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POOR DOCUMENT

THE EVENING GAZETTE

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JOHN A. BOWES, Editor and Publisher

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The Subscription to THE GAZETTE is payable ALWAYS IN ADVANCE.

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We insert short condensed advertisements under the heads of Lost, For Sale, To Let, Found and WANTS for 10 CENTS each insertion or 50 CENTS a week, payable ALWAYS IN ADVANCE.

General advertising $1 an inch for first insertion and 25 cents an inch for continuations. Contracts by the year at Reasonable rates.

ST. JOHN, N. B., FRIDAY, NOV. 8, 1889.

For the Latest Telegraphic News look on the First Page.

THE ANDERSON CONTRACT.

THE GAZETTE yesterday, in advance of all other Maritime Province papers, published what may be considered the official account of the cause of the failure of the Anderson contract, for a fast line between Halifax and Plymouth, a matter which has, until now, been involved in a great deal of mystery. Briefly stated, the Anderson contract fell through because of the withdrawal from the list of subscribers to the stock of the steamship company of two of the Canadian Pacific magnates, who were down for $500,000; and their withdrawal was due to a difference with the government or the Department of Railways, in regard to rates over the Intercolonial. The government agreed to build the line from Harvey to Salisbury, which was intended to side track St. John, and to lease it to the Canadian Pacific Railway Company at a rental of one dollar a year for twenty years and $73,400 per annum thereafter. The government agreed to carry freight and passengers from, and to points on the Intercolonial east of Moncton, and going over the Canadian Pacific on through tickets or bills of lading, and the rate on all freight, except coal, was to be based on a constructive distance equal to the distance from Moncton to Halifax with fifteen per cent. added, which was to be received by the Intercolonial, to be prorated with the distance the freight was carried by the Canadian Pacific. Thus, if the distance from Montreal to Halifax was 728 miles by the Harvey Salisbury line, as it is claimed it will be, the actual distance from Montreal to Moncton would be 541 miles, and the actual distance from Moncton to Halifax would be 187 miles, which, with 15 per cent added, would be 215 miles. On through freight from Moncton to Halifax, at the rate of half a cent a ton per mile, the Canadian Pacific would receive $2.70¼ cents for carrying the goods from Montreal to Moncton, while the Intercolonial would receive $1.07½ for carrying the goods from Moncton to Halifax, or to any point between Moncton and Halifax. So much for the freight rates which were certainly very favorable to the Intercolonial. For passengers the rates were, in respect of Halifax, Pictou and New Glasgow, to be divided on a pro rata mileage basis; and in respect of passengers to and from intermediate local points, the Intercolonial was to receive its local rates. This also was a favorable arrangement for the Intercolonial.

The bill to authorize the construction of the Harvey-Salisbury line was thrown out by the Senate in an unexpected fit of independence, and the tariff agreement, which is summarized above, came to naught. The Canadian Pacific people now ask that the terms of this agreement be applied to their through freight and passenger traffic, coming by way of St. John and passing over the Intercolonial from St. John to Halifax. The government refuse to grant this request on the ground that compliance with it would take away traffic from the Intercolonial between Moncton and Levis, the operation of which already imposes an annual charge on the public revenues.

To illustrate the workings of the plan which the Canadian Pacific Company ask to have enforced and which the government decline, take the case of freight passing between Montreal and Halifax via St. John. The distance from Montreal to St. John is 481 miles; the distance from St. John to Halifax is 277 miles. Add 15 per cent. to the latter distance, as in the former case, and we have 319 miles as the constructive distance to Halifax. A ton of freight going from Montreal to Halifax, and paying half a cent per mile, would therefore cost $4, of which $2.40½ would go to the Canadian Pacific and $1.59½ to the Intercolonial, and this rate would apply to all places east of St. John and west of Halifax. So in the case of flour which has been carried from Galt to Halifax for 50 cents a barrel, which is $62.50 a car. The distance, adding the 15 per cent. to the length of railway between St. John and Halifax, would be 1,207 miles. The Canadian Pacific would therefore receive $45.98 for carrying the flour from Galt to St. John, while the Intercolonial would have $16.52 for carrying it from St. John to Halifax, or to any point between St. John and Halifax. It does not appear to us that there is anything unreasonable in these rates, or that the Canadian Pacific Company are likely to gain any advantage over the Intercolonial by reason of them, especially when it is considered that the bridge tolls of $4 a car would have to be paid by the Canadian Pacific.

