THE EVENING GAZETTE, SAIN:

THE EVENING GAZETTE the harbor in commission with favor. But the moment the Sun took hold of the scheme these people began to doubt. The Sun had been mixed in a buoyant condition, and the Judges pan to doubt. The Sun had been mixed they felt certain that there must be some job concealed under this plan for the benefit of St. John harbor, else the Sun would not have been found supporting the provincial funds would at present be in a buoyant condition, and the Judges be impoverished.

We fear that the editor of the Transcript is not as good a Christian as he pretends to be; but is filled with envy, hatred, malice and all uncharitableness. These thenefit of St. John harbor, else the Sun would not have been intoxicated, but he provincial funds would at present be impoverished.

where wharves, with railway connexions and warehouses are urgently needed, and yet some people would ask us to turn our backs upon a man who offers to provide these things simply because there is trouble in this constituency over an appointment made by the local government. As we stated before the man or the newspaper who makes such a political ruin. The question of harbor improvement is the great yital issue for the people of St. John and compared with it all other matters sink into insignificence. If we previously the dock scheme is courties and discharging of cargoes in transit to and from the Upner Provinces we can win the whole of that important trade, which amounted in 1888 to \$16,500,000, or more than double the total imports of the port of St. John for the same year, which amounted to \$7,846,000 a year to \$24,800,000 a year, that is to say it would be increased three follows that if St. John could obtain this in transit trade its business would rise from \$7,846,000 a year to \$24,800,000 a year, that is to say it would be increased three follows that if St. John could obtain this in transit trade its business would rise from \$7,846,000 a year to \$24,800,000 a year, that is to say it would be increased three follows that if St. John could obtain this in transit trade its business was undersomed three follows that if St. John could obtain this in transit trade its business as the in well work and in the bringing in of a sort of Med. terrahe follows that if St. John could obtain this in transit trade its business as the is well work and in the bringing in of a sort of Med. terrahe and the interest to the sugar trust.

THE DOCK SCHEME.

THE DOCK SCHEME.

It is a happy omen for the St. John for the St. John for the strong of Lord Melbourne who was prime min well as a proposed railway. The conditions are to the sound the strong of Lord Melbourne who was prime min min transit trade its business as the is well worth striving for, and surely the man or the newspaper which, from political motives, strives to preve

THE DOCK SCHERE.

It is a happy came for the St. John dock scheme that the Sun is violently opposed to it. There are some newspapers whose support is sure to defeat any cause which they profess to seek to advance, and the sen is one of them. Had the Sun been in favor of the dock scheme we would have considered it to be in great danger, but being against it there is no reasonable doubt that it will succeed. If any one desires two recent is no reasonable doubt that it will succeed. If any one desires two recents of the Sun been in favor of the dock scheme is no reasonable doubt that it will succeed. If any one desires two recents of the Sun been in favor of the dock scheme is no reasonable doubt that it will succeed. If any one desires two recents of the Sun been in favor of the desired of the Sun and the Sun been in favor of the dock scheme is no reasonable doubt that it will succeed. If any one desires two recents of the Sun and the Sun and

sensible man in St. John admits that a dry dock would be of enormous benefit to St. John, and that a wet dock or deep water wharves, with railway connexions and warehouses are urgently needed, and yet some people would ask us to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the government. It (would shorten the distance to the st. Lawrence is now before the

with only moderate natural advantages may become a great port, provided its people have sufficient money and enterprise to provide it with first-class facilities for the loading and discharging of vessels. St. John has great advantages over every other Canadian port, and if those advantages do not give us the winter trade of Canada, it will be because our people are misled by false cries and permit designing persons who have not the true interest of the city at heart to influence their conduct.

The Sun, with its usual disregard of the interests of St. John, is seeking to make a political question out of Mr. James D. Leary's business-like offer to construct a dry dock and wet docks at Sand Point. This attempt will of course fail like all the rest of the Sun's recent political efforts, but it is none the less annoying and contemptible. Every sensible man in St. John admits that a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such as a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such as a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such as a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such a dry dock would be of enormous benefit to St. John, and that a wet dock or deep to such a dry dock would be of enormous benefit to St. John, and that a wet dock or dee

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