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Subscribers are hereby notified not to pay their subscriptions to any person except a regularly accredited traveler for the SUN.

Whenever possible, remittances should be made direct to THE SUN office by post office order or registered letter.

## THE WEEKLY SUN

Is the most vigorous paper in the Maritime Provinces—16 pages—\$1.00 a year in advance.

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SUN PRINTING COMPANY,  
ALFRED MARKHAM,  
Manager.

## THE WEEKLY SUN.

ST. JOHN, N. B., MARCH 17, 1897.

(Daily Sun, March 8th.)

## TEMPERANCE LEGISLATION.

Two or three years is not a long period in the history of a country, but it is often long enough to bring politicians in contact with their pledges. Sir John Thompson, when premier of Canada, did not favor the idea of government by plebiscite. He thought that the direct responsibility of the government to parliament and of parliament to the people was the true method of keeping the ministry in line with popular opinion. For himself he said that, when he felt called upon to propose a temperance legislation he would take the responsibility the same as he did with other government legislation.

The liberal leaders and party in Canada took another view. They have recently contended that prohibition legislation was of a character so exceptional as to call for a direct mandate from the people. Accordingly the governments of Manitoba, Ontario, Nova Scotia and Prince Edward Island, all liberal ministries, proceeding on this theory, called for a popular expression of opinion at the polls. The result in each case was an overwhelming verdict in favor of prohibition. The logical consequence should have been the enactment of a prohibitory law, so far as the constitution permitted, in each of these provinces. Sir Oliver Mowat, when brought face to face with a strong temperance delegation admitted this much, and declared that he would give the province as much prohibition as the privy council should declare to be within the powers of the provincial legislature. Afterward Sir Oliver Mowat's successor in the Ontario premiership declared that his government was bound by Sir Oliver's pledge. The privy council has decided that the provincial legislatures have the power to prohibit the retail sale of liquors. They have also the right to give each county or parish the power to prohibit. But the Ontario government, instead of introducing an act giving all the prohibition possible, has introduced amendments to the license bill which make it more offensive to the temperance people than it was before. The Greenway government in Manitoba having ordered a vote to be taken, have taken no steps to give effect to the emphatic popular verdict. The Nova Scotia government has not only done nothing to give effect to the vote which they caused to be taken, but has by a dissolution of the house killed a prohibition bill introduced by a private member at the instance of the temperance people. In Prince Edward Island the government has introduced no temperance legislation, but like the ministry in this province, has thrown obstacles in the way of the enforcement of the Scott act.

The provincial plebiscites have accomplished little. It remains to be seen what will be brought about by the federal plebiscite. The party assembled in convention a few years ago laid down its platform in respect to prohibition. The party then undertook, as one of its first acts after reaching power, to take a vote of the

people on the question of prohibition and to give effect to the popular verdict. This announcement of the programme of the party was kept standing in the liberal papers during the late election campaign and was many times supported by declarations from Mr. Laurier himself. It was a convenient way for the leader and his comrades to avoid giving an opinion of their own, and was in fact a declaration that on this branch of legislation the leader of the party did not think it necessary to have any opinions. But the time is approaching when the first part of the plebiscite pledge is due. It is really overdue, for the undertaking of Mr. Laurier required that the bill should be introduced at the first session, and one session is already passed. We have, however, the announcement of Mr. Fisher, the minister of agriculture, that the bill will be brought down at the coming session, and that the government will carry out the popular mandate.

But here comes in with a protest a member of parliament from Ontario and one of the most prominent men in the government party. Mr. McMullen addressed a meeting of York county liberals the other day and declared that before the government carried their plebiscite bill through the house the ministers must explain how they proposed to make up the seven or eight millions of revenue that would be lost. Now Mr. McMullen knows very well that the government has not yet been able to explain how it proposes to make up the revenue required next year. His proposition would simply paralyze Mr. Pieling at this stage of affairs. But what is the matter with Mr. McMullen that he never thought of this revenue question before? Why did he not bring it up at the Ottawa convention, which adopted the platform? Why did he ignore it in the campaign? Above all why did he forget all about it when he voted for prohibition time after time when he thought his vote might embarrass the late government?

The situation is full of embarrassment to Mr. Laurier, but there is only one proper course open to him. The plebiscite pledge should be carried out at the coming session. The popular vote should be taken in the coming summer, and the mandate of the people should be carried out. The people have a right to be treated seriously. In four provinces a vote has been taken apparently for the amendment of provincial ministries. We may hope that there will be nothing more of this kind. It ought to be understood that something hangs on the general prohibition vote, and that it is worth while for those interested to make some serious effort to give expression to their desires. The population of Canada is not a great debating society, and Mr. Laurier is not leading a mock parliament. A question of enormous importance is to be submitted to the people. Let us hope in all seriousness and not with the intention of providing a dozen ministers with a bit of pastime.

