THE EVENING GAZETTE, SAINT JOHN, N. B., WEDNESDAY, SEPTEMBER 25, 1889.

-AT-SO-

chinery

mproved Lowell Turbine Water Wheel,Shi Castings, Pumps, Bridge and Fence Castings, etc., etc.

Portland Rolling Mill,

STRAIT SHORE, PORTLAND.

Tapered and Parallel Bars for Ships' Knee Nail Plate, Hammered Railway Car Axles, Shaft ing, and shapes of all kinds.

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Fine Carriages, Sleighs, Track Sulk-

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CROTHERS,

THE EVENING GAZETTE

ADVERTISING.

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., WEDNESDAY, SEPT. 25, 1889. be wholly ignorant of the matter.

THE SCOTT ACT.

There is to be an election in Fredericton, in the course of a few weeks, with a view to decide as to the continuance of the Canada Temperance Act in that city. We understand that many temperance men seeing the impossibility of the act being carried out are in favor of its repeal while other temperance men, whose zeal is perhaps greater than their wisdom, are preparing to engage in a vigorous campaign in favor of retaining the act. The notable feature about this election is the fact that the temperance men are for the first time divided on the Scott Act question and that many of them, while taking no active part in the agitation against it, will quietly vote for its repeal.

When the Canada Temperance Act in that which did not go by the North Shore. St. John's wishes were defeated them by a combination of Quebec and Nova Scotia interests, the false pretence being put forward that the British government would not sanction or assist any line which did not go by the North Shore. Now we find Quebec clamoring for the construction of this central line because that city finds itself side tracked by the shorter Megantic line through Maine to St. John.

The Edmundston-Moncton line will complete the purpose of obtaining the build for the purpose of obtainin There is to be an election in Frederic

NOTE AND COMBENT.

ROTE AND COMB

we have frequently had occasion to expose the ignorance of the Globe in regard to all matters relating to Canada. The Globe on Monday said:

"Should the Canadian Pacific Railway which does not relate the country has paid \$16,800 in superamulation allowances to the exposting of the basiness away from its own road, which has its terminus in Montreal, in order to send it over roadin the state of New York. Nature, however, would prevent any such sacrifice on the part of the Canadian Company, even if they had it in contemplation. The main line of the Canadian Pacific Railway which does the business of Manitoba and the North West of Canada, and the line from Sault Ste Marie (the Soo Line) which is competing for the business of Wisconsin, Minnesota and Dakota, both unite at Sadbuy Junction and this line, which runs direct to Montreal, has no branch going south until North Baya is reached. At that point a branch of the Grand Trunk runs to Toronto. Now, taking North Bay as a common starting.

The Globe on Monday said:

A contemporary reminds its readers of St. John, an official, who was appointed post master of St. John, an official, who support the state when John V. Ellis was appointed post master of St. John, an official, who was and Vests at a remarkable Low Price.

Fall Underwear in Abundance. Fall Underwear in Abundance. A choice lot of Neckties, Shirts, Collars, and Cardigan Jackets.

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Fall Underwear in Abundance. Grand Trunk runs to Toronto. Now,

New York, To carry out the Globe's

route is over lines which they either own are as follows:--

We insert short condenset accertisements under the heads of Lost, For Sale, To Let, Found and WANTS for 10 CENTS each insertion or 50 CENTS a week, pay-able ALWAYS IN ADVANCE.

They are extending their lines west from St. Thomas to Detroit, and are making connexions with the lines in New York tate, for the rapid carriage of goods and sassengers from Chicago across the pennsula of Ontario to New York. This is comething which every newspaper man ought to know but the Globe appears to be wholly ignorant of the matter.

THE OLD CENTRAL ROUTE.

sect act from obtaining liquer in the city of Prediction, if he wanted the fit of cross the Miramethal Doubtow may be reliqued to the desired of the section of the wanted to the control of the section of the section

OUR NORTH END SUPPLEMENT.

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

JOHN A. BOWES, Editor and Publisher miles farther over their own line to the miles farther over the miles farther SUBSCRIPTIONS.

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SLOC.

SLOC The Subscription to THE GAZ- winter or summer more cheaply to St ence portion of the old city of Portland; ETTE is payable ALWAYS IN John than to New York, for the St. John Indiantown, its harbor and trade; the or control. The comparative distances proposed steam ferry; Main street as it was and is; the proposed new park, and North Bay to New York 757 miles. other shorter articles.

No North End man should fail to be a

reader of THE GAZETTE. Our mother !-softly breathe the word Lest we disturb her rest-Our mother lies in slumber here Upon earth's quiet breast : And thro' the sweet and mellow ligh Of this September day, We've come to view again the place And kneeling sadly by the spot Wherein her body lies, We turn our eyes in earnest faith Up to the sunlit skies:

And from our hearts in unison, We breathe the little prayer Up to the Father of all good, Thro' the soft sighing air ;—

"Our God, we thank Thee, Who hast called Our loved one from our side To rest with Thee in endless peace— And when we cross the tide That flows between this life and that, May we all meet once more Within the gates of shining pearl, Upon the heavenly shore Never to part ; but share with Thee The Father's boundless love. Keer, us Good Lord, in Thy great peace

was first put in force in Fredericton high hopes were entertained of the beneficial results likely to flow from it. This was many years ago and it would appear that the experience gained of the working of the act in Fredericton ought to be sufficient to enable reasonable people to judge whether the act is worthy to retained in force. We believe the almost universal verdict of reasonable men is that the act is a dead failure. Its ebject was to prevent men from drinking but it has not done so; on the contrary it would appear that there has been rather more drinking in Fredericton under the Scott act from obtaining liquor in the city of Fredericton, if he wanted it. Under its operation the number of places where liquor is the claim is made from thence goes to the head of Grand Frenching in the constant of the content of the content of the core is the claim of the core is the core in the city of Fredericton, if he wanted it. Under its operation the number of places where liquor is the claim is made from thence goes to the head of Grand from thence goes to the head of Grand Frenching in the content of the content of the content of the core is the claim can probably not be sustained. The Edmundston-Moncton line will shorter Megantic line through the shorter Megantic line through the shorter Megantic line through and from thence goes to the head of Grand for the content of the content

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Capital \$10,000,000.

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ion of Canada. St. John, N. B., 24th July, 1889. READY FOR BUSINESS GENTLEMEN:

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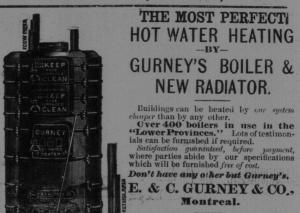
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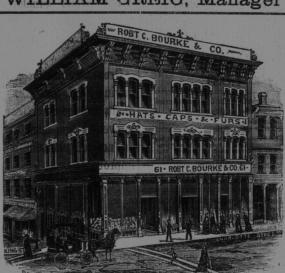
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