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POOR DOCUMENT

THE EVENING GAZETTE

is published every evening (Sundays excepted) at No. 21 Canterbury Street.

JOHN A. BOWES, Editor and Publisher

THE EVENING GAZETTE will be delivered at any house in the cities of St. John and Portland for a month for thirty-five cents. The subscription may be paid at the office, or to any news agent who sells the GAZETTE.

ST. JOHN, N. B. WEDNESDAY, APRIL 17, 1889.

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

THE UNION BILL.

The union bill passed the House of Assembly last evening, with an amendment to the 33rd. section requiring the people of St. John to proceed with the construction of a bridge to Carleton within a year from the passing of the act, and to complete it within four years, provided its cost shall not exceed $300,000, and on its completion relieving the city from the duty of maintaining a ferry to Carleton. This amendment, which was moved by the Speaker, was substituted for one added to the bill in the select committee by Mr. D. L. Hanington, requiring a bridge to be constructed provided its cost did not exceed $300,000, or failing that making it the duty of the new city to maintain a ferry to Carleton, either wholly free or with tolls only equal to one half the present rates. The six St. John members supported the Speaker's amendment and it was substituted for that of Mr. Hanington by a vote of 16 to 10 and finally adopted by a vote of 21 to 5, only Messrs. Blair, Mitchell, Killam, Wilson and White voting against it. Thus five gentlemen representing York, Charlotte, Westmorland and Carleton, stood up for honest and fair dealing, and for the rights of the citizens of the future city of St. John, when their own representatives abandoned them to their fate.

There has never been a more scandalous breach of faith with a constituency in our legislature, by the representatives of any New Brunswick county than that exhibited by the six St. John members yesterday. Although these men were well aware that the union scheme would never have been carried, either in St. John or Portland, with such a proviso as the expenditure of $300,000 for a bridge to Carleton, this consideration does not seem to have affected them in the least. In their eyes the wishes of 300 or 400 voters in Carleton were of more importance than the desires of 2,000 voters of the East side and Portland who agreed that the two cities should be united, without dreaming for a moment that one of the conditions to be imposed on them was the expenditure of $300,000 for an almost useless bridge. We venture the assertion that if the bridge had been embraced in the scheme of union, as presented by the commissioners, it would not have received ten votes either in St. John or Portland, and of this fact the St. John members, who have thus betrayed their constituents, are well aware. They cannot plead ignorance of the views of the people of St. John and Portland in this matter, for they have been clearly expressed not only in the ballot box, but in the press. There is some small satisfaction in knowing that these six men have politically signed their own death-warrant. Should they ever attempt to offer for the Legislature again, they would be overwhelmed by a torrent of popular indignation. We can only say, and we say it with regret, that they have basely betrayed the trust reposed in them by the people of this city and county.

The immediate effect of the action of the Saint John members will be to add about one fourth to the debt of the new city, outside of the water debt, and to reduce the value of every bond held by the creditors of St. John about ten per cent. The credit of St. John has recently stood high, because its finances have been managed with economy, and its debt has been in process of reduction. St. John could borrow money for any reasonable enterprise to a large amount at a very low rate of interest. But this wild cat scheme for the construction of a bridge at Navy Island, which would have no considerable traffic if built, will be a warning to capitalists to beware of investing in St. John securities, for it shows that the representatives of St. John, the men who should most jealously guard its interests, care nothing whatever for its credit, and would sacrifice everything their constituents hold dear for the sake of some supposed political advantage.

THE BRIDGE JUGGLE.