In this province the attempt to restrict the liquor traffic has for years been met by hostile government legislation. Last year a bill was introduced to give the citizens greater power to determine whether liquor should be sold in their wards. The measure was opposed by some of the ministers, but they were not able to defeat it. Accordingly the government brought in a new measure taking away from the people a great deal of the local option they had before, and vesting the power in a board of commissioners appointed by the government. In return for this valuable concession to the trade the government doubled the license fees, taking the increase away from the city to the provincial treasury. This year other changes are introduced by the government in a bill which is not yet printed, though some of its features are given by our Fredericton correspondent. It will be well worth while to watch this measure.

## THE NEW DIPLOMACY

"Cardinal Rampollo desires me to inform you officially that a request has been forwarded to the bishops to suspend all action."

(Signed) "C. RUSSELL."

"The apostolic delegate, Mgr. Merry delval, starts soon for Canada. The pope desires it to be known that in despatching one so closely attached to his person he gives exceptional assurance of his special personal interest in the religious welfare of his people in Canada."

"C. RUSSELL."

Mr. C. Russell is an eminent London lawyer who is retained as the counsel in Great Britain of the Canadian Pacific Railway company.

Hon. Mr. Fitzpatrick is a member of the dominion administration, who receives a salary of \$5,000 a year as the solicitor general for the people of Canada.

Cardinal Rampollo is the chief of the papal administration at Rome and

acts in the capacity of prime minister to the pope.

The message which Mr. C. Russell was desired to send "officially" to the government of Canada was the result of the official visit to Rome of the Canadian solicitor general and the Canadian legal adviser in London, all with the purpose of interesting the papal authorities in the Canadian political situation. Mr. Fitzpatrick has returned to Canada, but Mr. Russell seems to have remained in official communication with the Vatican.

From Rome he sends Cardinal Rampollo's official message to the government of Canada.

The bishops of the Canadian church do not appear to have had any communication from the papal authorities. Communication between the Vatican and the church in the dominion is an every day affair. This is a matter of grave import both to Canada and to Rome.

It is the opening of direct diplomatic relations between the government of Canada and the pope. The occasion would naturally be regarded at Rome as a matter of far-reaching significance. One century and a third, of another have passed since a Canadian government was in the habit of receiving official messages from the Holy See.

The eminent dignitary of the church who is to come as the delegate from Rome to the Canadian government and people is a son of the ambassador who represents the kingdom of Spain at the Vatican. The Canadian government has not yet a permanent ambassador at Rome as Spain has, but the omission is supplied by the flying visits of the solicitor general and the longer sojourn of the government counsel.

And the refreshing part of all this is that diplomatic relations with Rome are brought about by a government which has been protesting against the conduct of clergy who are Canadian citizens because they have interested themselves in a Canadian public question.

## THE ONTARIO GOVERNMENT IN DISGRACE.

Rev. J. E. Starr, pastor of the Sydenham street Methodist church, Kingston, got himself disliked by some conservative members of his congregation a year or two ago by strongly supporting the Mowat government. He defended himself by declaring that he supported the Ontario ministry because of the distasteful and evangelistic promises of the premier to introduce prohibitive legislation. Mr. Starr now shows that his reasons were genuine, for he declares that the government has broken its promises, and he denounces the ministry as holy as he formerly supported it. He says that the government has broken its solemn pledges and is guilty of fraud and treachery. The Toronto Ministerial Association has passed resolutions condemning the treacherous course of the government. A mass meeting of the Presbyterian, Baptist and Methodist congregations at Norwich, Ontario, held on Sunday after service, also made strong declarations of protest. The metropolitan council of the Royal Templars of Temperance of Toronto asserts that "the government has broken faith with the temperance party." The policy of promises may pay for a time, but there are limitations to its political usefulness.

## CROWS' NEST.

The great variety of opinions expressed concerning the Crows' Nest Pass railway are no doubt largely due to a general lack of information. How can one say what the government ought to do about the construction of a railway without knowing even approximately what the work would cost, or what would be the extent and value of the territory and resources developed? We are told that there are immense areas of coal lands on the route, but these lands have not been explored and no one seems to know what they may contain. The gold fields alone comprise a valuable property, but how far they may justify a large national expenditure is still a problem. It is, however, an important circumstance that the Canadian Pacific Railway company, whose officers know more than any other responsible body of men about the cost of the undertaking and its possible value, is pushing on the work of construction on its own account from Lethbridge towards the pass.

If a great corporation like the Canadian Pacific wants to build this admittedly useful road, we see no reason why it should not be allowed to go ahead. But when it comes to voting a federal subsidy, and granting exclusive interests in the coal fields, and the sole right to use the pass through the mountains—that is another matter.

