

The Weekly Sun.

SAINT JOHN, N. B., DEC. 8, 1886.

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LEGAL NEWSPAPER DECISIONS.

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Our Mr. JAMES will, during the present month visit the Counties of Carleton, York, Charlotte, Victoria and Sanbury in the interests of the Sun and will call upon as many of our friends as possible. Subscribers in arrears will greatly facilitate his work by being prepared to pay the amount of their indebtedness when called upon.

TO SUBSCRIBERS.

All subscribers to the DAILY and WEEKLY SUN who are over two years in arrears, are hereby notified that if the amounts are not paid on or before the 31st December, inst., the accounts will be placed in the hands of our solicitors for collection.

THE HARBOUR AND THE BOARD OF TRADE RECEIPTS.

Sheriff Harding's report of the proceedings of the St. John harbor port delegation was Wednesday presented to the board of trade. As the results of the delegation had been pretty well canvassed before Mr. Harding's statement was deprived of a part of its interest. But from his report and from other announcements which have been made public, it can be learned that the sheriff and his fellow delegates applied themselves with great zeal to their mission. The information collected by them, and the report prepared by the committee of the board of trade, is of great value, not only to the present purpose, but to the instruction of the government in regard to the advantages of the harbor to the Minister of Marine as in his letter to Dr. Barker, the government has done its part so far as the thing has gone. It is important now that prospective investors for this mail service should have placed in their hands the information which has been got together.

One of the lumber shippers seems to suppose that the agreement between the government and the corporation, by virtue of which the railway what is not used except for the shipping of goods brought over the railway, was made at the government's instance. On the contrary, the arrangement was obviously made for the benefit of the corporation and private wharf owners. The interests of the railway would be best served by vessels being allowed to take on and discharge quantities of goods as were on hand on the pier, and to complete the cargo from the lighters on any other way. It is plain that the government is not willing to be relieved from this disability. Mr. Schofield and Mr. Stewart discussed the question, and the latter, in view of the merchant and shipper. If Mr. Schofield's theory were adopted that trade should be in respect, as in others, be allowed to seek its own channel, the government might stop there. The application of the theory would make matters bad for the wharf-owners and the result would be to divert business from the wharves to the railway pier, where, as is shown, special advantages are obtained. The city could make itself a collecting dues, but the wharf-owners would not consent to this. Mr. George McLeod very truly says that the property owners have an equitable claim in the case. The Dominion government cannot in fairness step in with a free wharf to compete for the harbor trade with other owners of wharves. Any fair settlement of the question must take the property owners into consideration.

Mr. Schofield indulged in some healthy plain speaking. The Dominion government, the I. C. B. management, the corporation, the pilotage authorities, the ship laborers, and even the chief of police came in for severe criticism. He charges that the railway management discriminates against St. John in favor of Halifax, not only in through freight, but in the transportation of lobsters and other goods forwarded to the north-western New Brunswick. Through freight rates are well known, affected by the rates of competing routes, but there is no competing route between the North Shore lobster factories and Halifax. Mr. Schofield's complaint in regard to this matter seems to us to be reasonable. The same may be said as to the want of warehouse accommodation at the Intercolonial terminus here. The people of St. John owe it to themselves to insist on better warehouse accommodation.

LAMBDY OF KENT.

Pierre Landry, M. P., is a representative against whose character either in private or public life nothing has been said, even by his most bitter opponents. He is one of our most polished speakers and is a thorough gentleman. In whatever station he has been called upon to occupy he has done his country good service, and in all things he has been a credit to his province and his race. We are glad to hear that he has undertaken the attempt to defeat the only representative in the Canadian parliament of the Acadian people will not be a success. The agitator in making an attempt to rally the electors of Kent against his place Mr. McInerney, a man who has neither the reputation nor the experience of the other representative of Mr. Landry. If instead of being an Acadian and a loyal man who seeks to preserve a good feeling between the French and English speaking people of the province, he had been a Rielite from another province, he would have suited our gift friends well. But Mr. Landry is to be judged by the electors of Kent who know a worthy man when they see him.

NEW BRUNSWICK AND THE EXPEDITION.

