gentle requests to return the borrowed "boodle."

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