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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, MAR. 13, 1889

THE WINTER PORT QUESTION.

The St. John delegation has had an interview with the Premier at Ottawa, in regard to the claims of St. John as the winter terminus of the transatlantic service, and Sir John has assured them that commercial considerations would largely govern the administration in arriving at a decision, but if the government could do anything, consistent with the public interest, to carry out the laudable desire of the citizens of St. John, it would be done. This answer reminds us of a little story which is told of no less a personage than Sir John himself, and which is characteristic enough to be probably true. Sir John was speaking to a new member of the House of Commons and took occasion to express the hope that he would have his best support. The member said he would support him when he thought he was right. "That is no use," replied Sir John, "I want a man that will support me whether I am right or wrong." The people of St. John are much obliged to the Premier for his polite phrases, but flattering words are of no use to them unless followed by corresponding action. If merely commercial considerations are to govern, the new fast line should go to New York, where the greatest amount and variety of freight offers for ocean transportation. But commercial considerations have not always governed Sir John's policy and need not govern it now; commercial considerations did not build the Intercolonial Railway by the North Shore; commercial considerations do not regulate the rate of freight on coal from Springhill Junction to Point Levi. Commercial considerations did not build an elevator at Halifax, and attempt to force grain for shipment at that port over 858 miles of railway from Montreal, when Portland Me. was but 297 miles away. "Commercial consideration," excuses will not do. The people of St. John are quite in earnest over this winter port matter, and will not be put off with fair words.

RODS VS. NETS ON THE RESTIGOUCHE.

A re-examination of the advertising pamphlet sent out by Mr. John Mowat, ex-Overseer of fisheries in Restigouche district, only increases our surprise that such clumsy baits as this ever catch even Yankee gudgeons. We do not know which most to admire, the ignorance and cheek of the writer or the arrogance and pretension of his Yankee patrons. We continue our remarks, which want of space cut short in our last issue,

At page 11 Mr. Mowat tells us a great many things about salmon, which impel us to say that, if he knew just a little more about them, he would know what nonsense he has written. Among other things he says:—"It is now generally conceded, except by some hard-hearted Scot whom you can't convince, that salmon, on entering fresh water, abstain from food until after the spawning period. "He says they do not take the fly for food, but only for sport, and he evidently thinks it a very wise provision of Nature that, in seeking sport itself, it affords sport to the angler, for he argues that:—

If taken for food, where would the pleasure of angling be? Where would be the waiting, the expectation, the fears the hopes, when a big looking head shows short of the fly? Another cast, he don't show; now which one will we try him with? All this would be gone. A luscious grasshopper, or a nice mouse or minnow would be the bait on a codfish hook attached to a codline.

Surely this is running teleology into the ground. The simple truth is that Mr. Mowat's knowledge of Natural History is very slight; not by any means sufficiently extensive, to fit him for the discussion of such matters. Common sense should have told him that all creatures which do not hibernate must eat, and that as all other varieties of the *salmonidae* eat while maturing their eggs and milt, the *salmo salar*, the most highly organized of the genus, so active in its habits, furnished with a dental apparatus so admirably adapted to seize its prey, so rapid in its growth that it must, in the natu re of things, assimilate large quantities of organic matter, cannot abstain from food from May, when it enters our rivers, until November, when it spawns. So far from this fallacy being "generally conceded," I doubt if Mr. Mowat can name one competent authority who agrees with him. What is generally conceded by competent observers is that while in fresh water, the food of the salmon consists of protoplastic organisms so minute that they are digested and assimilated very rapidly. Some assert that, in its efforts to dislodge the fly, the contents of its stomach are expelled, and this explanation of the absence of undigested food is much more probable than the theory that it does not eat at all. The question is not of much importance from a practical point of view, however interesting it may be to the student of Natural History; we dwell on it to show how utterly unreliable Mr. Mowat is, either as a teacher of Animal Physiology or of Piscine Economies.