We utterly fail to understand on what principle the rates we have mentioned, as being granted to the Canadian Pacific between Halifax and Moncton, should be refused between St. John and Halifax, unless the intention of the government was to decoy the Canadian Pacific into leasing the Harvey-Salisbury line, and then to cut under them by making lower rates from Halifax to Levis and Montreal over the Intercolonial, than they could possibly offer over the Short Line. Under the arrangement embraced in the original agreement, on a 50 cents per barrel freight tariff between Halifax and Galt, the Intercolonial would receive $11.55 for hauling a car of flour from Moncton to Halifax, while with the same tariff under the arrangement proposed by the Canadian Pacific, they would receive $16.52 for hauling a car of flour from St. John to Halifax. In both cases the rate per ton per mile is practically the same, and if the rate is a losing one, the loss is almost the same in both cases, the advantage such as it is, being with the longer distance.

There is another consideration which is worthy of mention in this connection. The line from Moncton to Harvey via Fredericton will involve the construction of not less than 125 miles of new railway which the government undertook to build for the Canadian Pacific. The cost of this line, even at the low figure of $25,000 a mile would be $3,125,000, the interest on this sum at 3½ per cent would be $109,370 a year, and for the next twenty years the government would receive no return for this large outlay. At the end of twenty years they would obtain a rental of $73.400 or $36.000 less than the interest on the actual cost, to say nothing of maintenance. Moreover the new line which they would build at such a loss would take all through traffic from 90 miles of their own road between St John and Moncton. Under these circumstances it is difficult to understand, why a traffic agreement which was acceptable between Moncton and Halifax, and which involved such a large cost to the government, should not be acceptable between St. John and Halifax involving as it will do no extra cost to the government whatever.

NOTE AND COMMENT.

The Massachusetts people are immensely tickled with the Australian system of voting which they tried for the first time on Tuesday, and it is unanimously declared to be a great success. For the first time in the history of that commonwealth the voting was really secret and the elections were carried on without noise or confusion.

Ald. Robertson still remains silent in regard to the accusation made against him of having, as a reviser, improperly entered his son's name on the King's ward list as a voter in the Provincial elections. A timely explanation may save him a lawsuit under the terms of the Act of Assembly, which we cited on Wednesday.

General Mahone's defeat in Virginia was of the most pronounced character and we are not likely to hear much more of the breaking up of the solid South for some time to come. The Democrats carried the state by 30,000 majority. The break up appears to be in the solid North. Both branches of the Legislature in Ohio are Democratic and a Democratic governor is elected in Iowa by a majority of of 7,000.

The North end vote for the Dominion elections has been increased by 1,111 votes or upwards of 45 per cent by the late revision. The total vote of the North end is now 3,557, a larger vote than St. John city had under the old provincial franchise. All these 3,557 voters of the North end will be city voters at the next general election, unless the county is divided into ridings. How does Mr. Ellis like the prospect?

The St. Croix Courier, while quoting THE GAZETTE'S article on the proposed Short Line from Mattawamkeag to the Shore Line crossing, states that the St. John papers have forgotten or quietly ignored the existence of the Charlotte County ports. This is not true of this journal which has frequently mentioned the Charlotte County ports as possible rivals of St. John, and which quite recently published a description of Letang.

The Globe last evening said:—

The Sun published an article on bogus subscriptions. The article misrepresented somebody and the Sun was compelled to take back water. Instead of doing that fairly and gracefully it tried to cover its retreat by giving what it stated was a sentence from the Globe. The words which it quoted were the Sun's own words, published in its issue of November 1, in the third column of its third inside page. The paper this morning is forced to admit that fact.

A person reading the above would never suspect that the article which "misrepresented somebody" was copied by the Sun from the Globe, and that if there was any misrepresentation the Globe was the guilty party. From this the reader can judge af the code of honor that prevails in the Globe office. Sandbagging is not confined to the thugs of New York.

The New York Tribune in an editorial says:—

"If the Canadian Pacific Railway had not been built, it is altogether probable that Manitoba would already have been drawn into political relations with the American union. That great stroke of Canadian and Imperial enterprise deferred the development of annexation tendencies and brought a transition stage in the fortunes of confederation. How long that tentative stage will last it is as idle for Americans as for Canadians to hazard conjectures; but one thing is tolerably certain; a change in the existing status is inevitable after the death of Sir John Macdonald."