Mr. William Pugsley is a person of most pleasing manners, with a truly saint like smile, but we doubt whether his solution of the bridge problem will please the people either of the East or West side. There is an old 'chestnut' of a story, originally told by a party of the name of Æsop, about a man who, with his son, was driving an ass to the market, and, in a futile attempt to please everybody, pleased nobody and lost his ass besides. Mr. Pugsley seems to be the modern representative of this old man, and the six St. John members whom Mr. Pugsley seems to have undertaken to lead out of the woods, may be taken to represent the unfortunate ass. Mr. Pugsley proposed to spend $300,000 in building a bridge at Navy Island, and to abolish the ferry. This will not please the people on the east side of the St. John river, because of the $15,000 a year which the bridge will cost them, they will be obliged to pay about $14,400. Nor is this arrangement likely to please the people of Albert and Brook's wards, who comprise the majority of the inhabitants of Carleton, for while they will be relieved of the payment of ferry tolls, they will likewise be deprived of the privilege of crossing by ferry, for there will be no ferry. A resident of Blue Rock, for instance, who undertakes to go to the business centre of the east side by Mr. Pugsley's bridge, will only have about three miles to walk to get to his destination. Under these circumstances Carleton, under the new order of things may be expected to develop a new race of first class pedestrians, but we doubt whether it will reap any other advantage by the expenditure of this $300,000 for a bridge. It would be quite as cheap, and on the whole better for the new city, to make each Carleton voter a present of $400, or to allow him an annuity of $25, for the term of his natural life.

NOTE AND COMMENT.

In the name of the people of St. John the GAZETTE thanks Attorney General Blair for the stand he took in favor of good faith and common honesty, in regard to the bridge amendment to the union bill. Mr. Blair, no doubt, has his faults, but he has the distinguished merit of not being quite a fool, and in this respect is to be contrasted with the political infants and ward politicians who represent the city and county of St. John.

The Telegraph this morning was compelled to make an abject apology to Aldermen Peters, Shaw and Woodburn for misrepresenting their position on the salaries question before the committee of the legislature. The GAZETTE has endeavored, but with very poor success, to convert the Telegraph's editor, and compel him to tell the truth, but that does not seem to be possible. It is only when he is publicly exposed, as he was yesterday, and when his falsehoods are likely to lose business for the paper, that we can expect anything like a retraction or apology from him.

The School of Design, in connexion with the Mechanics Institute, which is under the direction of Mr. Fred H. C. Miles, has been doing admirable work and is deserving of every encouragement from the public. The pupils for the term just ended numbered 212, and the average attendance was 60. This represents an amount of training, in the art of mechanical drawing, which must have a most wholesome effect on the education of our youth.

Mr. R. A. Payne, who is now representing the Sun at Ottawa, wires that paper that the government are very reticent as to the terms of the Short Line agreement with the Canadian Pacific, and refuse to divulge the particulars. There is reason to believe, he adds, that some modifications have been made in the scheme for building the road, and that it is likely to take the form of a subsidy to a construction company. "It is pretty generally conceded, that the road from Harvey to Salisbury will not be built as a government work. No matter what shape the scheme may assume there is no disguising the fact that it is meeting with much opposition in the conservative ranks, as a useless expenditure of public money." This is just as the GAZETTE predicted some days ago. The scheme of the government, whatever it may be, will be made public today.

The two elections which have been held in England this week, have been genuine political surprises. In Birmingham where the Gladstonians had good hopes of winning, they were badly beaten by a son of the late member, John Bright. In Rochester, where they had little or no hopes, they have carried the day and gained a seat. All this goes to show that politics is a very uncertain game.

The Halifax people seem to want the earth. The Board of Trade of that city has just woke up, and now makes the demand that Halifax shall be the terminal point for the landing of all Canadian mails and freight in winter. It will now be in order for the Halifax people to ask that all freight landed at Halifax shall be carried to Montreal free, at the cost of the government.

There is something very dreadful in the thought that the seven hundred passengers of the abandoned steamer Danmark may have perished in the ocean. Such a disaster would hardly have a parallel in the sad annals of the sea, either in the number of those lost or the completeness of the tragedy. Let us hope it may turn out that the shipwrecked people have been picked up by some passing vessel.