To the ordinary intellect it would seem to be inconsistent for politicians to be continually complaining that the Dominion expenditure is too large and at the same time demanding that it be made larger. Yet this is what nearly every gift journal in Canada is doing. Our St. John contemporaries want the government to increase the subsidies and to add to the expenditure on public works in this province. The Halifax gulls complain because the government does not subsidize more railways in Nova Scotia. The Montreal Witness condemns the government because too little money has been spent on the St. Lawrence. Yet all of these points out that the present expenditure is much larger than that of 1878 and demand a return to the days of smaller outlay.

Now it is the easiest thing in the world to go back to the system of 1878. The government might take two-thirds of the rolling stock from the Intercolonial railway. The military school at Fredericton could be disbanded. The railway subsidies not already contracted for could be recalled. The lights could be put out in the new lighthouses. New county post offices might be closed, the weekly mails could be discontinued, where more frequent mails have been substituted, and all things could go back to the old style. This is practically what is asked when a demand is made to return to the expenditure of eight years ago. A few days ago we pointed out how the increased expenditure has affected this province. Against this the Telegraph protests on the ground that the tendency of such writing is to show that New Brunswick gets its full share of the public expenditure and that, therefore, it has no right to ask for further appropriations. It is a very curious tendency to take a course which is the opposite of what is intended. It is contended by the Telegraph that a return to the expenditure of 1878, so far as the Dominion is concerned, is not only possible, but desirable. We have shown what was the expenditure in New Brunswick in 1878, as compared with that of 1885. Shall we choose the one or the other? It cannot be contended by the Telegraph that the New Brunswick public services should be continued at the present cost and the expenditure in other parts of the Dominion reduced to the basis of 1878. This would be a serious reflection on the gift journals of 1878, and would be charging that the late Isaac Burpee and Mr. Smith, assisted in robbing the province of all these services yet our due. What return to the government has the additional expenditure been made at the additional cost for the benefit of New Brunswick. If this was our due under the old system, then the old system was the one to be maintained. If it was not then for the sake of consistency let us admit that addition to the expenditures was justifiable. Another word to the Telegraph. Does it not see that its praise of the policy of the Dominion government implies a desire to return to that policy. Does not its endorsement of Mr. Blake mean an approval of Mr. Blake's policy. Compare then the public service under Mr. Mackenzie with that under Sir John A. Macdonald. The latter's administration to every subsidy given to the east of Ontario. Then imagine Blake and the expenditure in other parts of the Dominion reduced to the basis of 1878. This would be a serious reflection on the gift journals of 1878, and would be charging that the late Isaac Burpee and Mr. Smith, assisted in robbing the province of all these services yet our due. What return to the government has the additional expenditure been made at the additional cost for the benefit of New Brunswick. If this was our due under the old system, then the old system was the one to be maintained. If it was not then for the sake of consistency let us admit that addition to the expenditures was justifiable.

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THE WINTER PORT AGAIN.

Surely no person is serious in taking objection to any mention of the need of change in the harbor regulations, or of improvement of the harbor facilities. If the objectors believed the present system to be good, and that the condition of the harbor is perfect they could not say that they were stating their case. But a fair field while they say that no matter if the regulations are not good, and the accommodations to shipping not what they might easily be made, yet they need for improvement must not be publicly suggested lest it should injure the reputation of the port. The more sensible view is that if the harbor laws do not work well, and the harbor facilities may be improved, the right thing to do is not to conceal the facts, but to acknowledge them and proceed to apply the remedy. There is only one honest and safe way to convince the public of the excellence of this port, and that is to keep it an excellent port, and the device of concealment might have some purpose in the days of LeTour. In these days it does not take a shipowner to learn where his ships fare the best. It was once believed that the ostrich when hotly pursued was wont to bury its head in the sand, with the idea that it was thus concealed from the enemy. Further investigation has, we believe, proved that the ostrich is not this much of a fool.

Committees have been appointed and evidence has been taken on all points connected with the natural advantages of St. John harbor. It has been shown that nature has done her part to make this a great commercial port. The Dominion government has been called upon to do its part, and this journal has expressed itself without hesitation on that branch of the question. There must be no relaxation of effort in this direction, but the effort must not stop there. The city must do its part also. Our efforts have been to gather information from such sources as are available as to the work to be done here. This winter port business is not a playing for politicians, but a piece of work which the people of this city and province have set out to accomplish. It will not be brought about by scolding the government, nor by neglecting our part of the work.

