

THE DAILY HERALD.

VOL. 1--NO. 22.

FREDERICTON, N. B., THURSDAY MORNING, MAY 18, 1882.

PRICE 2 CTS

The "Herald,"

A LIBERAL NEWSPAPER,

PUBLISHED BY

CHAS. H. LUGRIN,

EDITOR AND PROPRIETOR,

At his Office, on the north side of QUEEN STREET, Fredericton, 3rd and 4th doors below Regent Street.

"THE HERALD"

WILL BE ISSUED

Every Day.

THE WEEKLY EDITION ON THURSDAY.

The Thursday edition of WEEKLY HERALD will be in quarto form, and will be equal in size of any newspaper in the Maritime Provinces, and will surpass them all by giving

Home and Foreign News

Up to the hour of going to press.

Remember no other weekly paper in New Brunswick does this

"THE HERALD"

Has the largest circulation of any paper in Fredericton.

Thus affording a better advertising medium than any other paper published outside of St. John.

TERMS OF SUBSCRIPTION.

To the Daily.....\$5.00 per an.

To the Weekly.....1.00

To both Daily and Weekly.....5.50

Postage prepaid if sent by mail, or addressed free to subscribers in the City, Gibson and Saint Mary's Ferry.

INVARIABLY IN ADVANCE.

Rates of advertising made known on application.

CHAS. H. LUGRIN,
Editor and Proprietor.

"QUEEN HOTEL,"
Queen Street, Fredericton, N. B.

NEWLY REFITTED AND
REFURNISHED THROUGHOUT.
LIMITED NUMBER OF
PERMANENT BOARDERS
CAN BE ACCOMMODATED.
Terms moderate.
J. A. EDWARDS, Proprietor.

Brayley House
Queen Street, Fredericton.

PERMANENT AND TRANSIENT BOARDERS
ACCOMMODATED.
GOOD STABLING.
TERMS MODERATE.
JOSEPH PHILLIPS, Proprietor.

WAVERLEY HOUSE.
REGENT STREET, - - - FREDERICTON.

JOHN B. GRIEVES, Proprietor.
Permanent and Transient Boarders
accommodated on reasonable terms.

JOHN BABBITT,

Watchmaker and Jeweller,
DEALER IN

SILVERWARE, SPECTACLES, &c.
OPP. NEW POST OFFICE,
FREDERICTON, N. B.

Particular attention given to Watch
Repairing.
dec5

A. F. Randolph,

IMPORTER & WHOLESALE DEALER IN
FLOUR, CORNMEAL, RICE,
Sugar, Molasses, Tea, &c.
CORNER QUEEN STREET & PHOENIX SQUARE
FREDERICTON, N. B.
dec5

HENRY RUTTER,

MANUFACTURER OF

HARNESS,

AND DEALER IN

Horse Blankets, Lap Robes,

WHIPS, BRUSHES,

CURRY COMBS, ETC.

Opposite County Court House.

SOVEREIGN

Fire Insurance Company.

Hon. Alex. Mackenzie, M. P., President.

Capital\$600,000
Deposited with Dominion Government. 124,000

INSURANCES EFFECTED
AT REASONABLE RATES.

RICHARD H. PHILLIPS, Agent.
RESIDENCE—Charlotte Street, near the corner of
Carleton Street.

WILLIAM WILSON,

BARRISTER AND ATTORNEY-AT-LAW,
CONVEYANCER, ETC.

QUEEN STREET, - FREDERICTON.
CORNER QUEEN AND CARLETON.
Accounts Collected, Loans Negotiated.

Chas. H. Lugin

Barrister-at-Law,

Office - - "Herald" Building,

QUEEN ST., BELOW REGENT,

FREDERICTON, NEW BRUNSWICK

GREGORY & MATHESON,

BARRISTERS AND ATTORNEYS-AT-LAW,

NOTARIES, CONVEYANCERS, &c

WOODSTOCK, N. B.

GEO. F. GREGORY. H. MATHESON.

R. K. Jones,

BARRISTER-AT-LAW—CONVEYANCER

WOODSTOCK, N. B.

FREDERICTON
LIVERY & SALE STABLE

Westmoreland Street, near Queen.

First Class Stock.

GUNTER & ATHERTON,
Proprietors.