The Tribune is the ally of the enemies of Canada and of the British flag who are in our midst, but it is too sanguine in its views. Sir John has built up our confederation on so firm a foundation, that even his death would not interfere with its onward march in its present loyal course.

Dense as is the population of India it shows a constant increase. The census taken last year proves that almost 13,000,000 were added to its population since 1881 of which increase about two thirds belongs to British India alone. The total population in March 1888 was 269,477,728, of which 60,684,378 belonged to the native States. Distributed according to religion, in round numbers, the Hindoo population, in millions, is about 190; the Mohammedans, 81; "aborigines," 6½ Buddhists, 3½ Christians, nearly 2; Sikhs, nearly 2; Jains. 1¼: while Parsees, Jews and others are comparatively very few. The Church of England has nearly 360,000 members; other Episcopalian churches, 20,000 the Church of Scotland, the same number; "other Protestants," 138,000: Roman Catholics, nearly a million, and Syrians, Arminians and Greeks, over 300,000. About 106,000,000 males and 111,000,000 females are neither under instruction nor able to read or write. Details are given of 109 different languages spoken.

Aye, Truly.

First Cloud—Nella, I hear you've been appointed King. Where's your province?

Second Cloud—Well I've been raining over New York for the past few month.

"Hackmetack," a lasting and fragrant perfume. Price 25 and 50 cents.

WAS IT THE MILK.

Five Members of a Family Prostrated Through Eating Porridge.

[Toronto Globe.]

A rather mysterious case of poisoning occurred on Sunday afternoon, by which a whole family was prostrated and some of the members brought very near to death's door. Mr. Robert Fleming, a clerk at Raymond Walkers' store, Queen street west, resides with his wife and three grown up daughters at 7 Carlton avenue, a short thoroughfare running east from Ontario street, north of Carlton. Mr. Fleming had been at Hamilton on Saturday, and in consequence of his late return, the family did not rise early on Sunday. One of the young ladies made porridge about noon, and the five members of the family partook of this usually wholesome diet. Mr. Fleming complained at the time that there was something queer about the porridge, and said he did not feel like eating anything else. Strange to say, his wife and daughters felt disinclined to eat anything after the porridge, although there was some broiled steak on the table. None of them felt any injurious effects, however, until about three o'clock, nearly three hours after. Then one of the girls was seized with violent vomiting and terrible cramps. Five minutes later Mr. Fleming was taken in the same way, then the two remaining daughters, and lastly Mrs. Fleming. There was no one in the house to go for a doctor, and the matter was getting very serious, when, fortunately, James H. Pirie happened to call and finding how things stood, immediately called in Dr. J. E. White. The doctor and Mr. Pirie worked for several hours before the sufferers were out of danger, and then the doctor proceeded to investigate the cause of the trouble. Finding that nothing but porridge had been eaten he secured what remained of the milk, and after thinking the matter over, decided that it was the poisoned article. Dr. Canniff, Medical health Officer was notified, and he at once instructed Dr. Gregg to investigate the matter. Dr. Gregg visited the house and secured about a pound of the oatmeal, and also got from Dr. White a sample of the milk. Dr. Canniff further ordered the milkman, Daniel Forsyth of the Claremont Dairy, 242 Jarvis street, not to deliver any more milk until it is analysed, and a health officer, in company with the milkman, visited each of the customers and instructed them not to receive any milk from the Claremont Dairy for a day or two.

The milk in question was left at the house about 7.30 Sunday morning by Charles Morden. A basin had been left in the vestibule, between the two doors, and the milk remained there until about eleven o'clock, when it was used in the porridge. Morden was seen by a Globe reporter, and he stated that he had delivered the same milk to dozens of other people, none of whom were injuriously effected. He was very careful in handling the milk, and kept the cans scrupulously clean. Daniel Forsyth, who is manager of the Claremont Dairy, also feels very sore over the whole business. He has fifty-six gallons of milk on his hands, and his business has been brought to a standstill. The milk comes from Claremont, where it is collected from several farmers by his brother, Alonzo Forsyth. He thinks it is fine, creamy milk, and is prepared to quaff a glass of it at any moment.

A sample of the lacteal fluid will be submitted to analysis this morning by Professors W. H. Ellis and Ramsay Wright, and the oatmeal will also be subject to a thorough sifting.