The new Hamburg-American steamship Pennsylvania has landed in Hamburg from New York the largest cargo ever carried in one ship across the ocean. It amounts to 18,000 tons measurement, one item being 294,069 bushels of grain.

## THE COUNTRY PAPER.

Excuse me, Mr. Editor, I just dropped in to say that, if you've any papers you are going to throw away, I'd feel most mighty gratified if somehow I could get a copy of the old Wayback Gazette.

Of course, it ain't a daily, but still it seems to me a paper printed once a week is just the right idea. I always read within it all the news I really need.

While it's papers did up stuff that no one wants to read, I've been here now a fortnight with my daughter Mandy's folks; Hain's seen a thing worth readin' but a lot of constructive nonsense, or for Cuba or who cares for Spain?

Who cares about the Sultan of New Jersey? I want to know how Wayback went for a major's father day.

Who cares for Venezuela, or for Cuba or who cares for Spain? I want to know how Wayback went for a major's father day.

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pointing to her now—as the reader said—it's doubly low to get a girl to bind herself to any promise until one has decent prospects."

Arkwright reflected with a flickering smile that Johnnie had probably caught rather the spirit than the letter of his mamma's admonitions. However, it was a sign of grace that he remembered them at all, and he felt sorry for the woe-begone youth.

"You're young to think of marrying yet, you know," said he. "Am I right," he continued, after a lapse, "in supposing—Blake is my informant—a certain Miss St. Clair has occasioned all this trouble?"

"Oh, if Blake has told you, and the aunt is awfully decent to me!"

"But you are not proposing to marry the aunt. Is Miss St. Clair herself—"

"Oh, well, a fellow never knows that sort of thing, you know, till he tries his chances," said Johnnie, in a manner which betrayed that he thought he knew a good deal more about the matter than he was willing to admit.

He looked sardoniously happy till he remembered that he ought to look better. Johnnie's ship had come home just in the nick of time. He had all ways had shadowy expectations from him, and he had been too pessimistic to count too much upon them.

However, good had claimed a victim, and the Canon's widow intended to her that she had, to some extent, benefited by the event.

The vanity of riches was exemplified to Johnnie, then, after a decent interval, he returned to town the richer by 2000 pounds a year, but as he speedily found, minus Mrs. Leverston's good graces.

Another was reigning favorite with her now. Lester, a picturesque, but not very talented painter, who was deeply in love with Audrey when he made his reappearance.

Mrs. Leverston greeted Johnnie without effusion. Audrey was more friendly, but inopportunely asked him if he had seen Lester's latest picture.

Johnnie's soul was already green with jealousy.

"Who's Lester?" he said. "That fellow with the untidy hair?" Audrey reproachfully changed the conversation, but Johnnie was out of humor and continued to sulk.

Johnnie sulked for a month. Then one afternoon he jumped into a cab, drove down to Chelsea, and Mrs. Leverston being alone, presently found himself blunderingly declaring that he would like to bestow his hand upon her.

The good lady looked grave.

"You are both young, you know, Mr. Madison," she said. "Her mother married very young and very unhappy. Perhaps that has set me against early marriages."

"But who has set you against me?" said Johnnie, reproachfully.

"Nonsense! that is only your imagination." But Johnnie was not to be so easily deceived. He was probably mistaking the case. Audrey was on this occasion unwell and invisible.

"She is too fatigued to hear any excitement just now. Come in three days' time," said she, and "I will think over the advisability of soundly hitting her on the subject in the meantime."

Three days later Johnnie came to Arkwright in a state of great perturbation. He had been to see her house, and Chelsea knew her no more. It was only by bribery and corruption that Johnnie had learned that she had gone to Scarborough, but probably would not stay there, her plans being unsettled.

"She'll surely write to you," said Arkwright, but no letter came within twenty-four hours.

"We'd better go to Scarborough," said Johnnie's counsel.

The truant lady was discovered by Johnnie in a stationer's shop on the very day of his arrival.

"Audrey, you must unravel the doctor's advice instantly change. In the hurry I forgot to write to you," she said, after a gasp of surprise.

Johnnie decided in his haste that all women were liars, and asked when he might hope to see Audrey.

"You may come and call to-morrow morning—she may be better then. But I think it is most undesirable that you should make any proposal to her yet, or entertain hopes that may be disappointed." Mrs. Leverston spoke with conviction, but deferred explanation, and Johnnie laid the matter before Arkwright.

"What is Mrs. Leverston?" asked Arkwright. "You never told me her credentials."

"Widow of a man in the Carabrese regiment; that's all I know," said Johnnie.

"Then we can consult Major Bagshaw, who is an old friend of mine. Look up the trains to Carabrese, and don't pass about the room like that."

Major Bagshaw, who was a bachelor, greeted his visitors cordially, when on the following morning they called at his quarters.

