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is published every evening (Sunday excepted) at No. 21 Canterbury street, by

JOHN A. BOWES,

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THE EVENING GAZETTE will be delivered to any part of the City of St. John by Carriers on the following terms:

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SIX MONTHS	2.00
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ST. JOHN, N. B., THURSDAY, April 16, 1891.

For the Latest Telegraphic News look on the First Page.

REDISTRIBUTION NEEDED.

Before the next session of the Legislature is held the result of the Dominion census now being taken will have been published and the exact population of each county in New Brunswick will be known. It will then be in order for the government to introduce a bill for the purpose of changing the representation of the province so as to bring it in harmony with the principle of representation by population as near as is possible. This will be the more necessary because to the abolition of Legislative Council and inorder that all interests and classes may be properly represented. At present the system of representation is absurd and out of date. Sunbury, an unprogressive county with an agricultural population which does not increase has as many representatives as Carleton, an eminently prosperous and rapidly growing county with four times its population. Restigouche, another sparsely settled county, has as many representatives as either Kent or Gloucester, each of which has three times its population. Westmorland which has next to St. John the largest population of any county in the province and with great and varied interests, has only the same number of representatives as Charlotte or Northumberland with less than three-fifths its population. Why should the county of Kings which has 25,617 inhabitants at the last census have only three members while Charlotte with 26,087 and Northumberland with 25,109 people have each four representatives? These are anomalies which render the present representation of the province an absurdity and make a readjustment absolutely necessary as soon as the results of the census are known. The GAZETTE is of the opinion that when this readjustment is made the wrong which has been done the city of St. John by giving the rural parishes two members will be rectified. No doubt the better plan of readjustment would be to divide the several counties into ridings each sending one member to the House of Assembly. Under this system fewer weak men could get into the Legislature and local interests would be better attended to than at present.

DEVELOP OUR HOME COUNTRY.

The growth and development of the country in the vicinity of St. John ought to be an object of interest to every inhabitant of this city. While we may approve of the building of railways in the far north for the purpose of opening up fine tracts of territory in that remote region, we should be much more concerned to see the region about St. John settled far more thickly than it is at present. It is quite true that much of the country in the vicinity of St. John is rocky and unfit for profitable agricultural operations, but mixed with it there is also much good land of special value for the purposes of the dairy. To a large extent the advantages which this land possesses by reason of its nearness to the city have been lost by the badness of the roads and the uncertain means of communication. We are glad to see that the railway subsidy act, which has become law today, will if proper advantage is taken of its provisions, do much to improve communication with good tracts of country near St. John which ought to be settled by a good farming population. The railway from this city to Barnesville, which it is proposed to build, will extend for 23 miles through the country to the eastward of us and ought to double the population of that district in a short time. It passes through a district beautifully diversified with lakes and much of the land which it touches is very good. It will be the favorite seat of the suburban residences of our citizens at no distant date. The Barnesville Railway will reduce the distance to St. Martins but we believe that at some future period it will be found advantagous to continue this road from Barnesville eastward through Kings and Albert counties to the line of the Albert Railway. Such a railway would open up large tracts of good country, now very sparsely settled, and would also bring large areas of good lumber land within easy reach of St. John. The proposed railway from Westfield to Gagetown will also be of great importance to this city. The country through which it will pass is for the most part well settled, but it does not grow in population, because for six months of the year the only means of bringing its products to St. John is on the ice of the river, a risky and uncertain method. In the summer this district would be dotted with the summer residences of city people if it had a railway but it has few visitors now because of the difficulty which business men experience in reaching it by the river steamers. A railway would also add largely to the permanent population, for although some of the land is light, it is all fairly productive and everything it produces will find a ready market here. We mention these two lines merely as illustrations of what may be done to aid the interests of this city by increasing its means of communication with outlying districts now unpeopled for want of railway communication or even good roads. A glance at a map of St. John, Kings and Charlotte counties will show what vast area of land within a moderate distance of St. John are now lying waste and likely to continue in this condition unless an effort is made to settle them. We respectfully suggest to the six representatives for the city and county of St. John that they will find in this subject a better means of advancing the interests of this city than any other plan they could adopt. Which of the six will take a lead in this truly important matter?

