

CHICAGO POST AND BORDERER.

SACKVILLE, N. B., APR. 14, 1887.

THE I. C. R. MANAGEMENT.

The Conservative members from the Maritime Provinces will not be doing their duty to the country, unless at the present session of Parliament, they insist upon a radical change in the system of doing business with the I. C. R. The present system of managing things at Ottawa is not only a perpetual cause of trouble in the internal working of the Railway, but a source of inconvenience to the business public, that is becoming more and more irritating as time goes on. In proof required as to the absolute accuracy of these statements? If so, the comparatively small majority of the Maritime members, and the great reverse they meet with at St. John, are in no small degree attributable to the unsatisfactory method of governing this great highway. What would be thought of a merchant or manufacturer attempting to conduct a business a thousand miles away from his customers and his employees? Could any private business be successfully conducted by a chief, regulating even the smallest details, by correspondence hundreds of miles away from where the transactions are taking place? The first condition of success is wanting, namely, a personal acquaintance with the circumstances of each case, which can only be had by his presence and contact with the parties interested. In ordinary transactions, often, reams of correspondence will not take the place of a few moments devoted to personal explanations. Another condition is wanting, namely, promptness. There are days of delay, competition, quick sales and quick deliveries. When a manufacturer, importer, or dealer wants special rates, or special facilities, his business will not ordinarily admit of delay such as a controversial correspondence with footlock and red tape at Ottawa. In modern times business is not done that way. The same principles that apply to the outside public apply with tenfold force to the employees of the Railway. The employees of the Railway are now numbered by thousands; it must be evident that the morale of this vast corps is affected by the presence of their chief. If the men were like so many cogs and wheels and levers in some ponderous machinery, they could be ruled by a machine-like Government inspired hundreds of miles away, but being human and full of impulses, both good and evil, they are more amenable to personal government. An employee, like other men, wants to stand before the tribunal that tries him; there is then a reasonable prospect of fair play. If he has a grievance, he is not inclined to make a personal application to redress it. British courts of justice in recognition of this instinct make express provision for a suitor to appear in person and plead his own case. But to be deprived of this privilege leads to him, not unreasonably, to participate of the Star Chamber. Men work with the greatest security and responsibility under the eye of their chief; they then have the assurance that their work is recognized and the reverse is marked against them. The result is more faithful service. In short, it is as hopeless to regulate the details of a great Railway from a far-off point, as it would be to direct the movements of an army in the field. The remedy for the present evils is simple. Let the I. C. R. be managed not at Ottawa, but at Moncton—at the Railway head quarters. It is objected to this that the responsible head of the department, the Minister of Railways, has to live at Ottawa. Even so, it is a much simpler operation for one man to keep a knowledge of and a general supervision of the work at Moncton, than for the whole people to submit to the delay and inconvenience of making Ottawa their resort. Let the nominal superintendency at Ottawa be converted into a real superintendency with power to deal summarily with all questions, leaving simply the reserve power of veto at Ottawa. In thus doing justice to the employees of the Railway and in facilitating the transportation business of the Maritime Provinces, the Government would do more than to justify its claim to represent the party of progress and still further increase the confidence of the people.

—Capt. Eads' death is said to not stop his great Ship Railway project. The N. Y. Sun says: "He finished all the drawings and charts for the work months before his death; the necessary capital is said to be at hand, and, indeed, that it is required in the passage of the charter asked of Congress, which is looked for next session. Col. James Andrew, of Allegheny, who is now in Mexico, will be asked by those interested in the railroad to take charge of it, and plenty of money, it is said, will be forthcoming to push the work on to completion."

The Times-Democrat of New Orleans, commenting on the death of Capt. James Eads and regarding the jetties and benefits resulting therefrom to the Mississippi valley says:

"This one engineering enterprise of his has added \$1,800,000,000 to the wealth of farmers and manufacturers of this vast region, which he opened to the largest steamers of the world."