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LOCAL MATTERS.

STAMER HIAMATHA has discontinued her trips for the season. The BRACKWATER sustained some damage during the recent storm. THE BANDS OF MINOR gathered at the Mechanics' Institute will be held on February 19th. THE PICTURE market is glutted with the best of fresh beef, at five cents per pound by the quarter. LARGE SIZED mackerel are being caught in the Bay, Yarmouth. Where they came from is a puzzle. SUFFICIENT SNOW has fallen in the vicinity of Quebec to permit the commencing of lumbering operations. M. MOONEY & SONS are pushing forward with the utmost despatch the repairs to the Fisher pulp mill at Chatham. CONGREGATIONAL.—Rev. Mr. HAWES, of Maine, is the new pastor of the Congregational church at Kewick Ridge, York Co. THE CASE of William Davidson, the Quoddy River Drifter and B. & M. company, pending since 1882, has been settled. THIS IS the thirty-fifth year that Jock Patterson has officiated as pipe at the North West. Wm. GARDNER of Miramichi, who was missing for several days and for whom all right fears were entertained, turned up all right friends from St. John. General sympathy extended to Mr. Morrison in his sad bereavement. THE ENGLISH AFTER MARKET.—O. R. H. Starr, Port Williams, N. B., received the following cable on Thursday night: "The arrival of American ships in Liverpool is very heavy indeed large lots are being forwarded to London, which is driving down prices here. Our markets are very tight but we are very busy." STUBBS NEWS.—Zoo Lodge, F. & A. M., will hold its annual supper on St. John's day, 27th inst. THE words "Saxex Civil Court" now adorn the walls of the renovated lockup, etc. Work on the site of the old lockup is to be commenced immediately. THE papers were filed yesterday afternoon at the office of the L. O. R. station. HONOR AND DISTINCTION.—The Royal Society for the Prevention of Cruelty to Animals, has sent out to the board of management of the New Brunswick S. P. C. A., its diploma, which will be given on the 15th inst. It is a design a valuable and beautiful work of art, and is to be completed by the end of the year. The committee of the society, to be held in the Mechanics' Institute on the 1st Saturday in January, (1887). Further particulars will be issued by the ladies auxiliary in a few days. SNOW IN THE WOODS.—There is said to be an abundance of snow in the upper St. John and northern Maine. Mr. Hagerman of Kewick, who is operating on the upper St. Croix, was in town 30th ult., and says that there is fully a foot of snow in the woods in that section. The snow presents the ground from freezing and greatly impedes the lumbering operations. Possibly the present soft spell will be of service to the lumbermen in removing the snow.—Fredericton Globe. THE ISLAND RAY.—The excise duties collected in the St. John division last month, show an increase of \$2,735.90 over November, 1885. The figures are:— 1885. 1886. Spirits.....\$10,139.84 \$13,181.77 Tobacco..... 11,750.83 11,231.20 Cigars..... 474.00 466.80 Manufactures in bond..... 25.41 70.73 Total.....\$22,389.85 \$25,370.45 THE WEATHER.—Saturday night was the coldest this season and it is declared by old timers to be some years since the thermometer has dropped so low in the first days of December. It is around the city the thermometer registered 27° below, while at the suspension bridge it was 2° below. At six o'clock Sunday morning it was at zero at the water line, and above at 2 p. m., and at 10 p. m. it was 9° below. Snow began falling Sunday about 10 a. m., and will continue to fall Monday morning about two inches has fallen. DIGBY.—The new steam fire engine, built by the Barrill-Johnson Co., of Yarmouth, has been tested and worked splendidly. Digby possesses, in addition to the engine, two hose carts and seven tanks have been built each of which holds 100 gallons of water for use in case of fire. The officers of the fire department are: J. G. A. Yelle, captain; J. A. Dudgeon, foreman; Henry Dakin, assistant foreman; J. A. Kerr, chief engineer; E. C. Dudgeon, assistant engineer; J. S. C. Gagnier, secretary; Edward Bidden, treasurer. There are twenty-five men in the brigade. BAPTIST CONFERENCE.—The Union Baptist Ministerial Conference met Monday morning at the mission rooms, 95 Germania street. The following additions were reported for Sunday, Fairville, two; Linnest street, four; Waterloo street, four. The congregations in the different churches were reported good and the interest generally more than ordinary. Rev. O. Goodspeed, M. A., read a paper on the subject, Will our Lord personally visit on earth during the Millennium. On this question Rev. Mr. Goodspeed took the negative side. Further discussion of the subject was postponed until the next meeting. LAUNCHES.—The Messrs. Churchill's new vessel, a barquentine, was successfully launched on Saturday, 27th ult., at Hantsport, N. B. Her dimensions are as follows: Length of keel 132 feet; breadth of beam, 34 feet; depth of hold, 17 feet. Register tonnage, 550 tons. Her cabin is a very spacious one, and is neatly painted, the work being done by Mr. Thomas Southey, Windsor. George A. Cox launched from his yard at Sheburne, N. B., on 27th ult., a fine schooner of 75 tons. She is thoroughly built and copper fastened. The schooner is to be sold, and bears the pleasing name Success. L. O. L. ELECTION.—At the regular annual meeting of York L. O. L. No. 3, held in the Orange hall, King street, 2nd inst., the following were elected and installed officers for the ensuing year: D. McArthur, W. M.; Robert McHarg, Jr., D. M.; Robert McLaughlin, chaplain; L. C. Blaine, treasurer; Robert McHarg, Jr., recording secretary; Robert Haggart, secretary; Walker Morrison, lecturer; David Connolly, director of ceremonies; committee: Thomas Walker, R. C. James Kelly, Wm. A. King, Robert Scott, James McAfee, Andrew Stevenson, inside tyler; James Wolfe, outside tyler. NEW BRUNSWICK SCHOOL BOOKS.—Some two months ago THE SUN announced that the local government, after three years consideration, had decided upon the publication of an arithmetic, and that H. H. Pitts, of the Fredericton Reporter, was printing it. The circular issued by the Board of Education announced that the new book will be used in the public schools on and after the 1st April next instead of the Mulholland's arithmetic. The circular further states that the series of copy-books published by J. & A. McMillan, of this city, will also be used in the public schools after the 1st April, in the place of the ones now used. JOHNSTON, L. O. L.—At the annual meeting of Johnston L. O. L., No. 24, held at Orange hall, corner King and Germania streets

