

THE WEEKLY SUN.

ST. JOHN, N. B., DECEMBER 15, 1897.

THE CANADA EASTERN.

In discussing at Chatham the question of the purchase of the Canada Eastern railway, Mr. Blair suggested that the Canadian Pacific Company was after the road, and that if he could prevent it he did not propose to allow the line to pass into the hands of that company. The Canadian Pacific manager has stated that no purchase by that line is contemplated, but there are methods of explaining away such statements, and it is not likely that the Canadian Pacific people would disclose their intentions. As to the acquisition of the road by the dominion, that is altogether a question of terms and conditions, but in our opinion the government in embarking on such a policy should consider how far it could be made generally applicable, and in what way the consolidation of branch lines with the Intercolonial can be best effected. The Canadian Pacific operates a great number of feeders to its own line, including nearly all the shorter branches which have no other railway connection. In some cases the branches have been taken over by long leases amounting to purchase, but in many instances the company operates the road on a percentage arrangement for the division of revenue.

The Fredericton Gleaner speaks of the Sun's "opposition to the scheme" as due to some feeling in St. John against possible advantages to central New Brunswick and the North Shore. Now, in the first place, there is no such feeling, so far as can be perceived; and secondly, this journal has not said anything in opposition to the scheme. We do not know what the scheme is, and pending the disclosure of the terms and conditions, and of the general principles of action which the minister is introducing, there are no grounds on which to form an opinion.

The only information we have as to the terms is the statement of the Gleaner itself that Mr. Gibson, if he sold the road at all, would sell it for the half of three millions; which latter figure the Gleaner mentions as the Sun's valuation. The Sun mentioned three millions not as a valuation of its own, but as a possible price based on the sum paid by the government to Mr. Greenfield for the Drummond County line. The comparison is made in this way: The cost of building the Drummond road without rolling stock, including the subsidies received for the first part of the road, was \$1,400,000 or \$1,500,000. The government gave Mr. Greenfield an annuity which, calculated at three per cent interest, would bring in net cash today over \$2,100,000. The Canada Eastern, costing over two millions, and on the same basis the price should be over three millions.

But we ignore the Gleaner not to assume that this Drummond valuation is ours, because the Gleaner may have observed that the Sun has occasionally pointed out that Mr. Greenfield made more than a million dollars net out of a cash investment of perhaps one-third of that sum. The figures at which, according to the Gleaner, Mr. Gibson might sell the Canada Eastern, would represent the cost of the road as officially returned, less the federal and provincial subsidies received. This is the basis on which it was claimed by the opposition at Ottawa that the price of the Drummond line ought to have been fixed. It would have given Mr. Greenfield less than a million dollars instead of more than two millions.

MR. VENOTT'S IDEA.

The Bathurst Courier explains that Mr. Emmerson borrowed his idea of bonusing flour mills from Mr. Venott, M. P. P., who is also the editor of the Courier. The editor quotes a letter which he wrote to Mr. Tweedie this spring, informing him that a project was on foot for the establishment of a modern flour mill in Gloucester. The letter went on to say that it was a little difficult to organize such an enterprise, and asked whether it would not be possible to get government aid. Mr. Venott went on to discuss the question as Mr. Emmerson did at the dinner, explaining that the scheme would cause the farmers to grow more wheat, and would save the county of Gloucester a large outlay for imported flour. The sum asked was \$100. In the Courier, Mr. Venott congratulates himself with warmth on his success in shaping the policy of the province. "Mr. Venott," he says, "ought to be proud today to see the project receive the approval of the government. It is a magnificent idea, and demonstrates that he has always at heart the interest of the farmers of the county of Gloucester."

President Trotter reports that \$14,000 has been subscribed toward the \$60,000 which he is trying to raise for Acadia. When the \$60,000 is raised Rockefeller's additional \$15,000 will be payable.

TO BE CONTINUED.