GIBSON LEATHER CO.,
Manufacturers of all descriptions of

Patent & Enamelled Leathers

FOR SHOE & CARRIAGE PURPOSES.

—ALSO—

WAXED SPLITS

HARNESS AND UPHOLSTERING LEATHER.

GIBSON, N. B., (Opposite Fredericton.)

FRED. YAESHE,
—MANUFACTURER OF

Galvanized Iron, Copper Tin,

—AND—

Sheet Iron Work

OF EVERY DESCRIPTION,

CORNER WESTMORELAND AND
QUEEN STREETS.

FREDERICTON, N. B.

Repairing promptly attended to.

Feb 13-3 mos

New Brunswick

RAILWAY COMPANY.

WINTER ARRANGEMENT.

COMMENCING TUESDAY, January 3rd, 1882.

Trains carrying passengers will run as follows:
LEAVE GIBSON, 7.45 A. M.,
for Woodstock, Grand Falls, Edmundston, Presque
Isle and intermediate stations.

LEAVE WOODSTOCK, 11.00 A. M.,
for Grand Falls, Edmundston, Presque Isle and
intermediate stations.

LEAVE WOODSTOCK, 1.10 P. M.,
for Gibson and intermediate stations.

LEAVE PRESQUE ISLE, 6.30 A. M.,
for Gibson, Woodstock and intermediate stations.

LEAVE EDMUNDSTON, 10.30 A. M.,
for Grand Falls, Presque Isle, Woodstock, Gibson
and intermediate stations.

Passengers for St. Leonard and Edmundston
arrive at Grand Falls 5.00 p. m., where they will
remain until 6.30 a. m., next day, at which time
train leaves for these points.
Passengers from St. Leonard, Edmundston and
Grand Falls for points south of Aroostook, will
remain at Aroostook until 9.15 a. m., next day, or
will be taken, free of charge, to Fort Fairfield,
where good hotel accommodation can be procured.
Train leaves Fort Fairfield at 8.45 a. m.
Passengers for Bangor, Portland, Boston and
points West, connect at Woodstock with the N. B.
& C. Railway trains, which leave Woodstock at 2
p. m., making connection at Vanceboro with night
train for the West.
Passengers from the West by night train can also
make connection with the 11.00 a. m. train from
Woodstock to Presque Isle, Grand Falls, etc.
Freight Trains daily between all stations.

ALFRED SEELY,
Assist. Superintendent.
Gibson, Jan. 4, 1882.

JUST OPENED

AT

S. F. SHUTE'S,

2 cases containing the following:

GERMAN WORK AND LUNCH BASKETS,

Japanese Bamboo Baskets,

PHILADONE'S RAZORS,

Scissors, Pocket Knives,

Nickle Paper Weights,

Ash Pans, Nut Picks

Fruit Knives, Cigar Lighters and Ventilated Armlets,
A Nice Lot of

WALKING STICKS.

Long Handled JAPANESE FANS for

Covering.

Also, a splendid line of

BRIAR PIPES.

REMEMBER THE PLACE:

S. F. SHUTE'S,

Sharkey's Block, Queen Street.

Fredericton, March 29.

SAP POTS.

Just received per steamer from Glasgow via
Boston 30 Iron Pots, assorted, from 15 to 30
gallons, for Bar Makers. For sale by
JAMES S. NEILL.

CITY DIRECTORY.

ARRIVAL AND DEPARTURE OF TRAINS.

FREDERICTON RAILWAY.—Trains for St. John
leave the Station, on York street, daily at
7 A. M., and 2.15 P. M.; and arrive from St.
John at 11.45 A. M. and 7.45 P. M., daily,
Sunday excepted.

Trains for Fredericton Junction, Saint Ste-
phen, Bangor, and all points West, leave
Fredericton at 9.15 A. M., and arrive from
the same points at 4.40 P. M. daily, Sundays
excepted.

NEW BRUNSWICK RAILWAY.—Trains leave
Gibson daily (Sundays excepted) at 7.45
A. M. for Woodstock, Aroostook, Caribou,
Grand Falls, and Edmundston; and arrive
from those points at 4.30 P. M. Passengers
for St. Leonard and Edmundston remain
over night at Grand Falls.

INTERCOLONIAL RAILWAY.—The Halifax ex-
press leaves St. John at 8 A. M. daily (Sun-
day excepted); and arrives at St. John at
8.25 P. M.

