

THE EVENING GAZETTE

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ST. JOHN, N. B., WEDNESDAY, APRIL 10, 1889.

Owing to the large increase in our subscribers within the past few months we have been obliged to send our carriers, and to alter the boundaries of the carriers districts. Subscribers falling to receive their papers regularly will please give notice at this office, so that the mistake may be rectified.

IS THE UNION BILL TO BE THROWN OVER?

The Monday evening in the Portland City Council, A.M. Comors of the Fifth ward, who was one of the most active members of the union, declared very positively that the Act, containing the Mayors and Aldermen of St. John and Portland in office would be repealed by the Legislature, the plain meaning of this announcement being that the Union bill, which has been prepared with much infinite labor, and for the consideration of which the Attorney-General has been holding the Legislature in to be known over until next session and perhaps deferred to the next session, is to be thrown overboard.

THE HARVEY-SALISBURY LINE.

We are well pleased to see our esteemed contemporary, the Sun, following the lead of the Gazette, in commencing the proposal to build the railway from Harvey to Salisbury as a government work, and to make the Fredericton bridge, while no similar provision is made with regard to the railway from Harvey to Salisbury. The Sun very properly points out that the government, in asking Parliament for \$2,000,000 to build this road, is assuming a much larger obligation than the \$80,000 a year for twenty years, which was originally set apart for this portion of the Short Line. The force of this objection is further strengthened by the fact that the \$2,000,000 will not be sufficient for the work, and that \$3,000,000 or even a larger sum will be needed for the construction of the bridge. But the real point of the matter is not the amount of the principal involved. If the contract made between the government and the Canadian Pacific Company required the latter to build this portion of the line this contract should be enforced. But if it is not to be enforced, it is not the business of the government to make the whole matter a government affair.

NOTE AND COMMENT.

Proposer Welton's bill, which has for its object the handing over to the United States of certain criminals from this country who may seek refuge in Canada is not likely to pass this session, unless made a government bill. But there is no reason why the government of Canada should adopt this bill. If the Yankees want their "booties" and defilers returned to them, let them agree to an extradition treaty covering such cases. It is only a few weeks since such a treaty was rejected by the U.S. Senate, and yet the proposer Welton with ultra officiousness proposes to try this country to the expense of paying and returning to the own country every Yankee defaulter who skips to this side of the line. The only thing he seems to have gained by his display of virtue is the publication for

machinery complete and all of the most modern class, will cost, it is estimated about \$150,000. Such a refinery as it is proposed to erect will do a business of about \$2,000,000 annually, and furnish employment to a very large number of people.

That St. John is the best place in Canada for a sugar refinery cannot be doubted. There are already two such refineries in the Maritime Provinces, one at Halifax, the other at Moncton and both pay handsomely, but neither is so advantageously situated as a refinery in St. John would be. The sea voyage from the West Indies to Halifax is precisely the same as to St. John, and the raw material can be landed at one place as cheaply as at the other. But here the equality ceases. St. John can obtain its fuel from the Springhill, Joggins or Grand Lake mines much more cheaply than Halifax can bring coal from Cape Breton or Pictou. Again for the Upper Province trade St. John has the advantage over Halifax of 27 miles in the land carriage of the refined article, and the same advantage holds good whether Quebec, Montreal or Toronto is the objective point. St. John can also command the whole sugar business of western Nova Scotia from Annapolis to Cape Sable, and it can meet the Halifax article on more than equal terms at Annapolis. The Moncton refinery labors under the disadvantage of having to carry its raw material 80 miles if landed at St. John or 188 miles if landed at Halifax. Its coal must all be carried by rail from Springhill, a distance of 71 miles or from Joggins a distance of about 70 miles, so that the average price of coal is raised to the upper provinces has to be carried 80 miles farther than the refined sugar at St. John. The only points which have this advantage are the cities of Moncton and Pictou. The only points which have this advantage are the cities of Moncton and Pictou.

and wide in the American press, of a statement that the bill was introduced for the purpose of black mailing the Yankee "booties" now in Canada to the extent of \$100,000 or more. Such is the American idea of virtuous legislation.

The Right Honourable William Henry Smith, the rich stationer of London, is to be made a peer of the realm, and his son and grandson will be hereditary legislators, unless the British constitution, which in the meantime, he changed. His title has not been announced, but we must be well satisfied to his own name, and thus achieve the distinction of being the first Baron Smith. The Smiths are a numerous family but they have not often achieved a peerage. The Rev. Sydney Smith said that his family had no coat-of-arms, but always sealed their letters with their thumb. The Earl of Derby's family name is Smith-Stanley, showing the presence of a Smith in the family tree, somewhere, and the family name of the Duke of Northumberland is really Smythe, which is Smith with a pretentious end, although we observe that the name Percy has been recently restored. The name of the Duke of Devonshire, however, is not a Smith in the peerage.

Mr. Haggart's bill to amend the postal rates has been altered in some of its features, but as passed yesterday in committee is still a very unsatisfactory measure. Under it, in cities where there is a free delivery, the rates on drop letters to be two cents instead of one as heretofore. The rate on photographs and pictures manufactured in the United Kingdom and there is to be a compulsory registration of letters before they are sent to the post office. The bill, instead of being a measure to reduce postage is likely to increase it. There are also amendments which would be every single letter that exceeds half an ounce in weight.

The people of the county of Westmorland have contrived to get about a dozen newspapers for a century or more, and now they are likely to have two. The new paper is to be called the "Westmorland Herald" and is to be published in the town of Appleton. The paper to be called the "Herald" unless the name of the proprietor be changed. The paper to be called the "Herald" unless the name of the proprietor be changed. The paper to be called the "Herald" unless the name of the proprietor be changed.

CAPITAL NOTES.

What was done in Parliament yesterday, Ottawa, April 9.—Hon. Mr. Tupper introduced a bill to amend the Fisheries Act, which prohibits netting for salmon in tidal waters, and Mr. Mitchell introduced a bill to amend the Fisheries Act, which prohibits netting for salmon in tidal waters, and Mr. Mitchell introduced a bill to amend the Fisheries Act, which prohibits netting for salmon in tidal waters.

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