The provincial premier has received four banquets, and has thus had opportunity to set forth the policy his government proposes to pursue. In all his addresses no hint is given of a salutary reform in the provincial service. The executive, larger by one half than it ought to be, is apparently to be continued at its full weakness. There is no suggestion of a simplification of the government machinery, or of a reduction of its cost. Apparently Mr. Emmerson proposes to go on in the same old way except so far as he adopts Mr. Venott's plan of restoring the flour mill bonus of fifty years ago.

The leader of the government will admit that even those who have opposed the Blair and Mitchell governments have not been disposed to deny him fair play in his new position. We have waited with patience and with hope to see whether Mr. Emmerson had anything to say that would indicate a serious intention of introducing new methods into provincial administration. Nothing comes of it. We have the same ministers and the same blemishes. Mr. Emmerson had an opportunity in forming his government to reduce the force and the cost, and to increase the efficiency. He will never have so good a chance again. But the self-satisfied way in which he and his colleagues talk shows that no such opportunity is wanted. They think that the province ought to be satisfied with the present methods, and therefore, they do not change them.

DEAD LETTER CIRCUMLOCUTION.

Some day when Mr. Mulock has time he might tackle the dead letter system. Its workings are on too large a scale for a country like ours. Recently an official letter was received at the Sun office. It came from Ottawa and announced that a letter addressed to this paper was there. The Sun was informed that the letter would be forwarded on receipt of a two cent stamp. This kind of offer was accepted. A stamp was procured and duly forwarded to the address specified. A week or more thereafter the unstamped letter came to hand, enclosed in a larger envelope. It was then discovered that the original letter was a note asking the ladies of a certain local society to attend a funeral the day after the note was written. The notice was not printed, as the funeral was over some three weeks before it reached the office by way of Mr. Mulock's premises in Parliament square. This was the important result accomplished by the transmission of two letters from St. John to Ottawa and two from Ottawa to St. John. For the transportation of these four letters more than six hundred miles, the time of the officials at St. John and Ottawa, and the expenditure of several envelopes and some other stationery, the post office department got only the two cents, which the Sun would have been willing to pay had the letter been delivered the day it was mailed. The lady forgot to stamp her letter, but it was properly addressed. One would think that the ingenuity of the post office authorities would be equal to the task of devising a system by which an unstamped letter when within a few yards of its destination could be delivered on payment of the deficit without 2,500 miles of mail transportation and the expenditure of a month of the department's valuable time. In fact it would almost seem safe to say that in view of the cost of transport, the mental toll and other wear and tear of the Ottawa staff, it must have cost nearly the whole of that two cents to collect it. We leave out of consideration the fact that the usefulness of the original letter to the writer and her associates was gone before it crossed the cantilever bridge on its first journey across the continent, and that the postage finally collected was an entirely unproductive investment. It must be that in many cases great loss or inconvenience is occasioned by these delays, and one would like to know how much of the departmental force is required to postpone so long and so successfully the date of delivery.

The Halifax government organ continues to denounce the late government for side-tracking Halifax by causing the short line railway to be constructed. Does not the Chronicle know that the short line railway was constructed? Does not the Chronicle know that the short line reduced by 100 miles the distance from Montreal to Halifax? The gain to St. John is greater than the gain to Halifax, but the line that the Chronicle condemns is of great advantage to both places. Neither Halifax nor St. John would today be a winter port for freight without the short line.

In connection with the depopulation of Port Morien it is mentioned that B. Russell, M. P., though a liberal, raised his voice against the Dominion Coal company bill. It is true that Professor Russell did speak out emphatically and clearly. Unfortunately his protest was uttered through a Toronto paper, after the measure was safely through the house. But if any one is disposed to say that Mr. Russell should have spoken earlier and so influenced the result, the defendant can point to the high example of Mr. Blake.

"Employers who take part in politics, whether they attack the government or the opposition, would be treated alike. The opposition was entitled to the same respect as the government, and the government would see that such respect was paid it." This is the statement made in the Quebec assembly by a member of the government. The words are commended to the attention of Premier Emmerson and Mr. D. G. Smith of the provincial fishery service.

THE PROHIBITION DISCUSSION.

