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THE GOVERNMENT AND THE CANADIAN PACIFIC

Mr. Verous Smith, the Chief of the Short Line Survey, is in the city, and he reports that the entire survey will be completed this month, and that about the beginning of February the plans will be ready for Parliament. The proposed line will shorten the distance from Montreal to Halifax by about 32 miles. It is the point at which the proposed line will join the Intercolonial, this will make the length of railway to be built by the government 110 miles, which at \$25,000 a mile, would involve an expenditure of \$2,750,000. Mr. Verous Smith believes that the Halifax-Harvey line can be built for \$10,000,000. It is probable that the Intercolonial will be built by the government for \$10,000,000. The proposed line will shorten the distance between Montreal and Halifax by 32 miles, and we are of the opinion that when this distance is represented by the purpose of diverting traffic from St. John. We think however, that the Harvey-Salisbury line will never be built, and that if it is built, it will be wholly owing to the neglect of the people of this city. It only requires the true facts of the case to be presented to the people of the Upper Provinces to render it impossible for this government or any other, to embark in a vast expenditure for the purpose of side tracking this city. Any one who will take the trouble to study Mr. Loggie's admirable map of New Brunswick, can see for himself that if the shortest possible line at the best possible cost is desired, it can be found in the line from Harvey to Salisbury. It is alleged that 32 miles will be saved in the distance, but this will be in vain, and it will probably cost the people \$10,000,000, by building a railway direct from Fredericton Junction to Norton, 35 miles in distance, will be saved and the new railway to be built will only be 45 miles in length. This line, after leaving Fredericton Junction, would run in a direct line to the St. John River, which it would cross at Long Island, and thence to the head of Bellis and Norton station. It would open up a tract of territory that at present has no railway facilities, and which is capable of considerable development. It would cost not more than one-third the cost now proposed to be expended on the Harvey-Salisbury line, and it would be the through traffic from Norton to Moncton, which under the other arrangements would be wholly lost. If these facts are properly represented to the people of Quebec and Ontario, it will be utterly impossible for the government to find sufficient support either in the House of Commons or the Senate, to go on with the Harvey-Salisbury line. Let one of the facts of the case be on the alert and see that the fullest information is laid before the Boards of Trade of other cities, members of parliament, and others who have it in their power to exert an influence on the government on this question.

NOTE AND COMMENT

The Montreal Gazette's St. John's correspondent describes the defeat of the Newfoundland government in its recent elections as due to a combination of the working class against capitalists and the unpopularity of the late premier. He is surprised that the working men of Newfoundland should have combined against the men who have so long held them in bondage by means of the trust system and other devices.

The inquiry of "Truthful James," which was "an our civilization a failure and our Canadian played out?" was answered in part by the defeat of Jean Smith, the English pugilist champion, by Pete Jackson, an Australian negro. It was pointed out that the government of Boston, John L. Sullivan, was not the same as the search with Pete who will be able to decide whether or not "Truthful James" was correct.

The people of Quebec are agitating for the construction of a line of railway from Fredericton to St. John via Gagetown, to join the New Brunswick Railway at a point near Wolford station. A subsidy will no doubt be demanded for this road from the Provincial government by the members for Quebec. The people who are promoting it ought to apply themselves to the question whether this road, if built, would pay running expense. If it will not, it is not the subsidy asked for, but not otherwise.

The Guildhall speech of Lord Salisbury on Saturday evening was rather optimistic in its tone as regards Ireland, and seemed to indicate that the government really have a policy for land purchase in that country, such as we described the other day. The noble Lord was quite severe against the workmen who have been guilty of the enormous wickedness of agitating for the addition of a penny to their wages. When the interests of the masses and the claims come in conflict in the British premier is for the classes every time.

The Halifax Chronicle has been guilty of spreading broadcast the most unflattering reports to the effect that the fishermen of Terra Bay, a settlement near Halifax, were in a state of starvation owing to the National Policy. The fact that times were hard at Terra Bay owing to the fish not having "struck in" is true. The fish have also made their appearance however, and the fishermen will be happy.