THE ORGAN BUSINESS.—An exchange remarks that it is not generally known that in Nova Scotia there are three musical instrument factories, viz: The Acadia Organ Co. of Bridgewater, the Gates Organ Co. of Truro and the Chris Hall & Co. of Yarmouth. The latter company has received an order from Quebec for one instrument a week.

THE WOODACK ACCIDENT.—On Thursday night the Woodack freight jumped the track striking a frog. The engine caught over and two cars were thrown from the track, one containing eggs and the other potatoes. The eggs were of course smashed and the driver and fireman were slightly injured.

DROWNED AT PRESQUE ISLE.—Ramo Martin, a young man belonging to the St. John river, was drowned in the Presque Isle Mill Pond, Monday week. He had just arrived in town from the woods. On Monday he gave his bill of time to a friend, saying he might lose it, went to the pond to skate and in fifteen minutes was drowned. His body was recovered.

THE WASHING AWAY OF THE CLIFF at the Advocate Harbor, N. B., lighthouse, has rendered it necessary to move the building inland three hundred feet. The work of removing was accomplished in one day after all preparations had been completed. This is the second time this lighthouse has been moved within two months, owing to the torments made by these.

THE FUNERAL of Miss Jennie K. Morrison, daughter of Wm. Morrison, took place on Wednesday afternoon at two o'clock from her parents' residence. The burial services were conducted by the Rev. Mr. Gray. There was a large attendance, including several friends from St. John. General sympathy extended to Mr. Morrison in his sad bereavement.

THE ENGLISH AFTER MARKET.—O. R. H. Starr, Port Williams, N. B., received the following cable on Thursday night: "The arrival of American ships in Liverpool is very heavy indeed large lots are being forwarded to London, which is driving down prices here. Our markets are very tight but we are very busy." STUBBS NEWS.—Zoo Lodge, F. & A. M., will hold its annual supper on St. John's day, 27th inst.