Rev. Principal Grant has begun a series of articles in the Toronto Globe condemning prohibition and giving his reasons why the people should vote against a prohibitory law when the question is submitted next year. The question is submitted next year. The position which Dr. Grant has taken is no new one for him, nor is it fair to say that he is trying to release Sir Wilfrid Laurier from the difficulty in which he is likely to be involved if the majority of the people ask for prohibition, as they probably will. In the synod and general assembly, when prohibitory resolutions have been before the church, Dr. Grant and three or four others have voted and spoken against prohibition. He has been and no doubt is yet, a decided minority among the ministry and laity of his own church, but it is a minority that is not likely to be inarticulate while Dr. Grant is able to express himself. Dr. Grant's second letter does not

seem to add much to the weight of the argument against prohibition. He points out that the people of the United States drink a great deal more liquor per head than those of Canada, "though the United States has been the happy hunting ground of prohibition since 1855. He knows that only a small fraction of the United States is under prohibitory legislation, and that the sale of liquor is forbidden by law among a much larger percentage of the Canadian people than of the people of the republic.

There is no doubt that the people who make up the population of Canada are more temperate in their habits than the bulk of the immigrant population of the United States. The question which the people are to determine is whether they would be still more temperate if the sale of liquor were made illegal. It is a large question, and since the government is pledged to carry out the mandate of the people the subject ought to be considered by the multitude. Active temperance men and aggressive opponents of prohibition do not together comprise one-half of the voting population. The residue will have the decision in their hands.

The Newcastle Advocate, which under the control of the late Mr. Anslow was a sturdy liberal conservative paper, proposes under the new management to "take an independent course, upholding what it considers to be the right and in the interests of the country, and opposing those measures that it considers detrimental to the prosperity and advancement of the country." After all this is what the Advocate did under the management of the late editor, who was a thoroughly independent man. It is probably true, as his successor says, that he "made many bitter political foes," but he never appeared to be sorry for it, since he came honestly by them.

The Nova Scotia provincial exhibition committee has decided to cut down the prize list by twenty per cent, or \$4,000. The St. John exhibition will have to do the same if the department of agriculture does not consider that the farmers' prize list has a fair claim on the government. The citizens and the city of St. John are willing and able to provide for the other expenditures and for the greater part of this one, but they are contributing all that can reasonably be expected of them without being required to meet a deficit caused by an over generous list of prizes for farm products.

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MONCTON.

The Street Car System Closed Down for the Winter.

The Company Did Not Make Running Expenses, Hence the Result.

Another Station Master Dismissed—Conductor C. E. Thompson Killed.

MONCTON, Dec. 13.—The street cars are not running today. The management found that the single loop around the town did not furnish enough traffic to make the service a paying one, and the capital to extend the line not being forthcoming it became necessary to suspend operations for the winter at least.

Another name is to be added to the list of I. C. R. dismissals, that of Findlay McDonald, station master at Point Tupper, on the Cape Breton branch. Mr. McDonald is smart and popular. He is now studying law, and will be at liberty to use his talents against the grip government. The axe is falling in other directions. Andrew B. Richard, highhouse keeper at Fort Polly, in this county, received notice Dec. 3rd that his services would not be required after the 21st. The postmaster at Allison, in Moncton parish, has been decapitated, the office being taken away from a place where it served the people well, being within a few rods of the school, to a point two or three miles distant. It has been given to the son of a man who had been a conservative but turned grit in 1894.

Although the ground is bare here there is lots of snow a few miles north. At Jacques river last night a special freight was stuck in a drift. Con. C. C. Thompson of Moncton was killed while shunting at Sackville station this morning, at 8.15. Con. Thompson left Moncton at 5 this morning on the cannon ball freight. Cars were being shunted on the siding at Sackville, when the unfortunate man fell in the culvert, the wheel of a car passing over his neck. Death was instantaneous. The deceased was well known as a brakeman on the day freight between Moncton and Turro, and had only made a few trips as a conductor, being one of the recent promotions. He was 33 years of age and leaves a wife and two children in Moncton.

ST. STEPHEN.

