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POOR DOCUMENT

THE EVENING GAZETTE

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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., SATURDAY, APRIL 6, 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 HARVEY TO MONCTON LINE.

Mr. Jones of Halifax seems to have been successful in coercing the government into putting such pressure on the Canadian Pacific Railway company as will insure the construction of the Short Line from Harvey to Moncton via, Fredericton. Yesterday, Sir John A. Macdonald stated in the House of Commons that the government had come to an arrangement with the Canadian Pacific Railway, by which the road will be built. What was the nature of the arrangement was not stated, but of the intention of the government to insure the construction of this particular road there seems to be no doubt. So it would appear that the efforts of the people of Fredericton, Moncton, and Halifax to take trade away from St. John are to be rewarded so far as the completion of this road is concerned.

That the object of these three cities is to take away business from St, John, seems to admit of no doubt. Both Fredericton and Moncton seek to conceal their real motive under the pretence that in some way the construction of the line would benefit them. The Fredericton people will have the pleasure of seeing through passenger trains, if there are any through trains by this line, passing through their city, and that will probably be the beginning and the end of the advantages they will reap from this section of the Short Line. As the junction of the Short Line with the I. C. R. will be at Salisbury, it is probable that the railway workshops of the Short Line will be located there; but those of the I. C R. will probably follow them to Salisbury in time, when the short cut from Salisbury to Canaan, by which about 15 miles will be saved in the distance from Chatham to St. John is built. Such a consummation would probably cause the people of Moncton to regret their over-officious zeal to benefit Halifax at the expense of St. John.

The fact that this line is to be built being settled, the question naturally arises, what effect will it have on the trade of St. John? An air line from Harvey to Fredericton and from thence to Salisbury is just 97 miles in length; an air line from Harvey to St. John and from thence to Salisbury is 119 miles in length, or 22 miles longer than the Harvey-Salisbury route. The actual distance by the existing railways from Harvey to Salisbary via St. John is 141 miles. If the Harvey-Salisbury line by Fredericton could be constructed with as little curvature as the existing line it would be 115 miles in length or just 26 miles shorter than the road by way of St. John. No one, we believe contends that the length of the route can be reduced more than this, and many contend that the difference will not exceeed 15 miles. From Harvey to Fredericton the land is level and the line will be easy and almost straight, but from Fredericton to Salisbury the country is broken and several considerable rivers will have to be crossed, so that the new line may not be any shorter than the old. But assuming it to be only 114 miles in length it will involve an expenditure of $2,800,000 and for what? To enable the people of Halifax to pull a few more wires to keep traffic away from the port of St. John.

If the people of St. John are true to themselves the plots of the little men of Halifax, Moncton and Fredericton to ruin this city will wholy fail, and may in the end inure to our advantage. The distance from Montreal to St. John by the Short Line will be 483 miles, while the distance to Halifax by the Short Line and Harvey, Fredericton and Salisbury route will be 734 miles, or 251 miles farther than to St. John. When freight comes to Harvey it will have the choice of coming straight to St. John a distance of 65 miles, or going on to Halifax over 316 miles of railway, and it is not difficult to judge which choice will be adopted. The idea of carrying heavy freight to Halifax over this section of the Short Line, is a mere dream, which can never be realized. Nor will it be generally adopted for passenger travel. The tourist does not care for an hour more or less spent on a railway, provided the country through which he passes is agreeable to the eye. When he comes east he does not desire to rush through a wilderness. but to see cities and the habitations of men Most summer visitors will desire to stop over at St. John to enjoy its unequalled climate, and then their route will probably be across the bay by steamer, so it is highly improbable that the Short Line through the heart of this province will attract either freight or passengers.

One good result of this agitation will be to convince the people of St. John that they must rely on themselves alone. The Dominion government will not help them, and the people of Fredericton, Moncton and Halifax are all hostile to their interests. The people of the leading city of the Maritime Provinces must unite to preserve and promote the prosperity of St. John; they must stand together, irrespective of party, in everything that concerns the common welfare of the community. They must work for the advantage of St. John without reference to the manner in which the result may effect other places; they must in short be as sefish as the people of Halifax are, and they will probably by the adoption of this course, be able to do as much or more for this port and city as has been done for Halifax by the lavish expenditure of the government.