—Protests have been filed against the return of Sir Charles Tupper for Cumberland, and Hon. A. W. McLellan for Colchester, on the grounds of bribery, corruption, etc. Protests have also been filed against Mr. Freeman, of Queens County, and Mr. Lovitt, of Yarmouth.

—The lessons to be drawn from the life of Joseph, were the subject of a number of earnest discourses by a Presbyterian minister during the session of our legislators in Fredericton.

—A Yankee critic describes Tennyson's blank verse as prose sewed up into stave lengths.

THREE IMPORTANT MEASURES.

Among the Acts which were passed at the last Session of the Legislature are three statutes, which are of general interest to the Province.

The first, providing for the registration of births, deaths and marriages, supplies a vacancy in our Provincial statistics seriously felt. Such statistics are necessary to enable the Government to correctly legislate on many points, and if the expense is not too great, will be of value, increasing year after year, with the length of time they are taken. The Provincial Secretary is Registrar General for the Province, and division Registrars appointed by the Government for each registration division, clergymen, teachers and other persons authorized to baptize, perform burial service or marriages shall keep a registry of such, which they shall report to the division Registrar. Doctors attending patients will have a definite duty to perform in having to give a certificate of the cause of the death of patients who have been under their treatment. We notice that the Registrar receives 10 cents for each birth, death or marriage entered by him, and forming a county charge. We fear that if other officers connected with these statistics are paid at the same rate, the expense will be so heavy as to induce its repeal. Why 10 cents should be paid for entering a name when half that amount would be a handsome payment for the services performed, we cannot understand.

The next is an Act respecting public health. By this statute "The Provincial Board of Health of New Brunswick" is established. The Province is to be divided into Districts, for which a Local Board of Health is to be appointed. Then different boards are invested with all the powers necessary for the promotion of life and health of the people of the Province, and in case of epidemic or infectious diseases have ample powers to prevent their spread or to stamp them out. There is a good deal of red tape at first in the carrying out of the act, and some expense, but the objects of the act, which appears to be carefully drawn up is worthy the trouble and cost of its being efficiently carried out.

The third statute is an Act respecting the sale of intoxicating liquors. "This act is not applicable to counties in which the Scott Act is in force, and therefore does not apply to the County of Westmorland. The Scott Act may however be revoked by the people and then this act, of good length—some 150 sections—and prepared with great care and an intimate knowledge of the evils it is intended to destroy will be in force, and if carried out as intended by the Legislature, will prove a law of the greatest importance. The term "liquor" includes all spirituous and malt liquors, and all combinations of liquors which are intoxicating, and larger beer. Licenses of two descriptions—tavern and wholesale—are to be granted upon petition by the applicant accompanied by a certificate of one-third of the rate payers of voters of a polling district or of the parish, that the applicant is a proper person to receive, that his premises are suitable, and not in a locality to give annoyance to the public. This certificate verified by affidavit with ten dollars to pay expenses is filed with the Chief Inspector of the Divisions, and 14 days before the time when such petition will be passed upon, the Inspector shall publish the same. The license fee is from \$25 to \$400, according to locality.

The stringent enactments accompanying an application for license, the heavy penalties to which the licensee is made subject, the publication of application are all framed to throw a deterrent on the liquor trade. Under the temperance sentiment is sufficiently strong to carry out the law, the statute is calculated to foster an illicit traffic to a greater degree than at present, but if its provisions are respected it will in a great measure stamp out if not wholly destroy the dreadful evils which attend the traffic.

The Election Petition. On Thursday Mr. Wood was served with the Election Petition. Mr. Emmerson is the Petitioner. Petition alleges that:

—Senator Dickey went to Ottawa on Monday.

—Mr. Scott, Editor of the Sun, has gone to Ottawa.

—G. J. O'Connor, Esq., of Hillsboro, proposed to visit England.

—W. J. Jones, of Hopewell Cape, has gone to British Columbia.

—Mr. Goldwin Smith retires from journalism on account of ill-health.