THEY COME HITHER.

While the columns of the grit newspapers bristle with exodus paragraphs, the significance of which is simply that a certain number of our young men and women are led by a spirit of adventure or curiosity to the states, from time to time, but of whose return to the land of their birth they are careful to make no mention, it is gratifying to observe that into Manitoba and the North-west country bona fide immigrants are pouring rapidly and the records of the past three months show that their number is three times as great as during the same period last year. Quite as many of these are from Dakota, Kansas and other states as from Eastern Canada and abroad. The west has reason to congratulate itself upon the influx of such settlers. They are of our own blood: not the scum of foreign populations, brimful of revolutionary and anarchial ideas, such, as when they become a little more numerous and stronger, threaten to overthrow the cherished institutions of the founders of the republic, but the descendents of its fathers, who find our institutions quite as free as their own, our prospects more promising for the agriculturist and tradesman, and the dangers of disruption by conflicts of creeds or nationalities comparatively insignificant. We are glad that men and women of such stock are coming into Canada to make its waste places blossom like the rose rather than that they should be made more desolate by the outlaws who make life a terror in New Orleans, Baltimore, the coal regions of Pennsylvania, and New York, and by whom cultured Massachusetts has been threatened already, if not disgraced. Canada wants no aided immigration; it wants men and women who are capable of appreciating its advantages; who are willing to abide by its laws; who will identify themselves with its prosperity, and recognize in its advancement the well-being and advancement of themselves and those who shall follow them.

NOTE AND COMMENT.

The Legislature was prorogued to-day. The list of bills passed will be found elsewhere in our columns. The chief legislative achievment of the session has been the act abolishing the Legislative Council which will end the career of that useless body in due course, although not so early as the people of New Brunswick desire.

The financial position of the province of Nova Scotia does not seem to be very satisfactory. The Halifax Herald says that even on the provincial secretary's own showing there was a deficit of $45,559 last year on ordinary revenue account; and in addition the provincial debt was increased over $408,000 at least. The real debt and liabilities of the province are not made clear on the face of the returns, but a gross debt of $2,642,518 is admitted.

The House of Assembly yesterday very properly refused to pass Dr. Stockton's bill to exempt the St. John Law society from civic taxation. We cannot understand why such a measure should have been put forward at all. The Law Society is supported by the contributions of the lawyers of St. John who cannot practice their profession in the city unless they pay into its funds the sum of $10 a year. This society is therefore not a proper object of charity, but has an assured income and will have an assured income as long as there are lawyers in this city.

The Messenger and Visitor, calls attention to the vacant Senatorship for Nova Scotia, and asks that a Baptist be appointed to the vacancy. It says:—

It is proper to note the fact that no member of our denomination in these provinces holds a place in the Senate. Formerly we had two representatives, but for years we have had none. With over 40,000 members and representing more than a hundred thousand of the population, it is not obvious to us why the Baptists should not have a representative in the second chamber. If all religious considerations were ignored in making appointments, we might allow the subject to rest without mention. But it appears to be generally understood that religious applications are not ignored in these cases, and if this be the fact, it is the duty of our people to urge their just claims, and to see that something like justice is done.

There is likewise a vacancy in the Senate for New Brunswick. Why does not the Messenger and Visitor enter a claim for the appointment of a Baptist to that vacancy also?