THE SCOTT ACT.

Our esteemed contemporary, the Sun, thinks that while the voting of Thursday signed the death warrant of the Scott Act in the upper provinces, in the lower provinces there still is a strong feeling in favor of the act, and that in most of the counties of the maritime provinces legislation depriving the people of the power to prohibit would be strongly resented. It adds:—"In our opinion the Scott Act is an excellent local option measure, and one as easy to enforce as any of the provincial acts." The opinions of the Sun unfortunately do not agree with the experience of the people of the maritime provinces generally, most of whom are agreed that the Scott Act is a dead failure, as a temperance measure. The Scott Act was intended to promote temperance and to prevent drunkenness, yet it is notorious that it has increased drinking in every country in which it has been adopted. The other evening in a meeting of a temperance organization in this city, a remarkable speech was made by a life long temperance man, one so zealous in the cause of temperance that twenty-five years ago he helped to tear down the house of a man who undertook to sell liquor in the principal town of his native county. At that time the town in question was entirely free from intemperance; there was not a drop of liquor sold in it, and the county took the lead of all New Brunswick counties in strong temperance sentiment. The temperance organizations were active and relied on moral suasion and not on legal enactments. This county has for years had the Scott Act and under it, he says, it has become the most rum-cursed county in New Brunswick, and the town the worst for drunkenness in the maritime provinces. A good many temperance men heard this speech and many of them were very ill-pleased with it, but no one was able to contradict the statements thus made; they were evidently admitted to be true. Now if the Scott Act has turned the county of Albert, formerly so temperate into the worst rum-cursed county in New Brunswick, what pretence is there for saying that it is an excellent measure or that it has been successful?

THE HARBOR COMMISSION.

Not much has been said of late in regard to the Harbor Commission, the question of union having for the time overshadowed all other public questions. Yet the Harbor Commission is a live issue and one that will presently have to be settled, either by the St. John of the present day or by the St. John of the future. Our readers will remember that by a vote of the common council it was resolved that a vote of the citizens should be taken for or against the placing the harbor in commission on the 21st May. Should the union with Portland be consummated before that date, this resolve of course will fall to the ground, for the matter will be one for the united city to deal with; but should union be postponed until June the vote will probably have to be taken. At present all is uncertain owing to the date of union not being precisely fixed. There is little doubt that when the citizens of St. John come to vote on the question of placing the harbor in commission there will be a large majority in favor of the scheme. When the cities are united, if aldermen are elected who properly represent the views of the citizens, there can hardly be a question that a two thirds vote in favor of it will be obtained, so that we look upon the placing of the harbor in commission as certain in either case.

NOTE AND COMMENT.

It seems to be rather late in the day for the appointment of a Parliamentary Commission to inquire into the utility of vaccination, yet this is what is to be done in England immediately. A Mr, Picton, who represented the anti-vaccination cranks, has been contending that vaccination is an uncertain preventive of small-pox, while it spreads other diseases. The Montreal French have been going on this theory for several years, but with very fatal consequences to themselves; the only people who have benefitted by their ignorant prejudice against vaccination have been the coffin-makers and grave diggers.

The lumbermen who yesterday resolved to send a memorial to the government against the bill now before Parliament respecting the inspection and measurement of timber and lumber, do not seem to be quite clear as to the grounds of their opposition. Their resolution says that it is unnecessary and wholly inapplicable to the province of New Brunswick, but it would seem that the act is not compulsory, for one section says: "Nothing in this act shall oblige any person to cause any timber or lumber to be inspected, 'but if inspected it shall be subject to the provisions of this act and the regulations made thereunder, and shall not be branded or marked as inspected unless the said provisions and regulations have been in all respects complied with in respect to such timber or lumber.'" If the act is not compulsory, as this section would indicate, why are the lumbermen so much agitated over the matter?