—Miss Wainwright, Christian Scientist visiting Fredericton, has been arraigned before the Police Magistrate, by the N. B. Medical Board, for practising without a license.

—The Marquis of Lansdowne has evicted a lot of Quaker tenants for refusing to pay their rents and he is now in hot water. As his tenants were people in easy circumstances they do not require much outside sympathy.

Cost of New Brunswick Railways.

In answer to a question put by Mr. Black, M. P. P., the Government furnished the following return as to Railways under construction:

New Brunswick Railway, 225 miles, at \$200,000 per mile, \$45,000,000.
Estimated length, 225 miles, at \$200,000 per mile, \$45,000,000.
Subsidies paid to 31st December, 1886, \$10,000,000.
Balance, \$35,000,000.

Central Railway, 50 miles, at \$200,000 per mile, \$10,000,000.
Estimated length, 50 miles, at \$200,000 per mile, \$10,000,000.
Subsidies paid to 31st December, 1886, \$2,000,000.
Balance, \$8,000,000.

Moncton and Buctouche Railway, 12 miles, at \$200,000 per mile, \$2,400,000.
Estimated length, 12 miles, at \$200,000 per mile, \$2,400,000.
Subsidies paid to 31st December, 1886, \$400,000.
Balance, \$2,000,000.

Central Railway, 50 miles, at \$200,000 per mile, \$10,000,000.
Estimated length, 50 miles, at \$200,000 per mile, \$10,000,000.
Subsidies paid to 31st December, 1886, \$2,000,000.
Balance, \$8,000,000.

Not embraced in the foregoing are the following lines of Railway, which are included in the Subsidy Act of 1882, and have made application to Government for a contract, but contracts have not yet been awarded:—

Railway from Edmundston to Quebec Boundary, 12 miles.
Railway from Saint John River and River du Loup, 62 miles.

The Province is now paying on its indebtedness \$900,000 interest. The subsidizing of more railways will be the inevitable prelude to a direct taxation. The latter would not itself be an unmixed evil, if it leads to rigid economy in the administration of public affairs.

The debenture debt of the Province is \$1,846,200. The liabilities of the Province will soon be \$2,200,000, paying an interest of \$120,000, out of a revenue of (last year) \$634,000.

The Fisheries Business. Major Tilton, Deputy Minister of Fisheries, says that recent advice from the British Government state that they deem the attitude Canada has taken in the fisheries matter unpropitious. He says that something is substituted for the treaty of 1818 the Dominion Government will act upon it in spite of any retaliation from the United States. He believes from advice received by the Government, that the British Government, who have been collecting information in the United States, that if the President carries the Retaliatory Bill into effect he will have to meet the people of the United States who, with few exceptions, would not submit to be forced to pay twenty-five per cent. more for the fish to please a few Gloucester fishermen.

President Cleveland has addressed a long letter to the Fisheries Union of the Gloucester, in which he states he is prepared to maintain the dignity and honor of the United States in the matter of Retaliation.

The Sun says: "The American Fisheries Union cannot be pleased with President Cleveland's receipt of his letter. The Retaliatory act expressly authorizes the President to apply his proclamation to any part or to all of the remedies therein provided. The Fisheries Union, as the only representative more closely than any other industry suffering from Canada's fisheries, accordingly intimated to the President what degree of action under these discretionary powers he desired to satisfy the fishermen and result in adequate protection. In reply the President gives them no assurance that he will do anything more under the present act than under its predecessor, the Dingley Retaliatory Act, which he did absolutely nothing at all. He treats them, instead, to generalities."

The London Standard says: "The Canadian fisheries difficulty is still unsolved, and President Cleveland, doubtless with half an eye to the autumn election, has issued a high and mighty declaration on the subject. The question is a somewhat tangled one, although the legal right of the Canadian is at least as good sense as to put itself in the wrong by refusing such an invitation."