The Halifax and Quebec express leaves St.
John at 7.30 P. M.; and arrives at 7.35 A. M.
daily, Sundays excepted.

THE POST OFFICE.

The Post Office is situated in the Square on
the corner of Queen and Carleton streets.
The General Delivery, Stamp, and Registry
Offices are open from 7 A. M. until 8.30 P. M.
daily (Sundays excepted). Box holders have
access to their boxes until 9.30 P. M. The
Money Order Office is open from 10 A. M. until
4 P. M. Letter Boxes are located as follows:
Near the corner of Waterloo Row and Sun-
bury streets, at the Auditor General's Office,
the Queen Hotel, the Barker House, the W. U.
Telegraph Office, the Brayley House, and
Long's Hotel. These boxes are served as fol-
lows: At 6.30 A. M., and in the afternoon,
the Waterloo Row box at 12.20; the Auditor's
office box at 12.30; Queen Hotel 12.35; Barker
House 12.40; Brayley House 12.50; Long's
Hotel 12.55; W. U. Telegraph Office 1.00.

The mail for England, via New York, is
made up on Tuesday of each week at 8.20
A. M., and via Halifax on every Friday at
1.40 P. M.

THE CITY OFFICES
are on the ground floor of the City Hall.
They are open daily (Sunday excepted) from
10 A. M. until 4 P. M.

SOCIETIES.

Church of England Temperance Society.—
Patron, His Lordship the Metropolitan;
President, Rev. G. G. Roberts; Secretary,
G. Douglas Hazen.

St. Ann's Lodge, U. T. A., No. 166.—Geo.
J. Bliss, President; J. T. Horseman, Secre-
tary.

Meets every second Thursday in the Re-
form Club Rooms, Queen Street.

Women's Christian Temperance Union.—
Mrs. Steadman, President; Mrs. Sampson,
Secretary.

Meets every Wednesday at 4 p. m., at its
rooms in Reform Club building

St. Dunstan's Total Abstinence Society.—
President, James E. Barry; Secretary, F.
McGoldrick.

Meetings are held weekly in their Hall on
Regent Street, on Tuesday evening at 8
o'clock.

York Division S. of T.—W. P., R. H.
Mackey; R. S., A. G. Jarvis.

Meetings are held weekly in the Temper-
ance Hall, on York Street, on Friday even-
ing at 8 o'clock.

Reform Club.—President, George J. Bliss;
Secretary, Richard H. Phillips.

Meetings are held in their rooms on Queen
Street, on the second and fourth Tuesday of
each month.

Young Men's Christian Association.—
President, G. F. Atherton; Cor. Secretary,
G. E. Coulthard, M. D.

Meets every Tuesday evening at 7.30, and
on Sunday evening at 8 o'clock.

Royal Arcanum, Fredericton Council, No. 165.—
W. J. Crowder, Regent; G. E. Coulthard,
Secretary.

Meets at the Y. M. C. A. Rooms the second
and last Tuesday in each month, at 8 p. m.
Limit of insurance, \$3,000.

Royal Arcanum, Lorne Council, No. 486.—
Regent, G. S. Peters; Secretary, E. S. Way-
cott.

American Legion of Honor.—Fredericton
Council, No. 274.—Herbert C. Creed, Com-
mander; C. A. Sampson, Secretary. Meets
in Fisher's Building, on the first and third
Wednesdays of each month, at 8 p. m. In-
sures from \$500 to \$5,000.

Home Circle, Maple Leaf Council, No. 26.—
John J. Weddall, Leader; G. E. Coulthard,
Secretary.

Meets on the first and third Thursday in
every month, in Y. M. C. A. Rooms. In-
sures from \$500 to \$5,000.

Fredericton Historical Society.—George E.
Fenety, President; A. Archer, Secretary.

Regular meetings on the second Thursday
in January, April, July and October in each
year.

Hiram Lodge, No. 6, F. & A. M.—Harry
Beckwith, W. M.; T. G. Loggie, Secretary.

Meets in Masonic Hall, Carleton Street,
first Thursday in every month.

Fredericton Royal Arch Chapter, No. 77,
Reg. G. R. A. Chapter of Scotland.—G. D.
Lugin, P. M.; R. M. Pinder, H.; N. Camp-
bell, J.; A. F. Street, P. P., Scribe E.