We publish elsewhere an account of how the British war ship Calliope escaped at Samoa, which shows conclusively that the conjecture of the GAZETTE in regard to the matter was correct. The Calliope escaped because of her great power, and the able manner in which she was handled. She would never have been in any danger but for the fact that the American war-ship Vandalia dragged her anchors and drifted against her.

A Carleton correspondent in the GAZETTE to-day shows how futile are the hopes that rest on the prospect of a bridge at Navy Island, and how little thanks our St. John members are likely to receive for their treacherous action towards their constituents. What Carleton needs is what the GAZETTE suggested and will continue to advocate, a ferry with a uniform toll of one cent, and that Carleton will have, if some of her alleged politicians can be got to hold their tongues.

Provincial Notes.

The Moncton wharves present a most unusual appearance for April, shipping being as brisk all this month as in May.

Andover, Carleton Co., is agitating for a cheese factory, and a company will probably be formed to undertake the enterprise.

Messrs. Sloat & White are errecting a cheese factory near Tracey Mills, Carleton Co. They commenced building last fall and intend having their machinery in ready for operation by the first of June. The building is 30 x 70; they are getting their machinery from the leading manufacturers in the Dominion and intend having it of the very best quality.

As to the supposed distinction between wholesale and retail licenses, by which the former belong to the dominion and the latter to local, the powers of the local legislature have been sustained by a majority of the supreme court of Nova Scotia.

The quantity of lumber of all kinds cut on the Tobique during the winter is greater than for many years past. It is estimated that 75,000 railway ties will come down the various streams this spring. The cut of spruce logs is said to be one half greater than last year's or nearly ten million feet.

THE UNION BILL.

IT IS PASSED IN COMMITTEE OF THE WHOLE HOUSE.

With an Amendment Providing for a Free Bridge to Carleton.

Yesterday afternoon in the House of Assembly Mr. Wilson moved the house into committee on the union bill and entered into a long explanation of the principal features of the measure and the financial condition of the various sections that were to be united into one city. He was opposed to the amendment made by the select committee requiring the new city to construct a bridge to Carleton, providing it did not cost more than $300,000 or to maintain a free ferry, or one with tolls, only half the present rate. He showed that this was not in the scheme of union as voted on by the people of St. John and Portland and that if it required $17,000 a year to maintain a free ferry Carleton would only pay $750 of this, while St. John east would pay $12,600 and Portland 3,220. He thought if any such provision as that had been incorporated in the bill, the house would not be here today legislating on the question of union. It was very doubtful if the scheme could have been carried with such a provision in it. Was it not manifestly unjust that the people of St. John and Portland should be called upon to pay this tax without being consulted in the matter? He felt it his duty to carry out the expressed wishes of the people and like calling upon the members to pass this bill as it had been framed, leaving it to the common council to deal with this question of communication between the two cities. It must be remembered that the deficit each year in the ferry service, amounting to about $2,500 had been borne by St. John, east side. He thought he was correct in saying, also, that $12,000 was spent yearly over in Carleton schools, of which $9,000 was paid by the people of the east side. If the people of Carleton were called upon to pay their fair proportion of the deficit in the ferry, and of the school money, and if they were called upon to contribute a sufficient sum to place their streets and sewers in proper condition their taxes, instead of $1.04, would be beyond St. John east.