General Boulanger's manifesto issued from Brussells tells some unpalatable truths, which will not please the present French government. There is no denying the fact that, while denouncing Boulanger as a Revolutionist, the government has been proceeding against him by methods that are revolutionary. He has been compelled to fly to Belgium, not to avoid a trial, but to escape assassination under forms of law. The danger to the government, and to the Republic is less due to Boulanger, than to the arbitrary methods which have been resorted to for the purpose of crushing him.

There was a great deal of sharp talk in the House of Commons last evening in regard to the management of the Intercolonial Railway which was pretty generally condemned by the maritime province members. The greatest difficulty seems to be with regard to rates of freight, and this difficulty is increased by the fact that there is no authority in the maritime provinces competent to settle such rates. Why should people have to go to Ottawa for rates where they might as well be settled at St. John, Moncton or Halifax?

Lord Lonsdale, whose reputation in England was none of the best, has been devoting himself to travel in the northern regions of Canada and bids fair to make a name for himself as great as that of Milton and Cheadle or Butler. The record of his travels across the continent from Winnipeg over 10,000 miles of country to the North Pacific will be a thrilling story of intense interest to the people of Canada. No doubt the Earl will publish a book relating his adventures.

Nothing surprises visitors to the fine and growing town of Amherst so much as the disreputable appearance of the newspapers published there. A community like Amherst ought to have a first class weekly like the St. Croix Courier, but instead of this they are forced to be content with the Amherst Gazette which is badly printed and which is not edited at all. The Amherst Gazette is in point of fact the meanest looking sheet published in all Canada and the people of Amherst should at once take proper steps to secure the publication there of a paper worthy of the place.

CAPITAL NOTES.

The Work of Parliament Yesterday.

OTTAWA, April 5.—Hon. Mr. Foster in reply to Sir Richard Cartwright explained the terms of the prospectus of the loan of 1888, but Sir Richard was not satisfied and said he would bring up the matter again when going into supply.

The bill amending the fisheries act was read a second time. Mr. Ellis, who gave notice that he would divide the house on the second reading, energetically protested against the bill as directly hostile to fishermen living on the St. John river and in the interest of the rich sportsmen.

Messrs. Weldon and Kirk also opposed the bill.

It provides that the use of nets or other apparatus for capturing salmon shall be confined to tidal waters, and that no one shall fish for or catch salmon with swing nets in any of the waters of Canada.

In supply, before recess, on the item of Intercolonial railway, Mr. Jones of Halifax made a lengthy attack on its manner of doing business, to which Mr. Kenny replied.

Mr. Weldon of St. John also pitched in hotly, charging discrimination in freight rates against New Brunswick, reciting the St. John hackmen's grievances, and reading extracts from the proceedings of the St. John Board of Trade to show that the Upper Canadian freight to the maritime provinces was being largely forwarded via American roads. He spoke till six o'clock.

After recess the Canadian Pacific railway bill was committed.

Mr. Edgar said he did not consider it necessary to move the amendment, of which he had given notice, but would offer some general observations, which he did for thirty minutes.

Mr. Jones of Halifax followed, arguing strongly in favor of compelling the Canadian Pacific to build the Short Line from Harvey to Salisbury.

Sir John said the government had come to an agreement with the C. P. R. by which the road from Harvey to Salisbury would be built. (Applause)

Mr. Jones—At what time?

Sir John—Tomorrow. (Great laughter.)

Mr. Jones—In how many years?

Sir John—At an early day.

Mr. Laurier—That's hardly satisfactory.

Sir John—The government will bring down the arrangement this session and ask the house to endorse it.

Mr. Mills objected to throwing further burdens on the country by building 120 miles of railway because Sir Charles Tupper had promised it without authority. That was a reason for censuring Sir Charles, but not for building a road of no use to the country. He castigated Mr. Jones for his sectional selfishness and contended that the house should not assent to this bill till it knew what the agreement is between the Canadian Pacific Railway and the government.

Sir John said there was no reason for Mr. Mills to deliver a lecture on constitutional law. He had tried to avoid a useless discussion on Mr. Jones' amendment, but he could not to-night give particulars of the Short Line agreement. That, hovever, was no reason to stop this private bill. The bill was of great importance to the company and ought to pass at once.

Mr. Armstrong denounced the Short Line as a useless work, that would never pay.