New Scheme for Better Terms. It is reported the Nova Scotia Government propose the sale of their rights in coal lands to the Dominion Government. These yield a revenue of \$120,000 at 10 cents per ton, with a larger revenue prospectively. The N. S. Government claims it claims it can increase the royalty and thereby imperil the stability of the coal companies. To ensure the success of the coal trade the Dominion might be, it is expected, induced to purchase the rights at \$200,000 per year.

Personal. —Senator Dickey went to Ottawa on Monday.

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Commercial.

The ranches at Kamloops, B. C., pay \$25 a ton for hay.

—The Tryon Woollen Mills Co. instead of opening a retail store in the Cameron block, Charlottetown.

—It is hard to believe, but the St. Croix Courier tells of a fact that the book books of Messrs. Weldon Bros., grocers, of St. John, amounting to \$1,725 were sold at auction a few days ago, and brought \$125.

—The current loans and discount of the Bank of Canada have been increased in one year from 127 millions to 137 millions of dollars, absorbing ten millions more of capital and the tightness of the money market is now a matter of complaint.

—The Shaw tanneries in Maine and over the Line are still being conducted under protest. Six of those in Maine are running full blast. The six tanneries make about 15 tons of leather per day or 25,000 sides a week. All of this is shipped to the Boston market.

—The industrial situation, as stated by Bradstreet, is that four hundred thousand more operatives are now employed than were employed in 1885, and that wages have advanced since that time by ten to fifteen per cent. The total number of striking operatives in March was 14,500 as against 50,200 in March 1886. Wheat has been firmer, the drought in California and Texas and reports of serious winter killing in the winter sections having affected the market.

Cattle Notes. —The farmers of Aberdeenshire have resolved to form a company with a capital of \$12,000, whose business shall be the importation of Canadian store cattle and their sale in Aberdeen. The Harbor Trustees have provided the necessary facilities for landing and housing the cattle.

At the inaugural meeting, the chairman, Colonel Innes, said that the idea of importing cattle from Canada originated in the experience of heavy losses incurred by cutting off the supply of store cattle from the south to stop the spread of foot and mouth disease. He carried out the result of providing a good and suitable supply of store cattle at a paying price. It would tend to a great measure to relieve the difficulty of foreign competition in the meat market. The effect of cutting off the supply of store cattle would be to force home-bred stock prematurely into the market than increase the number of breeding animals, and the command of the supply of foreign stock would be to let the home-bred stock reach maturity. He then explained the circumstances which led to the proposal to form this importation company. It would also require the consent of a majority of the shareholders to obtain consignments or to purchase supplies of store cattle. It would like to obtain a guarantee to the Government to obtain consignments or to purchase supplies of store cattle. It would like to obtain a guarantee to the Government to obtain consignments or to purchase supplies of store cattle.

A consignment of 250 Canadian cattle and 90 sheep was landed at Birkenhead last week, says the Canadian Gazette of the 31st ult. Values are reported at \$3 to \$5d. for cattle, and 7d. to 7½d. for sheep. With the exception of one lot, the consignment was a source of surprise and explained the circumstances which led to the proposal to form this importation company. It would also require the consent of a majority of the shareholders to obtain consignments or to purchase supplies of store cattle. It would like to obtain a guarantee to the Government to obtain consignments or to purchase supplies of store cattle.

The May Popular Science Monthly will have a timely article on "The Influence of Snow Masses on Climate," from the pen of the eminent Russian meteorologist, Worsky.

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New Advertisements.

Wall Paper.

5000 ROLLS WALL PAPER, from 4c. per roll upward.
25 ROLLS PAPER BORDERING.
25 ROLLS GREEN BLIND PAPER.
25 ROLLS FIGURED PAP. BLINDS.
Prices to suit all.

J. L. BLACK.

Flour, Middlings, &c.

IN STORE AND DUE TO ARRIVE:
1 Car, 125 Bbls., "Stockwell" Pat.
1 "125" "Gold Coin"
1 "Wheat Middlings"
1 "Sup. Extra Flour & Oatmeal."
J. L. BLACK.

