

ST. JOHN, N. B., DECEMBER 8, 1897 LOCAL AND THROUGH TRAFFIC.

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The people who are served by the

Intercolonial railway will do well to keep their attention directed to the policy of the government in respect to that line. The chief usefulness of the government road is not for the conveyance of goods between Western Camada and the Camadian sea. board. There are other shorter and more direct routes for this trade. The Intercolonial is convenient as an alternative through route, but its best service is in other directions.

A large number of the people of Canada live along the lines of the government railway. Many important towns are supplied by this route. Important centres of production and distribution are dependent for transport, on the Intercolonial system. The part of the Intercolonial between St. John and Halifax is included in the shortest route from the west to the latter city, but of the remainder of the line it may be said that its main purpose is to accommodate the towns and country places along the route.

While there are various ways of reaching the Canadian sea board from the west, there is only one way of reaching most inland places in Eastern Canada. In more than a score of counties it is a matter of greater concern that the local service on the government road should be good, and the local freight rates reasonable, than that the Intercolonial should divert export traffic from the shorter Canadian Pacific route and carry it without profit.

The exporter in Ontario or the west is able to protect himself. He can choose his own railway. But the local shipper of lumber or farm produce, the purchaser of supplies for his villarge store for his own use, has no choice. He has usually but one rallway and must pay what is ordered. It may be a fine spectacle for the peo-ple along the line to see through trains rush by, trying to cover 740 miles while a train on a competing line makes 180. But the New Brunswicker will naturally take an interest in the trains that stop at his town and give him a chance.

The Intercolonial has always given better local accommodation and lower local freight rates than any other Canadian line in similar circu The trunk roads, which have to cut rates on through business, and which netition to make are doreed by competition to make splendid provision for through travel, usually get all they can out of the local and short distance traffic. In

News correspon malled in time to not later than Sat to ensure insertion SUN of the followi

Carleton, is being r remetal. The ship new foremast and

her musical studies.

land, talk strongl creamery that will people of Rockley, View, Centreville, E

The directors of Brunswick, at their this morning, declar dividend of six per the tenth of January

Artihery efficiency pared show No. 1 con town, leads this year and No. 1 company, 1 with 250. No. 2, third with 242, and

A. Bowman, who with Howard N. S

s the rai Iway has a mo poly, and there it looks for big profits. The Intercolonial has not been obliged to pay dividends. As a public stitution, it has responded more readily to the demands of the districts that it served than a private road would do. It has given more and better local trains, stopping at smaller places, and carrying freight at lower rates than the company roads. The management has been enabled to do this by the fact that it was not wasting its emergies trying to work up an unnatural business.

But now Mr. Balir is sta in a new way. He is ambitious to be a great railway magnate. He has extended his operations by purchasing at double value one road, and acquiring running rights on another. He and Mr. Tarte have now a much bigger project on hand, reaching to Georgian Bay. They are annihilating distance. They are distributing millions. They are transferring the trafflic management to Montreal. They ing off the men who understand the management of the freight and passenger business in the maritime provinces. Everything is to be subordinated to the great schemes, of which two are partially understood by the public, while others are becoming dimly visible above the horizon.

In the close competition of long railways with short ones, the long line is liable to lose money on the through trade. The danger is that the Mon-treal management may try to make up the loss by sqeezing the local traffic.

MR. DMMERSON'S GREAT DAY.

(From Daily Sun, December 3.) The leader of the provincial govern ment has been banquetted in a most acceptable manner, and has made ac gment in a speech which suited his friends and is not unsatisfac tory to his opponents. One of the proat organs has remarked that the offer of this dinner indicates a desire on the part of the town to be in harmony with the administration. So far as St. John was ed at the banquet this is bably true. But inasmuch as these s, with the notable exc tion of Mr. McKeown, have siwe been in harmony with the Blair and Mitchell ministers, the event, though it may indicate a change of sentin that is striking as far as it goes, do not imply a sweeping revulsion of public opinion.