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THE ISLAND RAY.—The excise duties collected in the St. John division last month, show an increase of \$2,735.90 over November, 1885. The figures are:— 1885. 1886. Spirits.....\$10,139.84 \$13,181.77 Tobacco..... 11,750.83 11,231.20 Cigars..... 474.00 466.80 Manufactures in bond..... 25.41 70.73 Total.....\$22,389.85 \$25,370.45

THE WEATHER.—Saturday night was the coldest this season and it is declared by old timers to be some years since the thermometer has dropped so low in the first days of December. It is around the city the thermometer registered 27° below, while at the suspension bridge it was 2° below. At six o'clock Sunday morning it was at zero at the water line, and above at 2 p. m., and at 10 p. m. it was 9° below. Snow began falling Sunday about 10 a. m., and will continue to fall Monday morning about two inches has fallen.

DIGBY.—The new steam fire engine, built by the Barrill-Johnson Co., of Yarmouth, has been tested and worked splendidly. Digby possesses, in addition to the engine, two hose carts and seven tanks have been built each of which holds 100 gallons of water for use in case of fire. The officers of the fire department are: J. G. A. Yelle, captain; J. A. Dudgeon, foreman; Henry Dakin, assistant foreman; J. A. Kerr, chief engineer; E. C. Dudgeon, assistant engineer; J. S. C. Gagnier, secretary; Edward Bidden, treasurer. There are twenty-five men in the brigade.

BAPTIST CONFERENCE.—The Union Baptist Ministerial Conference met Monday morning at the mission rooms, 95 Germania street. The following additions were reported for Sunday, Fairville, two; Linnest street, four; Waterloo street, four. The congregations in the different churches were reported good and the interest generally more than ordinary. Rev. O. Goodspeed, M. A., read a paper on the subject, Will our Lord personally visit on earth during the Millennium. On this question Rev. Mr. Goodspeed took the negative side. Further discussion of the subject was postponed until the next meeting.

LAUNCHES.—The Messrs. Churchill's new vessel, a barquentine, was successfully launched on Saturday, 27th ult., at Hantsport, N. B. Her dimensions are as follows: Length of keel 132 feet; breadth of beam, 34 feet; depth of hold, 17 feet. Register tonnage, 550 tons. Her cabin is a very spacious one, and is neatly painted, the work being done by Mr. Thomas Southey, Windsor. George A. Cox launched from his yard at Sheburne, N. B., on 27th ult., a fine schooner of 75 tons. She is thoroughly built and copper fastened. The schooner is to be sold, and bears the pleasing name Success.

L. O. L. ELECTION.—At the regular annual meeting of York L. O. L. No. 3, held in the Orange hall, King street, 2nd inst., the following were elected and installed officers for the ensuing year: D. McArthur, W. M.; Robert McHarg, Jr., D. M.; Robert McLaughlin, chaplain; L. C. Blaine, treasurer; Robert McHarg, Jr., recording secretary; Robert Haggart, secretary; Walker Morrison, lecturer; David Connolly, director of ceremonies; committee: Thomas Walker, R. C. James Kelly, Wm. A. King, Robert Scott, James McAfee, Andrew Stevenson, inside tyler; James Wolfe, outside tyler.

NEW BRUNSWICK SCHOOL BOOKS.—Some two months ago THE SUN announced that the local government, after three years consideration, had decided upon the publication of an arithmetic, and that H. H. Pitts, of the Fredericton Reporter, was printing it. The circular issued by the Board of Education announced that the new book will be used in the public schools on and after the 1st April next instead of the Mulholland's arithmetic. The circular further states that the series of copy-books published by J. & A. McMillan, of this city, will also be used in the public schools after the 1st April, in the place of the ones now used.

JOHNSTON, L. O. L.—At the annual meeting of Johnston L. O. L., No. 24, held at Orange hall, corner King and Germania streets

MONDAY, THE FOLLOWING OFFICERS were elected for the ensuing term: Gen. M. Thompson, W. Master; Wm. Simpson, Secy; Geo. Pascoe, chaplain; Wm. Haggart, recording secretary; E. B. Simpson, financial secretary; Robert W. Wills, treasurer; James Kelly, director of ceremonies; John Chamberlain, lecturer; James Armstrong, foreman of the choir; James Holman, No. 4; John Tyler; James Wolfe, outside tyler.