W. B. Ganong to Take the Windsor Hotel—Notorious Tough Arrested.

ST. STEPHEN, Dec. 12.—Negotiations are about completed for a lease of the Windsor Hotel to W. B. Ganong, proprietor of the Cedars, a summer hotel, and now clerk at the Barker house, Fredericton. The owners had twenty-three applications for the house.

A rather notorious young Calais tough named Jed Bullock is in the lockup tonight for an assault made last spring upon Seward Hill, the veteran horseman. He broke the lock on his cell, got into the main corridor and was making a good attempt to force the outer door when discovered and put back with the bracelets on his wrists. He is also wanted in Calais on suspicion of breaking into C. P. McIntyre's store this morning, stealing a small quantity of goods and breaking the cash register in an effort to get some money.

FREDERICTON.

FREDERICTON, Dec. 13.—The funeral of the late Miss Clara Fisher, daughter of the late Hon. Chas. Fisher, took place this afternoon. The remains were conveyed to the cathedral and after service interred in Forest Hill cemetery. There were a number of beautiful floral offerings. Mr. and Mrs. Daniel Jordan have arranged their affairs here for their final removal to St. John this week, where Mr. Jordan has been practising his profession since last May.

Chief of Police Clark of St. John, who with Mrs. Clark have been here visiting their daughter, Mrs. Steeves, returned to St. John this evening. The applications for admission to the military school far exceeds the limit allowed for admission. Some time ago thirty applicants had registered. The new militia regulations will have the effect of keeping the school up to its full attendance for some time.

RECIPROCITY AGREEMENTS.

WASHINGTON, Dec. 11.—The negotiation of reciprocity arrangements and treaties under the terms of the tariff act are going on at the state department, under the direction of Special Commissioner Kasson, with as much speed as the complicated nature of the subjects treated warrants. The initial steps have been taken for arrangements with a number of countries, but none of them has as yet been completed. The French negotiations have come to a stop for the time being, owing to the change in the embassy here.

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ACROSS THE BAY.

After the Violators of the Scott Act—Movements of Vessels.

DIGBY, Dec. 11.—Business in Scott act circles continues brisk. On Tuesday, 7th inst., the case against Chas. S. Trask was dismissed, there being no evidence of a sale or keeping for sale. On Wednesday papers in two more cases were served on C. A. Jordan, to be tried on the 13th inst.

This morning the double topmast schooner Edward Blake arrived from Sydney, C. B., with 150 tons soft coal for B. VanBlarcom. There also arrived this morning the schooner Mary E. Whorf, Capt. McKay, with 340 bushels potatoes for D. & O. Sproul. On Wednesday the fishing schooner Parnell O'Hara, Capt. Wm. Snow, arrived in port with 65,000 pounds of fish, consisting of haddock, cod and halibut, having only been five days out.

The new boiler for the electric light station has been put in, and the town is once more enjoying the electric light.

RICHIBUCTO.

Lecture by Rev. E. O. Taylor—Mild Weather Interferes With the Smelt Business.

BATHURST, Dec. 11.—Rev. E. O. Taylor of Chicago delivered two of his interesting lectures in the Temperance hall this week to large audiences.

Frank Sayre, son of C. J. Sayre, arrived home last evening from British Columbia, where he has been for the past seven years.

The mild weather prevailing for several days has greatly interfered with the smelt fishing business. Three carloads were shipped this week.

Sheriff Lyster is of the opinion that the three tramps now in jail for assaulting Conductor P. B. Helms are the same lot that were put in for a night here last winter. At that time there were four in the party, which corresponds with the number which attacked Conductor Helms, one having escaped arrest at Amherst.

DURANT'S CASE.

SAN FRANCISCO, Dec. 13.—Upon motion of District Attorney Barnes, W. H. T. Durant, the murderer of Blanche Lamont and Minnie Williams, was today ordered by Judge Bahr to appear for sentence on Wednesday morning.

LETTERS FROM THE PEOPLE.

To the Editor of the Sun: Sir—I notice by posters for tenders that a change for carrying Her Majesty's mails by Central railroad will be made on February 1st, 1898, and I also notice that some sections of the country are to be more liberally dealt with than other portions, while a section is entirely cut off where there has been a mail carried for the last fifty years, namely, from Starkey's P. O. to Cole's Island. This is an old settled country, and the people are generally as intelligent and industrious as in any district of the same size and population.