Considering that he was speaking are battling with the baser form of

ration without adhering to its platform; to be progressive without being extravagant; to consider the country without neglecting the town, and do graph. everal other things without doing omething else. These are generalities. In particular the programme is not large. It hints at indefinite im-

igration work and vaguely suggests nce to the pork packing try. The one entirely new feature, or r the one new birth of a very New Brunswick policy, to the encouragement growth of wheat. Mr. the thinks that the province

should grow more than 200,000 bushels and that more would be rown if the farmers had a get it well ground near home. His proposition is that the government all give a bonus to flour mills

necessary a bounty to farmers who hall grow enough to make five bar-els of flour. No doubt Mr. Emmeron has taken counsel on these mat ers with his minister of agricultur and has good reason for the conclu-sion that the farmers would do better to raise their own bread at average ces than to raise other crops buy bread. The subject of br will bear discussion, and for the pres ent it brings us back to the congratu ons due the premier on the succes of his

MR. HAWKE AND THE OPPOR-

TUNISTS.

In the little disagreement that is oing on between the Moncton Trancript and the opportunist press, the franscript is accused of having an ye mainly to government printing. The Transcript, when in opposition was in the habit of reflecting on certain stalwart liberal conservative papers as "the subsidized press." The journals which the Transcript so de-

scribed were papers which had not changed sides and had steadily adrocated the same principles whether their party had patronage or not. They were in the same position as the Transcript, accepting printing from the Intercolonial railway as well as from other railways, and discuss ing public matters with perfect independence. If the Transcript is now misjudged by the opportunist press, and we believe it is, it is judged by Its own standards. The Sun does not charge that the Transcript supports the government by reason of govern ment printing, or that its chief grievance is the small amount of subsidy That charge is made by its own com-

rades, who are giving the Transcrip are it meted to others. So far as Mr. Hawke and his paper

day after the Deptford election, gave an account of the proceedings, from which we take the following para

graph. A gentleman who had come all the way from Cambridge to vote discovered on reach-ing the polling place that someone had been there before him. There was a very large proportion of removed voters on the regis-ter. This fact, in conjunction with the dir-cumstance of the heavy poll, set experienced electioneers thinking thoughts, and dark stories were floating about as to a possible way in which some of the more zealous vol-unteer helpers had been employing their time. It was certain that a very large percentago of the people whose names were still on the register, but had long ago left the con-stituency, and whose faces were fosyotien, her which whose faces were fosyotien, itiluency, and whose faces were forspotten, ad the public spirit to turn up and vote. Chara were even hints of dead voters hav-ag exercised their franchise. But dead votexercised their tell no tales.

Mr. McKeown was understood to say at the Emmerson banquet that St. John went against the provincial government in 1890 and at subsequent elections on account of some local dis. agreement, which he and the city have now forgotten. But those eighteen charges of corruption and rime which Mr. McKeown made against Mr. Blair and his colleagues, and which Mr. McKeown carried to the lieutenant governor, were not all

local. Have these allegations of contract selling, public plunder and blackmail escaped through some of the numerous apertures in Mr. Mc-Keown's memory?

Sir Thomas Elder of South Australia left over \$750.000 to charities in his own city of Adelaide. These bequests included \$125,000 to the picture gallery. \$125,000 to a workman's home, \$325,000 to the various schools of the university of Adelaide, \$50,000 to other schools, with a dozen bequests of \$5,-000 to \$20,000 to hospitals, missions and other charities.

A weekly paper in Mumfreesboro, ee, has uttered a protest which has attracted attention as far as New York and which is continental in its application. The Tennessee man

We let our timber rot and buy fer We throw away our ashes and buy rencing. We throw away our ashes and proase and buy soap; we raise dogs and buy hogs; we raise weads and buy vegetables; we catch five-cent fish with \$4 rods; we build school houses and sand our children off to be edu-outed, and, lastly, we send our hoys out with a \$40 gun and a \$10 dog to hunt 10-cent birds