Mr. Mitchell defended the C. P. R. bill.

Mr. Jones then arose and said he would not withdraw his amendment.

The time for considering private bills having expired, the committee rose and the bill thus stands over, Mr. Laurier insisting on a strict following of the rules.

On supply being resumed Mr. Davies hammered away at at the Intercolonial's management, its freight rates and all that sort of thing. The cheap carriage of Nova Scotia coal he denounced as one of the chief causes of the road's large deficit and of much of the great expense for rolling stock. As soon as the Short Line is running all that will be left for the Intercolonial will be to carry Springhill coal at ruinous rates.

Mr. Ellis thought the goverment would take cognizance of the fact that the great source of complaint on the part of the business men of St. John and Halifax was the absence of responsible authority nearer than Ottawa. There should be freight agents in the two cities named. The more business the road did the greater the deficit. He recited the efforts of the St. John board of trade and Mr. Burns to work up the lumber trade between Bathurst and St. John, and contended that it was thwarted by the high tariff set by the road. He did not blame the government, but called their attention to these facts in the interest of his constituents.

Sir John defended the Intercolonial showing that its great object was to link the provinces together. It was not operated solely on commercial considerations.

Sir Richard Cartwright said the coal rates was an injustice to the rest of the country.

Sir John said if the rate was raised it would transfer the coal trade from Nova Scotia to Pennsylvania mines.

Sir Richard Cartwright said it cost this country $24,000 a year of a dead loss to keep up the Springhill colliery and a little town.

On the item for extension along the the city front, St. John, Sir John amended the clause to read: "Subject to such terms and conditions as the government and governor-in-council shall authorize."

Hon. Mr. Foster explained that the item for increased accommodation at St. John was to cover the cost of securing land at the entrance to the station.

Mr, Ellis called attention to the St. John hackmen's grievances, and Sir John said he would see about it.

Mr. Jones of Halifax believed the bridge at the Narrows, Cape Breton, would seriously inconvenience the business of the lake, a ferry would be preferable.

Sir John explained that the draw would be one hundred feet wide. Experience taught that bridges were preferable to the ferries for railway purposes.

Mr. Flynn had intended to open up the whole Cape Breton railway question, but owing to the lateness of the hour he would forbear.

Sir John said Messrs. Reed and Isbester had the contract for the bridge at $615,000.

The debate on the Cape Breton railway was continued by Messrs. Davies, Jones, Lister, Mills and others.

The house sat in supply until nearly two o'clock this morning, and adjourned till Monday.

An order in council has been issued prohibiting the use of snares of any kind for catching or killing fish.

The eighth annual meeting of the Canadian Pacific will be held in Montreal Wednesday, May 8th.

The mayor of Quebec at the head of seventy-five delegates waited on the privy council today asking the government to guarantee the interest of three millions for twenty-five years at four per cent. for the erection of the Quebec bridge. The premier did not hold out any hopes that the request would be complied with.

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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 25th day of March, A. D., 1889.

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

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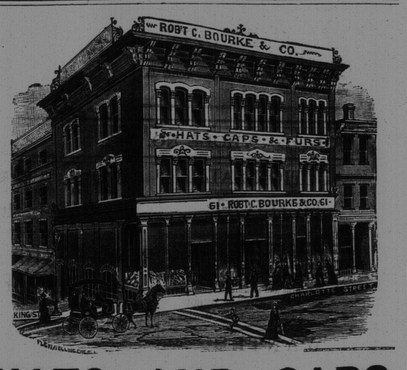

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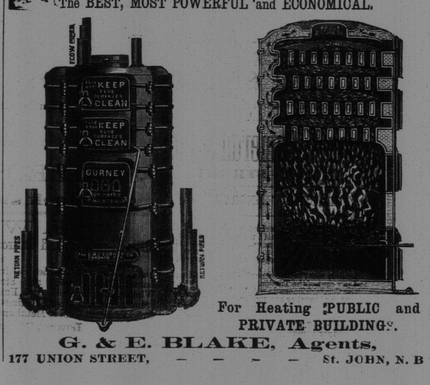
The BEST, MOST POWERFUL and ECONOMICAL.



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