Mr. Charles E. Knapp of Dorchester, is lecturing the clergy on the error of their ways in entering into speculations for the purpose of making money. His letler which appears in the Messenger and Visitor, may have no reference to the recent building society disclosures nevertheless the following paragraph from it is worth quoting:—

Observations extending over thirty years have convinced me that when a minister of the gospel enters the area of trade and traffic he too often places his Christian reputation on its altar, and comes out bankrupt in character and capital. I have seen a minister within the four walls of a jail repenting at leisure his vain attempt to make money in a secular occupation, and compelled to seek an insolvent confined debtor's court to procure his enlargement from durance vile. I have known a minister have to leave the country between two days, well knowing that if he waited for the coming Monday the sheriff or his deputy would become too intimate an acquantance. I have the history of a minister who had accumulated a large fortune, stripped of it in a few months by unfortunate speculations, and his last hours darkened by the cloud of indebtedness that shadowed his death bed. These men, before they listened to the Syren song, "there are more than ordinary gains for you in these speculations," were able ministers of the gospel, respected by high and low, and it is my belief that after their bitter repentance the spirit of each took its flight from the poverty that surrounded it to rest in the bosom of a forgiving Saviour. I could mention many ministers who in their old age are regretting the hundreds, in some cases, the thousands they have lost by placing them where they expected they would produce a rich harvest of dollars.

LIST OF BILLS

Assented to by Lieutenant Governor Tilley.

An act to amend the highway act of 1866.

A bill in amendment of an act to amend chap. 99 of consolidated statutes of municipalities.

An act to prevent and punish wrongs to children.

An act to explain the act of assembly, 53rd Vic. chap. 5 intituled an act in amendment of chap. 5 of the consolidated statutes controverted elections.

Those which were passed are as follows:—

An act to provide for the repairs and improvements of roads and bridges and other public works and services.

An act to provide for defraying certain expenses of the civil government of the provinces.

An act in further amendment of chap. 65 of the consolidated statutes of schools so far as relates to the city of Fredericton.

An act to authorize the municipality of the county of Restigouche to issue debentures for the purpose of building a new jail.

An act respecting St. Paul's Presbyterian church, of Woodstock.

An act intituled an act to enable the trustees of St. David's church, St. John, to issue debentures on the security of their corporate property in the said city of St. John.

An act to amend an act to incorporate the Keystone Fire Insurance Company of St. John, and to increase the capital stock thereof.

An act to authorize the county council of the municipality of Gloucester to exempt creameries and cheese factories from taxation.

An act to authorize the common council of the city of St. John to grant exemption from civic taxation in certain cases.

An act to amend 52nd Victoria, chapter 44, intituled, An act to authorize the county council of the municipality of York to assess in aid of Victoria Hospital, in the city of Fredericton.

An act to authorize the county council of the municipality of York to issue debentures to take up other debentures.

An act in amendment of chapter 37 of the consolidated statutes, relating to proceedings and practice in the supreme court.

An act relating to mines and minerals.

An act to authorize a loan to meet the cost of importation of cattle and sheep.

An act to continue and amend an act to incorporate the Chamcook Water Company.

An act to incorporate the Church of the Messiah, in the city of St. John.

An act respecting the office of Queen's printer and the public printing.

An act to amend chap. 65 of the consolidated statutes of schools, and chap. 64 of the consolidated statutes of the University of New Brunswick.

An act to further facilitate the construction of public works.

An act to amend the New Brunswick election act of 1889.

An act to extend the powers of the Madawaska Log Driving Company, of Maine, to the provincial waters of the river St. John above Grand Falls.

An act to authorize the county council of the municipality of Charlotte to issue debentures for wharf and warehouse purposes at St. Andrews, and to provide for the redemption and payment of such debentures and interest by assessment in certain portions of the parish of St. Andrews.

An act to alter the time for holding the second semi-annual meeting of the county council in the municipality of Carleton.

An act to authorize an annual assessment on the city of St. John for ferry purposes.

An act to legalize and confirm the grant to the St. Croix cotton mill of letters patent under the New Brunswick joint stock companies' letters patent act, and for other purposes.

An act to empower the Carleton County Agricultural Society to sell and convey or mortgage any land owned by the said society.

An act in amendment of an act intituled an act to consolidate and amend certain acts incorporating and relating to the St. John Protestant Orphan Asylum.

An act to authorize the trustees of school district, No. 16, Bathurst, Gloucester county, to issue debentures.