History in Dakota

Mr. J. C. Carran has returned from South Dakota, where he went to shoot a fortnight among the lakes and sloughs in Hugo county. He makes an annual pilgrimage for duck and geese to that part of America, and hereafter has shot all the game he wanted. This year, however, the lakes are mere ponds and the sloughs have dried up, leaving depressions in the earth like huge saucers. There has been no corn in Southern Dakota since May, and everything that had sprang for parts unknown, while everything that had legs, save and except men, walked away for fatter fields in which to operate. Mr. Carran did not get a single bag of game, but he did get a good idea of the suffering of the farmers in that desolate region. Crops have been withered by the sun until many farmers have not enough wheat for their own use. Fields that promised well in early spring have now become a total failure, and the shriveled cobs are rubbed to powder in the hand. Mr. Carran says that many of the farmers are in want for the necessities of life. They have mortgaged their lands and even their plows, reapers, and even the guns, which they hunt have been pledged for money with which to purchase food and clothing. The interest demanded from them is often very high, so that they will be years in paying. If ever, indeed, they are paid. Many farmers are leaving the country, deserting the homes they worked so hard to get, and the condition of the people from any aspect is wretched almost beyond belief.

ONE MILLION DOLLARS.

TO BE EXPENDED FOR HARBOUR IMPROVEMENTS.

The Proposed Dry Dock of the St. John Dock and Harbor Improvement Company, which was the subject of an interview with the Hon. Mr. Blair, speaking for the government, in regard to obtaining financial assistance to enable them to make improvements in this harbor will read with much interest by all our people. These gentlemen who appear to be persons of large means, are residents of the United States, but they have associated with them Mr. James C. Robertson and Mr. Skinner, M. P. of the Dominion. The provincial secretary and solicitor general, who had been appointed some weeks ago a committee to consider a memorial in which they, with other gentlemen associated with them under the name of the St. John Dock and Harbor Improvement Company, had requested the government to construct a dry dock and furnish other harbor improvements and terminal facilities at the port of St. John, provided sufficient financial assistance were given to secure interest on the investment for a term of years.

COAL

COAL - Landing

TELEGRAPHIC FLASHES.

There are over 10,000 strangers in Baltimore to witness the centenary...

The Boston lightermen in London on Saturday last decided to yield to the demands of the strikers.

Five men were killed by the fall of an electric wire in the street at St. Paul, Minn., on Saturday last.

The proposed Bonapartist demonstration in Paris on tomorrow has been prohibited by the authorities.

The Hon. Mr. Chaplain's 49th birthday was celebrated in Montreal with great éclat on Saturday last.

Bishop O'Dwyer at Liverpool, Ireland has issued a pastoral letter condemning boycotting and the plan of campaign.

Archbishop Ryan of Philadelphia delivered the first oration of the centenary Catholic celebration at Baltimore.

In a speech at Guildhall, London, on Saturday, Lord Salisbury among other things declared it was the wisest legend that the government had the British intention to alter its Irish policy.

A Mailboat Steamship, a British Columbia who has become a leader among the mariners of the Canadian Northwest says that he speaks have no intention of abandoning polygamism.

The appointment of Miss Maybey of Ganoucou, Ont., to the Quebec Post office has created much comment as the lady does not speak French, and besides it is thought a Quebec lady should have been appointed.

Six of the crew of the steamer Baltic who had tarred and feathered Charles Hambley aged 17, in August last, at Owen Sound, when he jumped overboard and was drowned, have been arrested and sentenced to imprisonment.

The triple celebration of the centenary anniversary of the appointment of the first American Catholic Bishop, the inauguration of the first Congress of Catholic Bishops in the United States and the dedication of the new Catholic National University was commenced at Baltimore yesterday by a service of prayer.

Not Much of a Ship, After All. (From Harper's Bazar) "I saw a golden-tinted smile of boyish 'phat' I saw a tumbler made of flesh and blood last night."

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