Mr. Wilson concluded as follows: However, the work of the commission is over and the result before you. I leave the bill in the hands of the members of this house and appeal to them to pass the bill as it has been formed, embodying as it does the principles of the scheme submitted to the people of St. John. The city of St. John, since its foundation, has had its periods of prosperity and calamity. We admire the energy of the people who hewed out for themselves homes among the rocks at the mouth of the river St. John and founded a city whose ships have been seen in every port and whose merchants are known in every land. But continued to prosper until the consummation of the scheme of confederation, when the railway connected the inland towns of New Brunswick and Nova Scotia with the cities of the west and cut off a portion of the trade which had been hitherto enjoyed by St. John, and her prosperity was for a time retarded; but the energy of the people enabled her to hold her own until more than one-half of the entire city was swept away by fire. It was a dire calamity. Soon, however, more stately buildings began to rise from the ashes; broader and straighter streets began to appear; and St. John again took its place among the cities of the dominion, but with crippled resources. The returns from her shipping began to fall off. Financial disaster, on account of the failure of the Maritime Bank, overtook some of her most prominent citizens. But now, sir, a better state of things exists. The people are more hopeful as to the future of their city. St. John will soon be connected with the cities of the west; her citizens can soon take tea at home and breakfast in Montreal; her shipping is bringing in greater returns; her citizens are reaching out for a fair proportion of the trade of the dominion, and are fairly successful. Now the people of Portland and St. John have joined hands and ask this legislature to make the two cities one, which will place St. John in the position of the fourth city in the Dominion, and if this act becomes law St. John will start upon a new career of prosperity which will not only make her the fourth city of the Dominion, but enable her to attain the position we fall hope to see her command—the Liverpool of this great Dominion.

Mr. Blair—When the section fixing the date of the elections was reached Mr. McLellan said he hoped the elections could take place as early as May 7th, or the 14th of May at the latest. Mr. Blair favored leaving the bill as it was in reference to the time of holding the elections. He took occasion to refer to certain statements that have appeared in some papers regarding his conduct on the St. John exhibition bill. Some of his warm friends had been expending their indignation because of his action regarding that bill. The fact of the matter was he had not made any opposition to that bill at all. He had opposed a section in the bill incorporating the Fredericton exhibition association, which involved a demand upon the governor-in-council for a money grant, and which also empowered municipal, town and city councils to grant aid in favor of exhibitions. That was undesirable legislation, and he had opposed it. Later, it had been pointed out that there was a similar section in the St. John exhibition bill which had passed the house and he (Blair) had brought in a bill to render that legislation nugatory. That was not done because of any opposition to St. John, or to its exhibition enterprises, but because the bill, as it had originally passed, was not in accord with good legislation. Instead of being opposed to the St. John exhibition his colleagues in the government knew that he was in favor of what is contained in one section of the select committee's report now before the house. He had listened with the utmost attention to the views presented on behalf of Carleton and with every desire to understand them but he confessed with some reluctance that he had not been able to conclude that these delegates had made out a case which would justify the active interposition of this legislature in the direction proposed by the hon. member for Westmorland. He thought the hon. member from Westmorland represented the extreme view of one side of the case, and it was just possible that he (Blair) represented the extreme view on the other. He was not in agreement with the amendment proposed by that hon. member. In fact he was not in agreement with any portion of it. He was not in agreement with the proposition that the house should undertake, in view of everything that had arisen, to impose upon the citizens of the united St. John the great burdens which would necessarily be entailed upon them, if either of the suggestions of the hon. member for Westmorland should be adopted. Before he could say, as a member of this legislature, that $12,000 or $15,000 or $20,000 of an additional burden should be thrown on the united city, in consideration of some undefined balance due the people of Carleton, he would have to be better advised and informed that he had yet been by any person speaking in their interests.

Mr. Hanington moved the amendment to section 33 respecting the bridge or free ferry which we published yesterday.

Mr. Pugsley said he had an amendment to propose which he thought would solve the difficulty and would satisfy Carleton as well as do justice to the people of the eastern side of the harbor, and would be the means of bringing the whole community into a happy and what he trusted would be a prosperous union. He moved that instead of the proposed amendment there should be added at the end of section 33 the following:—

And in the event of its being found after such surveys and inquiry, that the construction of such bridge is practicable that it shall be the duty of the common council of the said city to proceed with the construction of the said bridge within one year from the passing of this act, and to complete the same within four years of the passing thereof, provided always that the cost of such bridge, including construction, approaches, land damages and all other expenses connected therewith shall not exceed the sum of $300,000, and also provided that upon the completion of such bridge, if found practicable, then the duty upon the common council of the said city of operating and maintaining a ferry between the east and west sides of the harbor of the said city shall cease, and further provided the consent to the construction of such bridge be first obtained from the government or parliament of Canada.