## THE CANADA EASTERN.

Government Asked to Buy It in Case Mr. Gibson Wants to Sell.

North Shore Men Join With Fredericton in Urging This Decision.

Fredericton, N. B., March 11.—The public meeting to discuss the proposed sale of the Canada Eastern railway, held in the City hall this evening, was a most representative one in every sense. There was a large number of the leading business men of Fredericton, Gibson, St. Marys and Maryville present, and besides that, the following towns along the Canada Eastern railway were represented as follows:

Newcastle—D. Morrison, John Morrissey, R. L. Maltby, R. H. Gremley, J. A. Rundle, Dennis Doyle, Chatham—D. G. Smith, J. H. Sargent, J. L. Stewart.

Derby—Coun. Betts, T. J. Miller. Doaktown—Wm. Swin, J. L. Murray, H. Poak, Wm. Russell, George Nelson, Wm. Wray, J. S. Fairley.

Stanley—Dr. Moore, J. A. Humble, H. Kelly, B. McMinnamin, A. Pringle. The following resolutions were passed unanimously, being moved by Sheriff Sterling and seconded by Wm. Richards:

Whereas, it is generally believed that preliminary negotiations are under consideration for the purchase of the Canada Eastern, and as this railway has since its construction proved a valuable factor in the development of the large lumbering, agricultural, fishing and commercial industries of this province, and especially of that section of the province through which the road runs, and also of the commercial and manufacturing interests of Chatham, Newcastle, Nelsop, Blackville, Doaktown, Stanbury, Maryville and the city of Fredericton, making the latter a competitive point for the transportation from and to all points in Canada; therefore

Resolved, That in the opinion of this meeting, composed of representatives from the above named places, the purchase of the Canada Eastern railway by the Dominion government, thereby making it a part of the Intercolonial railway system of Canada, would best maintain and promote the progress and advancement of the agricultural, manufacturing and commercial industries in this section of the province, already materially developed, and fostered by this railway.

Further resolved, That this meeting, for the reasons stated, strongly urge upon the Dominion government the advisability of purchasing the Canada Eastern railway in case this road should be offered for sale by its present owners.

It was moved by D. G. Smith, seconded by J. A. Humble and others; Whereas, the people of the Miramichi and Nashville rivers are equally interested with those of Fredericton and Maryville in any matter affecting the ownership and management of the Canada Eastern railway; and Whereas, the resolution passed by the Fredericton Board of Trade expressing appreciation of the Dominion government, the patrons of that road, and the belief, should be decided to sell it, that its acquisition by the government, the advisability of which would be in the best interest of the people who supply its traffic;

Resolved, That the residents of Miramichi and Nashville rivers present, including citizens of Chatham, Newcastle, Doaktown, Stanbury, Maryville and other places on said river heartily endorse and ratify the resolution passed by the government of the Dominion will take steps to purchase said railway in the event of Mr. Gibson's sale.

Donald Morrison read the following telegram: Newcastle, March 11. Morrissey and Morrison have written to assist you at the meeting tonight. (Signed) "GEO. MORRISON, D. MORRISON, R. L. MALTBY, R. H. GREMLEY, J. A. RUNDLE, DENNIS DOYLE, CHATHAM, D. G. SMITH, J. H. SARGENT, J. L. STEWART, DERBY, COUN. BETTS, T. J. MILLER, DOAKTOWN, W. SWIN, J. L. MURRAY, H. POAK, W. RUSSELL, GEORGE NELSON, W. WRAY, J. S. FAIRLEY, STANLEY, DR. MOORE, J. A. HUMBLE, H. KELLY, B. MCMINNAMIN, A. PRINGLE."

After directing these resolutions to be forwarded to the minister of railway and votes of thanks, the meeting adjourned.

## ROUGH ATLANTIC WEATHER.

Mail Steamer Reaches Halifax Five Days Overdue—Several Steamers Overdue to Boston.

Halifax, March 11.—The overdue Dominion liner Vancouver, from Liverpool with the weekly mails and passengers, arrived here this morning five days late, having been detained by terrific head gales and high seas on the passage. Her machinery also broke down one day owing to forcing the ship ahead in heavy seas, and this caused considerable delay. On the 3rd and 4th inst. the worst weather was experienced, and on those days the ship only made 71 and 33 miles respectively. Two of her lifeboats were smashed and other deck damage sustained. Oil was used with good effect during the storm.

The Warren line steamer Roman, Captain Roberts, left Liverpool on February 24, and is now five days overdue. The Michigan of the same line is about two days overdue from the same port. The other belated steamers are being delayed from London Feb. 21; Philadelphia from Liverpool February 28, and the Manhattan from Hamburg February 22.

ISAAC PITMAN SHORTHAND.

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