With reference to the case, Dr. White said last night:—"It cannot be one of the ordinary irritant poisons used from malice for this reason. None of the symptoms of poisoning came on for three hours after the taking of the food. Had an irritant poison similar to arsenic been taken, the symptoms would have come on within twenty minutes, and would have been largely vomiting. In this case the symptoms didn't come on for three hours and were chiefly internic purging cramps, with less stomach irritation than would be found in the case of an irritant like arsenic. Now, the only poison I know of that will produce these effects three or four hours after taking is tyrotoxicon. This is a poison which is found in milk, resembling what is known as ptomaines. It will be rapidly developed from germs in the milk, and will show the toxic symptoms within three or four hours. It might be further stated in justice to the milk vendor, that he could hardly be held responsible for this kind of poison."

A reporter called at Mr. Fleming's house last night and found that the patients were progressing favorably, though Mrs. Fleming and two of the young ladies were still confined to bed. They have no idea where the poison could possibly have come from if not from the milk.

October Weather.

The following report of October weather shows an excellent state of climate during that month:

TEMPERATURE.

	Degrees.
Highest (7th)	60.00
Lowest (24th)	24.00
Average for month	36.00
Mean, 6 a. m., 2 and 10 p. m.	44.70
Do. do. (1888)	43.90
Average 29 years	45.60

BAROMETER.

	Inches.
Highest (24th)	30.296
Lowest (2nd)	29.428
Average for month	0.758
Mean, 8 a. m., 2 and 10 p. m.	29.864
Do. do. (1888)	29.574
Average do. 29 years	29.800

PRECIPITATION.

	Inches.
Snowfall for month (23rd)	1.00
Do. do. (1888)	0.30
Average do. 29 years	0.57
Rainfall for month	5.40
Do. do. (1888)	9.31
Average do. 29 years	4.73
Total precipitation, rain and melted snow	5.580
Do. (1888)	9.340
Average do. 29 years	4.797

SKY

Sun visible, hours	113
Mean, clouding, per cent	69
Foggy at 8 a. m., morning	1
" " 2 p. m., day	1
" " 10 p. m., night	1

WIND.

	Miles.
Greatest hourly velocity, hours	27
Total movement	6,572
Average velocity per hour	6.8
Do. do. (1888)	6.3
Do. do. 11 years	7.5

ICE.

The first of the season formed on the morning of the 24th.

A Grave Joke.

An incident occurred at a cemetery a few days ago, not a hundred miles from Moncton, that would be ludicrous under any other circumstances. A young child was to be buried and the rough box or outer coffin had been taken to the cemetery in advance of the funeral. Says the Moncton Times:—The caretaker supposed the box to contain the body of the child and placing it in the grave and filled it in. When the funeral procession came along the cemetery gate was fastened and the caretaker was resting contentedly in his domicile. When asked if he had made the usual preparations for the burial, the caretaker expressed surprise, as he had no knowledge of another burial. It is needless to say that when he learned all the facts his surprise was still greater. There was nothing to be done but to redig the grave, which was done with all haste and the mourners completed their sad errand.

A Nasal Injector free with each bottle of Shiloh's Catarrh Remedy,

A St. John Man in Boston.

The following is quoted from a description of the last meet of the Country Club's autumnal races at Clyde Park, near Boston:

The paddock was frequently visited by the different owners, including Mr. R. B. Forbes, jr., who is always ready with his large stable to advance the interest of racing; Mr. F. Seabury, who is one of the oldest and best tried riders on the course; Mr. E. Le-Roi Willis, who is continually winning new laurels as a gentleman rider; Mr. James Parker, who although retired from active riding, still takes a very prominent part in the racing as one of the stewards; Mr. M. R. Abbot, whose stable usually wins a place; Dr. E. W. Roche, a recent comer but none the less welcome, and numerous others.

For dyspepsia and Liver Complaint you have a printed guarantee on every bottle of Shiloh's Vitalizer. It never fails to cure.

GLOVES.

HUNTER, HAMILTON & McKAY.

Fine Watch Repairing.

I HAVE engaged the services of a FIRST-CLASS Watch, French clock and Chronometer repairer, and will guarantee satisfaction to those needing such articles put in thorough order.

All work promptly attended to at No. 81 KING STREET.

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WIRE NAILS —AND— BRADS.