Dr. Alward said he was in favor of the amendment of the hon. member for King's. In voting for that amendment the house would not be doing violence to the legislation of the past session. It was the duty of this house to adhere as closely as possible to the scheme of union, as the people had passed upon it. He did not think the house would be doing violence to that action of the people in voting for the amendment of the last speaker.

Dr. Stockton said he was opposed to the amendment of Mr. Hanington but would support that of the speaker.

Mr. McLellan, Dr. Berryman and Mr. Ritchie spoke in favor of the speaker's amendment.

After further speeches by Messrs. Phinney, Hanington, White and Blair, the vote was taken on Mr. Speaker's amendment and it was decided that that amendment be substituted in place of the amendment of Mr. Hanington.

The vote on Mr. Speaker's amendment was:

Yeas—Mr. Speaker, Hon. Messrs. McLellan, Ryan, Ritchie, Turner, and Messrs. Alward, Leblanc, Russell, Harrison, Phinney, Theriault, Quinton, Stockton, Emmerson, Ketchum, Berryman—16.

Nays—Hon. Messrs. Blair, Mitchell, Messrs. Hanington, Killam, Wilson, White, Palmer, Humphrey, Atkinson, Bellamy—10.

The 33rd section, as amended by Speaker Pugsley's amendment, was then adopted, the vote being:

Yeas—Mr. Speaker, Hon. Messrs. McLellan, Ryan, Ritchie, Turner, Messrs. Hanington, Alward, Leblanc, Russell, Harrison, Phinney, Theriault, Quinton, Stockton, Emmerson, Palmer, Humphrey, Ketchum, Atkinson, Berryman, Bellamy—21.

Nays—Hon. Messrs. Blair, Mitchell and Messrs. Killam, Wilson and White—5.

The other sections of the bill were then adopted with no other amendments than those proposed by the select committee, and the bill as amended was agreed to amid great applause.

House adjourned.

The Yanks Don't Like It.

[New York World.]

The Canadian Senate on Friday last adopted a resolution which materially darkens the prospect of reciprocity or commercial union. It is to the effect that nothing should be done to discriminate against any foreign nation, and more especially the mother country, in favor of another in the matter of imports. As the votes stood 36 to 11 the attitude of Canada appears conclusive.

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You Can Buy Floor Rugs, Gold Medal Brand, Took Highest Award New Orleans Exposition, the only Genuine in the market. —Also— Siver Plated Ware, Quadruple Plate Ciocks, Pictures and Fancy Goods, at 50c. a week. From Jones, the Installment Man 36 Dock Street.

Common Sense In the treatment of slight ailments would save a vast amount of sickness and misery. One of Ayer's Pills, taken after dinner, will assist Digestion; taken at night, will relieve Constipation; taken at any time, will correct irregularities of the Stomach and Bowels, stimulate the Liver, and cure Sick Headache. Ayer's Pills, as all know who use them, are a mild cathartic, pleasant to take, and always prompt and satisfactory in their results. "I can recommend Ayer's Pills above all others, having long proved their value as a Cathartic for myself and family."—J. T. Hess, Leithsville, Pa. "Ayer's Pills have been in use in my family upwards of twenty years, and have completely verified all that is claimed for them."—Thomas F. Adams, San Diego, Texas. "I have used Ayer's Pills in my family for seven or eight years. Whenever I have an attack of headache, to which I am very subject, I take a dose of Ayer's Pills and am always promptly relieved. I find them equally beneficial in colds; and, in my family, they are used for bilious complaints and other disturbances with such good effect that we rarely, if ever, have to call a physician."—H. Voullième, Hotel Voullième, Saratoga Springs, N. Y. Ayer's Pills, PREPARED BY Dr. J. C. Ayer & Co., Lowell, Mass. Sold by all Dealers in Medicine.