CUSTOMS REVENUE.—The customs revenue for the month of November, as compared with the same period of last year, shows an increase of \$8,256.87. The following is the statement:— 1885. 1886. Customs.....\$61,848.22 \$69,648.94 Seizures..... 292 471 Excise..... 1,444 1,770 Petroleum Importation..... 344 170 Sideline Importation..... 14,488 13,838 Warehouse Post..... 5,956 29,238 Fines..... 20 10 Total.....\$82,477.63 \$101,336.93

THE BEAR CUBS at McAdam.—The hundreds of people who pass through McAdam by the various lines of the New Brunswick Railway, see the Orléans Times, are attracted by the little black bear cubs which are confined in the pens at the office near the station. These bears were captured in the northern part of New Brunswick in the early spring. They were a superior lot, and the cubs were born in the pens. To those interested in the cubs, they are a most interesting sight. They are very tame and are very intelligent. They are quite contented to sit in the pens and are very intelligent. They are quite contented to sit in the pens and are very intelligent.

PROBABLE FATAL ACCIDENT.—About a fortnight ago Gen. F. McAdam, a son of Raphael McAdam of Stouffville, Ontario, went to Quebec to work at removing a dam. On the 29th ult., while engaged in lifting some heavy material used in the removal of the dam, he suddenly fell and was killed. He was a young man of about 22 years of age. About eight years ago he met with a somewhat similar, though not so serious an accident.—Transcript.

OCEAN MAIL SERVICE.—We have received a copy of the amended "conditions of contract" for the Atlantic mail service. Articles 5 and 6 read: "The steamer to perform at least twenty trips from Quebec or Montreal to Liverpool or London, or both, during the season of 1887, making with twenty-six trips from Liverpool to Halifax and St. John, N. B., and from St. John, N. B., and Halifax to Liverpool, during the year, a weekly service of fifty-two voyages both ways during each year." "In winter the service to be between Liverpool and Halifax and St. John, New Brunswick, making Halifax the port of destination, and last of departure, in Canada."

MEETING OF THE VALUATORS.—The board of valuers for the city and county of St. John met 30th ult., and completed the valuations for city and county purposes. The percentage of this valuation as compared with the old is appended:— Old. New. St. John City..... 77,988 77,988 St. John County..... 1,231 1,231 St. Lawrence County..... 3,912 3,912 St. John's Bay..... 4,896 4,896 St. John's River..... 1,231 1,231 Total.....\$82,477.63 \$101,336.93

THE GLOBE gives the following as the amounts of valuations, as compared with those of the season:— Valuers. Amount. St. John City..... \$18,890,786 \$18,717,700 St. John County..... 4,124,881 4,124,881 St. Lawrence..... 544,603 544,603 St. John's Bay..... 1,231,231 1,231,231 St. John's River..... 1,231,231 1,231,231 Total.....\$26,013,732 \$26,013,732

THE MERCHANTS.—The Methodist preaching weekly meeting was held in the classroom of the Central Church Monday morning. There were present: Revs. R. Wilson (chaplain), H. Daniel, Dr. Pope, E. Evans, H. P. Owsen, Dr. T. Mansel, W. W. Brewer, and Dr. Moore. Reports of the Rev. Mr. Marshall in the different churches were read by the Rev. Mr. Marshall. The Rev. Mr. Marshall presided over the opening of their school room on Sabbath afternoon, and also the addition of six persons to the membership of the church during the week. Beads of Christian workers in connection with some of the city churches are doing a series of meetings to work up a "restitution fund" to meet the salaries of the ministers on the mission circuits of the conference. These meetings are to be held in the Methodist church, Portland, on Wednesday evening. The meeting adjourned to meet next Monday morning.

MILL BURNED.—The new night mill at Armstrong's Corner, Queens Co., owned and operated by Wm. F. Woods, was totally destroyed by fire early on the morning of Saturday, the 6th inst. When the building was on fire, it burst out of the windows and the fire was extinguished. There was no chance