Regular Convocation third Wednesday in
every month in Mason Hall, Carleton Street.

Alexandria Lodge, F. and A. M.—Alfred
Seely, W. M.; Edgar Hanson, Secretary.

Meets first Tuesday in each month in
Haines' Hall, St. Mary's Ferry.

Victoria Lodge, No. 13, I. O. O. F.—W. A.
Quinn, N. G.; John Withrow, Secretary.

Meets every Monday evening at 8 o'clock,
in the Lodge Room, Edgecombe's Block,
York Street.

Grand Lodge, L. O. A.—William Wilson,
Grand Master, Fredericton.

Graham Lodge, L. O. A., No. 29.—W.
Wilson, Master, Joseph Walker, Secretary.

Meets in the Orange Hall, Queen Street,
west end, on the first Friday in every
month.

Walker Lodge, L. O. A., No. 35.—H. S.
Cameron, Master; Geo. S. Parker, Secretary.

Meets in the Orange Hall on the first Mon-
day in every month.

Messrs. King and Burpee on the Central
Railway.

When the resolutions subsidizing the
extension of the N. B. Railway and other
roads were before Parliament, Mr. King
spoke at considerable length. He said
that he felt that speeches at this period
of the session might fairly be considered
out of order, but the proposition now sub-
mitted was one that deeply affected his
constituents and was so manifestly unfair
to them that he could not refrain from
entering his protest at this time. Appli-
cation had been made by himself and the
hon. member for Sunbury for aid for the
Central railway. The hon. Minister of
Railways and Canals refused on the
ground that the Government had no
precedent or authority for aiding a local
line. It was argued at that time that the
work was one that had been recognized
by the late Government as an important
feeder to the I. C. R., but without avail.

Later on, a memorial, signed by 120 mem-
bers of the House, was presented to the
Government asking aid for the northern
and southern extension of the New
Brunswick Railway, representing it as a
work inter-provincial in its character.
An agreement had been entered into
among members interested to sink party
politics in dealing with so important a
question, and he had every reason to
suppose that now that the Government
were about to take a new position in
dealing with works of this kind, this ap-
plication would be fairly dealt with. But
it now turns out that while every Pro-
vince in the Dominion is provided for,
New Brunswick has been wholly ignored.

It is proposed to give aid to one of the
extensions of the New Brunswick Rail-
way, and the hon. Minister of Railways
has attempted to show that this is being
done in the interest of St. John. He
(Mr. King) was not selfish enough to
object to the aid proposed to this line,
but he would favor the House with the
opinion expressed by the organ of the
Minister of Finance, the St. John Star, in
which it was pointed out that the build-
ing of the northern link would be ruinous
to that city. He could wish that the
Hon. Minister of Finance was for one
hour free from the responsibilities of
office, untrammelled by the ties which
bind him to his adopted party, in order
that he could, if he would, in his eloquent
and forcible manner, point out the in-
justice that is contained in the measure
now before the House—a measure, which
on the face of it, shows unfair treatment
to the Province from which he comes,
and the county in which he had the
honor to be born. Provision has been
made for railways in Nova Scotia, Prince
Edward Island, Quebec and Ontario. The
hon. Minister of Railways and Canals has
looked carefully after the interests of his
county, first in an expenditure of millions
for a marine railway, and next, by provid-
ing for a line from Oxford to New Glas-
gow. Not one of the arguments adduced
by him in favor of that line but will
apply with equal weight to the Central
Railway. Quebec has just got \$536,000
for the St. Charles line, and now it is pro-
posed to give another half million or
more for local lines, while in Ontario it is
proposed to give \$660,000 to aid a road
which is to be a feeder to the
Canada Pacific, a road which has already
been too largely aided by the money of
the people. It may be said that the hon.
Minister of Finance has looked carefully
after the interests of St. John, and that,
therefore, we have no reason to complain.