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BOYS AND GIRLS OWN. Sunday at Home, Leisure Hour, Pansy, Chatter Box, Little Folks, Wide Awake, &c. LOWEST PRICES AT McArthur's Book Store 80 King Street.

Removed to No 33 Charlotte Street, *Furlong Building.* Will open in good shape on SATURDAY in our New Stand with a full line of latest importations of *PURE TEAS and COFFEES.* N. B.—Look out for the grand opening night. G. L. & C. TEA CO, *Charlotte Street.*

BEEF, LAMB, MUTTON, DEAN'S SAUSAGES. VEAL, HAM, BACON, LARD, POULTRY, VEGETABLES. THOS DEAN, 13 and 14 City Market.

GROCERS, ETC.

NO. 1 MESS SHAD. RECEIVED 10 Hlf Bbls No. 1 Mess Shad, 20 Cases White Wax Beans. STEWART'S GROCERY. 16 GERMAIN STREET.

JOB LOT BRUSHES —IN— *Scrub, Shoe and Stove,* 15 Cents each. TAYLOR & DOCKRILL, *84 KING STREET.*

ST. ANDREWS TURNIPS, SWEET POTATOES, ORANGE QUINCES. (By boat yesterday.) DUNN'S ROLL BACON, on Saturday FOR SALE BY J. S. ARMSTRONG & BRO., Charlotte Street, next door Y. M. C. A.

Onions, Beef, Cheese, &c., NOW LANDING. 1 Car Onions, 1 Do. Armour's Beef and Pork, 1 Do. Manitoba D Flour, 1 Do. Refined Sugar, 240 Fine New Cheese, 200 Qutls. Large Cod Fish, 50 Kegs Mixed Pickles, 50 Cases pure Lard in Tins, 50 Do. C. C. Beef. GEO. S. deFOREST & SONS 13 South Wharf.

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BOOTS and SHOES. A large stock of Ladies and Gentlemen's fashionable BOOTS AND SHOES —AT— MRS. McCONNELL'S, King street.

SAUSAGES. *On and after Saturday, 14th inst., we shall be able to supply all demands for our justly Celebrated Sausages.* SLIPP & FLEWELLING 160 Main Street, North End. Telephone. EVERY BODY ASKS FOR THEM.

ST. JOHN OYSTER HOUSE. OYSTERS. OYSTERS. 20 Bbls. P. E. I. Oysters, 20 Bbls. Buctouche Oysters, 11 do. Chatham " 10 Kegs Figs Feet. For Sale at 5 North Side of King Square. C. H. JACKSON. Telephone 25.

PIANOS. THE MENDELSSOHN PIANO. ORGANS. Thoroughly Constructed, Attractive in Appearance, Brilliant in Tone, Reasonable in Price, Fully Warranted. A. T. BUSTIN, 38 Dock Street.

SPECIAL. Ladies India Kid Button Boots, One dollar per pair. Extra Value. R. A. C. BROWN, *19 Charlotte St.*

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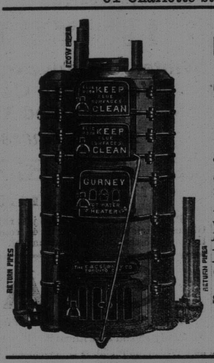
Season for Overcoats. OVERCOATS FOR Men, Youths, Boys and Children. An Immense Stock to Select from.

Prices.
$2 50
3 00
3 50
4 00
4 50
5 00
5 50
6 00
6 50
7 00
7 50
8 00
8 50
9 00 and upwards. Great Value.

OAK HALL CLOTHING HOUSE, Cor. King and Germain Streets, Is the Place for you to Buy all kind of CLOTHING. Best Value for least Money. CLOTHING MADE TO ORDER. SCOVIL, FRASER & CO.

HATS FURS! FURS!! *1889. SEASON 1889.* We are now Complete in Stock of every description of Furs, including LADIES CAPES, —IN— Beaver, Otter, Black Marten, Australian Opossum, Mouffion, Bear, Baltic Seal, Greenland Seal, Black Lynx, Silver Hare, Fox, &c. *Bear Boas, Fox Boas, Sable Boas, Polar Bear Boas, Iceland Lamb Boas, &c.* Gents Fur Coats, Ladies Astracan Sacques and Children's Fur Sacques. Robert C. Bourke & Co., 61 Charlotte st., St. John, N. B.



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