New Molasses.

25 CASKS
New Crop Molasses.
Which we can offer to the trade at less than city prices.

J. L. BLACK.

March 15, 1887
NEW GOODS.

JUST OPENED:
New Prints, New Grey Cottons;
New Shirtings, New Gingham;
New Dress Goods, New Cashmeres;
New Muslins, New Labors;
3 doz. "Knights of Labor" Coats,
cheapest and best working Coats
yet made.

J. L. BLACK.

TAILORING!

OUR Tailoring Department is still under the supervision of MR. PETERSON, whose fits are unsurpassed. We have just opened a handsome line of CLOTHS.

Worsted Coatings, in Diagonal, Corkscrew, and fancy patterns—black, blue and brown;
Suits in great variety;
Spring and Summer Overcoatings;
Fur Coatings, Cashmeres, &c., &c.

J. L. BLACK.

CARRIAGE BUILDERS' STOCK.

WE have now in store a complete stock of Carriage Builders' Goods, which we offer at lowest possible prices.

100 sets Bent Rims;
60 "Carriage Spokes and Hubs;
12 doz. pairs Bent Shafts;
30 sets Bent Axles, 1 and 1½ in. long and short arm;
30 sets H. P. Axles, 1 and 1½ in. long and short arm;
25 sets common Team Wagon Axles;
Side Springs, Timken Springs;
Castings, Shaft Shackles;
Bolts, Screws, &c.

New Advertisements.

NOTICE.

THE ANNUAL APRIL MEETING of the S. & W. Agricultural Society will be held in the Public Hall, Point de Bute, on MONDAY, THE 18TH INST., at 2 o'clock p.m. The Executive Committee will meet on the same day and place at 10 o'clock a.m. A full attendance is requested.

HOWARD TRUEMAN, Secretary.

Municipality of Westmorland.

TENDERS for the Printing of Blank Forms as prescribed by the "Highway Act of 1886," will be received up to and including the 16TH day of APRIL instant.

Required, 10,000 copies Form A, 1,000 "B," 1,000 "C," 1,000 "D," 1,000 "E," 1,000 "F," 1,000 "G," 1,000 "H," 1,000 "I," 1,000 "J," 1,000 "K," 1,000 "L," 1,000 "M," 1,000 "N," 1,000 "O," 1,000 "P," 1,000 "Q," 1,000 "R," 1,000 "S," 1,000 "T," 1,000 "U," 1,000 "V," 1,000 "W," 1,000 "X," 1,000 "Y," 1,000 "Z," 1,000 "AA," 1,000 "BB," 1,000 "CC," 1,000 "DD," 1,000 "EE," 1,000 "FF," 1,000 "GG," 1,000 "HH," 1,000 "II," 1,000 "JJ," 1,000 "KK," 1,000 "LL," 1,000 "MM," 1,000 "NN," 1,000 "OO," 1,000 "PP," 1,000 "QQ," 1,000 "RR," 1,000 "SS," 1,000 "TT," 1,000 "UU," 1,000 "VV," 1,000 "WW," 1,000 "XX," 1,000 "YY," 1,000 "ZZ," 1,000 "AAA," 1,000 "BBB," 1,000 "CCC," 1,000 "DDD," 1,000 "EEE," 1,000 "FFF," 1,000 "GGG," 1,000 "HHH," 1,000 "III," 1,000 "JJJ," 1,000 "KKK," 1,000 "LLL," 1,000 "MMM," 1,000 "NNN," 1,000 "OOO," 1,000 "PPP," 1,000 "QQQ," 1,000 "RRR," 1,000 "SSS," 1,000 "TTT," 1,000 "UUU," 1,000 "VVV," 1,000 "WWW," 1,000 "XXX," 1,000 "YYY," 1,000 "ZZZ," 1,000 "AAA," 1,000 "BBB," 1,000 "CCC," 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