The town of Campbellton is expro-

riating the water works that supply the town and is preparing to acquire an electric light plant. Parrsboro has voted money for electric light and will control its own water systems,

stood that Mr. Pick, the assistant general freight agent, has been informed that his office is abolished and the same is true, it is believed of the assistant general pas sent, Mr. Price. The former general agents here are virtually reduced to the position of assistants, with Mr. Harriss as chief. There are evidences in the offices that a good deal of the work formerly done here will in fu-ture be done in Montreal, and there much uncertainty among the clerks whether they are to be dismissed, reduced in the ranks, transfer red to other departments here, o sent to Montreal. The Times is able to say on what it belives to be good authority that the work of the fre agent's office, the passenger agent's office and the audit office will in future be conducted in Montreal. There are about 50 clerks in these three offices, which virtually cover the entire raffic and business of the road. The removal of these offices in whole or part from Moncton is a serious matter, but it does not appear that any person in authority is taking any ps to protest against the injustice. It is unlikely that very much will be known definitely as to the disposal of the clerks until the great Mr. Harriss comies down from Montreal, which will not likely be until about the mid dle of the month. A good many ru-mors in regard to different clerks and mors in regard to dimerent clerks while officials are in circulation, and while some of these loubtless have more or less foundation, they are after all conjectures based on the little that is really known. Some of those like ly to be affected are making effort. to be anected are making efforts to secure other positions in the offi-ces here. Mr. Pick, whose office is abolished, is one of the oldest officials in the service, and in many cases, should removal to Montreal be decided upon, the hardship will be almost as great as dismissal, especially in the case of those who have secured

omes for themselves, partly paid for, A Moncton despatch to the Halifax Chronicle says: As a consequence the appointment of Mr. Harriss the virtual reduction of Messrs. Wal-lace and Lyons to assistant freight lace and Lyons to assistant freight and passenger agents, though they nominally retain all the title, G. C. Pilok's office and that of H. Price, as-sistants in their departments, have

We Have Secured the Use a unquestionably the ablest busi-man in America, and is an ac-authority on educational and and best, and is entirely urdities of other His system is the latest tirely free from the surdities of other systems have been using this sy weeks, and teachers and lighted with it. system in use. We for several

Now is the time Busines to enter. Business and Short-hand Catalogues to any address.

icts, and a meeting of the committee was called for last night to consider the propriety of disbanding. There was a good attendarce, but C. W. Robinson, the defeated liberal candi-date, though such action would be hasty, and in deference to his wishes iction was postponed.

Father Arseneault, musical director t St. Joseph's college, has received nformation of the serious illness of his father, Senator Arseneault, of Abram's Village, P. E. Island. Fred Thibideau was fined \$50 and costs yesterday for vialotion of the ence. cott Act. D. McCleave's case was lismissed, and new cases were start ed against F. Thibideau and Theo LeBlanc. Seven new and adjourned asts come up tomorrow.

matter

The Order of Railway Conductors discussed the regulation in regard to the changing of the runs, and though it is understood to have been pratty generally condemned, it was lecided, in view of the assurance given that the change is merely tem-porary, not to take any immediate action.

P. S. Archibald, late chief engineer of the I. C. R., has been appointed one of the arbitrators in the in dispute between the town of Trun and the water works contractors. Mr. Archibald will act for the town. Engine Driver John McDonald, who was instantly killed at Stellarton, N. S., yesterday, while superintending inting in the yard, formerly ome sh run out of Moncton. He was in the act of crossing the track in front of some moving coal cars when the ac ident happened. He was struck and knocked down, the wheels passing ead from his body.

WEDDING AT NORTH HEAT.

A very pretty wedding was cele brated at North Head, Grand Man-an, on Wednesday evening, Dec. 1st. in the Reformed Baptist church, when Agnes Deizel, daughter of Geo. Delzel, keeper of the Swallow Tail fithouse, was united in marriage The ceremony was performed by H. H. Cosman. The bridesmalds were Miss 14. Whelpley and Miss Lora Thomas, sister of the groun. The groom was supported by Ernest Del-zel and George Scott. Mrs. James Gaptill presided at the organ and the choir rendered appropriate music. The church was crowded with spec-Thomas, sister of the groom.

The church was crowded with spec-tators, friends and relatives of the arties. The interior was beautifuldecorated, an arch being placed in front of the pulpit of evergreen sprinkled, while large and beautiful quets were placed on either side of the officiating clergyman. After

the ceremony a large number of reatives of the contracting parties sa down to a supper at the home of the bride's father

"Isn't this disagreeable weather?" "Yes; it needs cooking." "Why, what do mean by such an expression?" "It S. Kerr & Son is simply raw."-Norristown Herald.

was in the Episcopal cathedral (?) in that city when he accepted a call from Trinity church seven years ago.