An act to amend an act 48th Vic., chap. 48, intituled an act to incorporate the Telegraph Publishing Co., of St. John.

An act to authorize the municipality of Charlotte county to sell and convey certain school lands situate at Seal Cove in the parish of Grand Manan.

An act to amend and continue in force an act to incorporate the Restigouche & Victoria Colonization Railway Co.

An act in addition to the law relating to the city of St. John and the local government of the said city.

An act respecting railways.

An act to confirm a certain agreement made by the New Brunswick Railway Company with the Canadian Pacific Railway Company.

An act to amend Chap. 22 of 41 Victoria intituled an act to incorporate the Moncton Gaslight and Water Co.

An act to incorporate the Eastern Railway Co.

An act in aid of the construction of railways.

An act to incorporate the Western Railway Co.

An act to render valid certain debentures issued by the county council of the municipality of Victoria, and to authorize assessments to pay said debentures.

An act to authorize the city of St. John to aid the construction of wharves and warehouses in connexion with railway terminal facilities in the northern part of said city, on the eastern side of the harbor.

An act to incorporate the Hopewell Cemetery Co.

An act in addition to and in amendment of the act 46th Vic., chap. 62, intituled an act to continue and amend the act to incorporate the Northern Boom Co.

An act to amend chap. 99 of the consolidated statutes of municipalities.

An act to authorize the town council of the town of Campbellton to provide a system of water works for the said town, and to amend the act of incorporation of the said town of Campbellton.

An act to amend an act intituled an act to incorporate the St. John Gas Light company.

An act relating to the parish of Woodstock, civil court.

An act relating to the Provincial Lunatic Asylum and its management, and the property of lunatics.

An act to provide for the appointment of a commission to investigate and report upon the sheep industry of the province.

An act to authorize the sale of certain lands and premises in District No. 2, in Dorchester, in Westmorland county, held for school purposes.

An act to alter the time for holding the annual election for councillors in the several parishes of the municipality of the city and county of St. John.

An act to amend chap. 20 of 47th Vic., intituled an act to incorporate the New Brunswick Pharmaceutical Society, and to regulate the sale of drugs and medicines.

An act in amendment of several acts relating to the town of Milltown in the county of Charlotte.

An act to incorporate the St. Stephen Electric Street Railway Co.

An act to further continue an act to incorporate the Restigouche Boom Co.

An act relating to the legislative council.

An act relating to the Grundy charity as vested in the commissioners of the alms house and work house of the city and county of St. John.

An act to authorize the extension of the line of the Intercolonial Railway from the deep water terminus in Sydney ward, in the city of St. John, along public streets to the harbor front in Duke's ward.

An act to amend chap. 60 of 74th Vic., intituled an act to incorporate the Union Baptist Educational Society.

An act to define the boundaries of the of the city of Montcon.

An act in further amendment of the law relating to the police establishment in the city of St. John.

An act to enable the Independent Order of Foresters to deposit a portion of their reserve fund with the receiver general.

An act to amend chap. 38 of the consolidated statues of arrest, imprisonment and examination of debtors.

An act to provide for the registry of decrees and orders of all foreign courts of chancery, equity and other courts of record.

An act relating to collectors of rates, and constables, in Kent county.

An act to enable aliens to acquire, hold and convey real estate in this province.

An act in amendment of act 31st Vic., chap. 57, intitled an act relating to the appointment of coroners for the city and county of St. John.

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Our meters are all direct reading and may be tested by the consumer at any time. A perfect service guaranteed and a perfect light.
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EXECUTOR'S NOTICE.

NOTICE is hereby given that the undersigned, EDWARD R. GREGORY, of the City of Saint John, Barrister at Law, has been appointed executor under the last will and testament of JAMES WILSON, late of the Strait Shore, in the City of Saint John, fisherman, deceased. All persons having claims against the said estate are required to present them to me, duly attested to as by law required, and all persons indebted to the said estate are required to pay the same forthwith at my office, No. 65 Prince Wm. street, Saint John, N. B.

Dated the 14th Day of April, A. D., 1891.

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