New Victoria Hotel, 248 to 252 Prince Wm. Street, *SAINT JOHN, N. B.* J. L. McCOSKERY, Pro. One minute's walk from Steamboat landing Street Cars for and from all Railway Stations and Steamboat Landings pass this Hotel every five minutes.

Removal Notice. SCOTT BROTHERS Have removed to their new premises, Waterloo Street, near cor. Union, where they have on hand a full and new stock of TEAS, SUGARS, CANNED GOODS, COFFEES,, GROCERIES, PROVISIONS, etc., etc. Lowest market prices. Satisfaction guaranteed.

The Pocket Gazetteer of the World. A Dictionary of General Geography. BY. BARTHOLOMEW, F. R. G. S. FOR SALE BY J. & A. McMILLAN, Prince William St. St. John N. B.

REMOVAL. THE BELL CIGAR FACTORY WILL REMOVE TO 217 and 219 Union Street, THIS MONTH.

P. E. ISLAND and BUCTOUCHE OYSTERS. now being served in all Styles. A large stock on hand for sale, wholesale and retail —AT— M. A. HARDING'S, Foot of Portland, N. B. P. S. Large and commodious dining room upstairs.

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FOR AMUSEMENT GO TO "THE NATIONAL," 22 Charlotte Street. First Class Shooting Gallery, Billiard and Pool Tables, Choice Lunches, Cigars, etc., Rifle Competitions Nightly.

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Notice of Removal, ON and after the first of May my place of business will be at the Head of Long Wharf, Portland, where I will be pleased to meet with all who may favor me with their patronage. RICHARD FARMER, Lumber Dealer, Long Wharf, Portland

BEAUTIFUL FLOWERS. *A choice variety of Roses and other Plants, suitable for the parlor, can now be found at the Greenhouse in the Old Graveyard, Sydney street. Parties in want of Cut Flowers should be sure to call before ordering elsewhere, as they will always get them fresh cut from the Plants.* H. S. CRUIKSHANK.

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Special Sale of Felt and Flannel Lined Boots, Shoes and Overshoes —AT— MRS. McCONNELL'S GRAND CLEARANCE SALE. Commencing on the 15th February and to be continued until the whole line is closed out. All Felt and Felt Lined goods will positively be sold at *Half Price.* Leather Goods at a tremendous reduction. Call early, before the stock is too much broken into. *Remember the Place, 15 King Street.*

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Assessors' Notice.

THE undersigned having been appointed Assessors of Taxes for the City of Portland, hereby require all persons liable to be rated forthwith to furnish to them a true statement of all their Real Estate, Personal Estate and Income, and hereby give notice that blank Forms, on which statements may be furnished under the City Assessment Law, can be obtained from said Assessors, and that such statements must be perfected under oath and filed with them within thirty days from the date of this notice.

Dated the 22th day of March, A. D., 1889.

DANIEL O'NEIL, RICHARD FARMER, JOHN KELTIE, } Assessors of Taxes.

NEW DRY GOODS STORE, East End City, Waterloo Near Union St. T. PATTON & CO., Will open on or before SATURDAY, THE 13TH APRIL, With a Full Variety of Every Description of DRY GOODS.

St. John, April 1st, 1889.

TRUSTEE NOTICE.

TAKE notice that J. ALLAN TURNER, of the City of St. John, oyster and fruit dealer, has this day assigned to me all his estate and effects for the benefit of his creditors. The Trust Deed is at the office of Mont McDonald, barrister, for signature.

Creditors are required to execute the Trust Deed within three months, in order to participate in the estate.

Dated at the City of Saint John the eighteenth day of March. A. D. 1889.

GEO. D. LUGRIN, Trustees &c.

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