WALSH SENTENCED. (See page ten for full account. John Walsh, who was convicted on Saturday afternoon of ma

was sentenced Monday morning by Was sentenced monary morning by Judge McLeod to seven years im-prisonment in Dorchester peniten-tiary. A large number of persons as-sembled in court to hear the sent-

The police report that a fence in front of a vacant lot on St. Andrews street has been blown down and that the premises are dangerous.

MIXEDFEEDS Chicago Mash, Barley Mash, Barley Oats and Peas Mash. Hominy Feed, etc. AT PRICES LOW. TO

WANTED.

ignest wages. Apply otel, St. John, N. B.

JAMES COLLINS. - - 210 UNION ST. ST. JOHN, N. B.

WANTED -A Cook, sise two Kitchen Girls. 1228

TEACHER WANTED in the superior school district No. 1, parish of Grand Ma-pan, to take charge at the sommencement of ersuing term. Must have the best of re-ferences. EDMUND DAGGETT, Secretary of Trustees.

WANTED-A Third Class Female Teacher in No. 3 dustries, to begin first of next term Apply, stating schary (poor district) to JOHN M BRADSHAW, Secretary of Trustees, St Mastins, St. John Ca. 1510

ness is be r than for AGENTS-Book business is better than for years past, also have better and faster sell-ing books. Agents clearing from \$10.00 to \$40.00 weekly. A few leaders are: "Queen Victoria," "Life of Mr. Gladstone," My Mo-ther's Bible Stories," "Progressive Speaker," "Klondike Gold Fields," "Woman," "Gimp-ses of the Unseen," "Breakfast, Dinner and Supper," "Canada : An Encyclopeedia." Books on time. Outfits from to carwarsers. Supper," "Canada : An Encyclopsedia." Books on time. Outfits free to canvassers THE BRADLEY-GARRETSON CO., Limit

WANTED .- A Second-Class Female Teacher to take charge of a school next term in District No. 7, Bright and Peel, Carleton County. Answer, stating salary. Address Mount Pleas ant, Carleton County, N. B. SAMUEL LEWIS, Secretary. Mount Pleas

WANTED.-A Second or Third Class Female Teacher, to take charge of Centreton school, No. 9 District, Centreton, Kings County, to commence he first of the coming term. Apply, stating salary, to GEO. E. HENDER-SON, Secretary, Centreton, Kings County, N. B.

6,000,000 feet were hes his men in the season's out.-Hart It is understood

on the building be ple's Light and Hea stroyed Thurs amounted to \$10,000 of the Gaurdian the adjuster of the Co., left for Ha The death occur Kings Co., Nov. 29th

at the advanced age Brindage was the A. Belyes of this Slipp of Lower Woo daughter of the des A son lives in Carl another son and dau -Fredericton Gleane Wm. Thomson &

with Russell & Co. for the construction similar to the Cherry Arbela (now building launched in April or mensions will be as of keel, 325 feet; bry feet; depth of hold. feet; depth of hold She will be called vessel will be the f to the Messrsr. The

The C. P. R. has Pherson of Grand Globe, \$1,000 and co. of his claim for dar Pherson, it will be driving a double te street some mont ming C. P. R. 1 him, killing both the wagon and Pherson. He was some time. His s

McKeown.

A quiet wedding cember 1st, at the Tapley, Holly street, ter, Miss Retta Tap in marriage to Geor W. H. Thorne & Co Rev. R. Mathers so riage in the presen tives of the bride as Mrs. McDonald left train for Boston an their return they w

On Tuesday, Nov. of the Ancient On

was instituted at I

A. Herd, district

new court is name

organizer for New

will meet in the Ma

second Wednesday

8 o'clock, p. m. T cers were elected a

G. Hall, C. R.; Ho R.; E. Bennett

Harry M. Blair, S. J. W.; J. F. Atkins Mullin, M. D., med

las avenue.