He (Mr. King) would remind hon. gen-
tlemen that St. John was not all of New
Brunswick. It was quite true that St.
John was to have a dry dock, but has not
Halifax also been provided for? St. John
was to have improved railway buildings,
but is not Halifax still ahead in that
respect? St. John is, it is said, to have a
bridge across the falls, but is not this
also in the interest of Halifax, the people
of that city themselves being judges?
Has not Halifax this year an appropria-
tion for an extension of the I. C. R.
amounting to several thousand dollars.
It is true we are told St. John harbor is to
be placed in commission, but has not
the Minister of Public Works already
informed the House that the Govern-
ment or commission were getting con-
trol of property which is known to be
good value for every dollar expended.
The minister of finance must surely have
pointed out to his colleagues that this
Central road for which we are now asking
consideration is the self same line which,
in order to carry Confederation, he
assured the people would be built. Can
it be possible that now, as on a former
occasion, the hon. gentleman had to
succumb to Quebec and Nova Scotia, in
giving them the lion's share: or is it to

be supposed that the hon. gentleman's
attempt to show that his native Province
was getting more than her fair share of
public money has influenced the Govern-
ment in dealing with the question? He
could characterize it as nothing short of
an outrage upon his native Province, and
the vague promise which hon. gentlemen
opposite were now forced to make, would
not be accepted by the people whom he
represented. They might, as he believed
they were already doing, hold it up be-
fore the people in order to win their
support, but he would assure them that
the Hon. Minister of Finance, who ought
to know the people of Queens, mistook
their temper if he supposed he could
induce them to make a sacrifice of
principles by holding this vague promise
before them in the shape of a bribe.

Mr. Burpee said he wished merely to
emphasize what had been said by the
members for Queens and Kings. Dis-
guise the resolutions as you may, they
are largely local in their nature. The
only road which asked for aid which was
of an inter-provincial character is the
Central road in New Brunswick, and they
have ignored that as to the eastern por-
tion of the same. It is on one of the
routes of the proposed Intercolonial rail-
way before Confederation, and of such
importance was it considered that had
the river counties not depended upon
its being built by this route, Confedera-
tion would not have been carried. The
Government now have refused to assist
the eastern end and subsidized the west-
ern portion by which St. John will lose a
portion of the trade of the Upper St.
John which will entirely be transferred
to Quebec or Montreal and refused aid
to the eastern portion, which would de-
velop a large portion of country in
central New Brunswick, assist materially
the trade of the city of St. John and be
come compensation for the loss of trade
in the upper portion. On this road
there are extensive coal fields suffering
for want of means of transportation. Iron
was in that vicinity to be found wanting
development, besides other large indus-
tries. The coal mines of Nova Scotia
were encouraged in every possible way;
ours were neglected. Why was this so?
By these resolutions every province in
the Dominion was assisted in local roads
but New Brunswick. He complained
bitterly of such neglect. The Govern-
ment have been fully informed of these
facts by the member for Queens and
himself, yet they refuse to aid us in a road
so vital to the development of the re-
sources of New Brunswick. I can't
understand why this neglect. A memo-
rial signed by over 120 members of this
House, irrespective of Politics, asked for
aid to this road. The Government were
assured of the support of the House.
They have, they say, ample funds. The
merits of the road, in my opinion, are
superior to any of the roads proposed to
be subsidized, and the facts were fully
set before the Government, and I must
protest against this neglect. It is a
grievous wrong done New Brunswick. A
delay may be dangerous to the interests
of this road as the Local Government,
who considered the road of such im-
portance as to give a subsidy of \$3,000
per mile, but coupled with such restric-
tions as may render that subsidy doubt-
ful to be had one year from this time.
Besides, we may have another House of
Commons next year, who may look upon
this matter differently. For this reason
he regretted that the Government had
not considered so reasonable a request.

A striking example of snobbishness
occurred recently in London, when the
Duke of Connaught, having lunched at
the Mansion House, shook hands with
Lieutenant Skey, the common crier, and
Major Campbell, the marshal, on leaving.
Both gentlemen are retired officers of the
British army, a fact which under ordinary
circumstances would entitle them to
much social consideration, but the Lord
Mayor informed them that he objected
to his servants shaking hands with
royalty.

Mr. and Mrs. Bancroft are very proud
of the manner in which the Prince of
Wales wrote himself down in their album
after supper at their house in Cavendish
Square. The royal inscription is as fol-
lows:—"Not 'Ours,' but yours truly,
Albert Edward."

At the funeral of Bulwer, Lord Lytton,
his wife—who has just died (whose hap-
piness he ruined, and who pursued him
all his life with accusations and re-
proaches)—stood by his grave, shrouded
in crape, convulsed in an agony of grief,
and dropping flowers upon his coffin as it
descended from sight.