A daily mail is proposed from Young's Cove Road station to Cole's Island, a distance of about three and a half miles, and all of that distance excepting one half mile is in its primeval state, with no inhabitants excepting two or three families, and they within the half mile. The distance from Cody's where the other distributing office is to be, to Cole's Island, will not exceed more than one mile by land and by winter road nearly or quite equal to the former route. The new arrangement from Cody's to Cambridge P. O., W. H. White, P. M., gives a daily mail.

From Young's Cove down the Grand Lake to Upper James there is to be a daily mail, driven by two horses, and accommodation for four passengers, while from Cody's to Starkey's, where there has been five mails per week for the last twenty-five years—namely, two via Apobaki and three via Narrows—is cut down to three per week, and from thence to Cole's Island is entirely cut off. And for what reason? The powers that be apparently do not consider the people from Cody's to Cole's Island as intelligent or worthy of an equal share of the benefits of a daily mail as the above mentioned districts.

It has generally been considered that the people who reside in the district from Cody's to Cole's Island are as industrious and the section as good a country as from Cody's to Cambridge, or from Young's Cove Road to Cole's Island.

Yours, Johnston, Queens Co., Dec. 11th.

A NEW ENVELOPE.

An envelope for carrying merchandise through the mails is so constructed with the veritable flap and a sufficient strip attached to the closing flap that the inside of the envelope may become the outside and the same envelope used to return the merchandise in the same manner in which it was forwarded.

CITY NEWS.

The Chief Executive Week in St. John.

Together With from Correspondent Exchange.

When ordering the WEEKLY SUN to be sent to you, please give the NAME of the person to whom the paper is to be sent, and the address of the office to which it is sent. Remember! The Office must be sure to ensure prompt completion.

NOTICE TO CORRESPONDENTS.

Persons who can during the present season in reading the paper's advertisement.

Mrs. James Hines in the city Thursday evening, to seek a husband, on the ground.

The causes of death board of health ending December 11: enteritis, 1; meningitis, 1; typhoid fever, 1; epileptic fits, 1.

On Thursday evening, Dr. Fraser, of church, Kingston, with a handsome fur coat, to match by the benefit of the congregation.

At a meeting of the agricultural society, evening it was decided that the proper factory in this city, factory.

Harry Lascelles of formerly a brakeman had both his feet for ten days ago while trains near Leod cells is a son of J. who resides in St. John.

Miss Louise Threlkeld, Provincial Secretary, Chatham, is a guest at the Victoria Hotel. Next week Mr. Threlkeld will be in the city.

The death occurred yesterday, Queens County, of Mrs. Thomas Kerr, 78 years of age, a widow, at the age of 78. The funeral will be on Monday.

Charles G. Canning and J. W. Canning, of York, of Parrishboro, will play as a pack boro and St. John.

Miss Louise McCullough, Postmaster McCullough, this morning on the York, en route to will work as a mail driver for Nova Scotia, leave of absence—Dec. 1.

D. Mackay, conductor and Sloane, adrian Pacific, will be with work as a mail driver for Nova Scotia, leave of absence—Dec. 1.

Samuel Masten of county, was brought some days ago suffering from a fall, which he was found near, taken to hospital.

Steamer Wilfred, Yarmouth on Nov. 10th, 80 feet and 9 feet depth of water, sprung a leak. She is owned by the Yarmouth and St. John's Island and Cape Sable.

Say the Frederick Allen is driving a horse. This fact of the Kentucky by John McColl, a tleman to E. L. Mr. Allen has still and will step him speedy brush.

The death occurred at Sumner, well known in the McFarlane was a city, but did not until Mr. McColl's death was above of age and highly.

The Education member contains of great interest supplement of the music. It has a \$500 in scholarship for sample copy. al Review, St. John.

Judge Forbes held a trial of Captain Queen and dismissed conviction of a Forbes holds that was in no way of liquor on the Dunn was count.