The millionaire Yankee pot-fisher is the idol Mr. Mowat worships. He thinks it quite right, not only that American fishermen should steal our fish under pretence of buying bait, but that our best rivers should be in the hands of foreigners and that our less wealthy residents should be debarred from catching a salmon. He even thinks that his patrons should be above the laws which our own people are compelled to observe. Not only would he prevent us from any chance of catching a salmon, but he would even exterminate trout, because they interfere with the millionaire's prerogative. To save the poor man's only chance of sport—the trout—from destruction, the Fisheries department found it necessary to pass an order in council prohibiting their capture by nets. This law our own pot-fishers have to obey but Mr. Mowat thinks his Yankee pot-fishers should set this salutary law at defiance in New Brunswick, though they are compelled to obey a similar law in their own country. Listen to their advocate;—

"I would suggest to the Proprietors of the Restigouche to ignore the Departmental order forbidding the netting of trout except on the Labrador coast, and if a settler is not able to buy a net give him one. You say, why? Let me tell you it is impossible to have both salmon and trout in quantity in the same stream, and I have not the slightest doubt before a trout reaches 3 lbs. weight in Restigouche River it has destroyed very many thousands of both the eggs and fry of salmon."

Before the advent of these Yankees, trout and salmon got along very well together. We have seen that in 1874, before these "advanced ideas" had developed, the Restigouche produced 678,500 lbs. of salmon despite the eggs trout devoured, and if the anglers of to-day are not allowed to take the place of the drifters and spearers of Mr. Mowat's time, they will get along very well again, and trout will still afford sport and recreation to men who are just as well able to appreciate angling as Mr. Mowat's Yankee friends are to enjoy their pot-fishing, though the latter may be better able to make a vulgar display of their superfluous wealth. It is quite in keeping with Mr. Mowat's past record as a fishery Overseer, that he now advises open violation of the laws; but we hope the Minister will give special orders for the immediate arrest of all Yankee pot-fishers and their assistants who are caught angling for trout with a net.

NOTE AND COMMENT.

Gorman, the mendacious Ottawa correspondent of the Telegraph, sends that paper the following despatch:—"The St. John, N. B. Board of Trade waited on the government today. The visitors want a new fast Atlantic line of steamers to call at St. John. The government will not grant their request, though a compromise will be effected by establishing a steamship line between St. John and the West Indies. Sir John Macdonald announced that new fast steamers between Canada and Europe will adopt Halifax as the winter port instead of Portland Maine." Of course this statement is false Sir John A. Macdonald made no such announcement;— but it pleases Gorman to write and the Telegraph to publish anything detrimental to St. John. Gorman has acquired almost as great a reputation for mendacity as McCready had when he was Ottawa correspondent of the Telegraph.

Mr. Tweedie, who is acting as leader of the opposition, for the time, makes his main attack on the local government on the ground that they refuse to reduce the rate of stumpage to the North Shore operators, thus transferring many thousands of dollars of the revenues of the province to a few wealthy men. Whatever may be the faults of the government in other respects, in this matter they are perfectly right, and should have the support of all the members of the House of Assembly who are not controlled by North Shore influences. The demand for the reduction of stumpage, as we have already proved, is a dishonest one and should not be considered at all.

In closing a letter to the Sun, this morning, in regard to the controversy between the St. John Presbytery and the Attorney General, the Rev. A. MacDougall says: "The presbytery of St. John will no doubt be largely benefited by the instructions of those who generously assume the role of moral teachers and religious instructors for the special benefit of its members. To instruct the members of the presbytery on questions of morals and religion is no doubt to them a pleasure, and their efforts, I trust, will be injurious to none, although a source of amusement to many." This is a pretty plain intimation that the St. John presbytery cannot be instructed on questions of morality, and that perhaps may be the case with the Rev. Mr. MacDougall; but we do not believe that the other members of presbytery hold themselves to be beyond all moral teaching.

The St. John Board of Trade is now a strong body in point of numbers, and its influence ought to be greatly increased. This is a critical year in the history of this city, and the questions likely to arise will demand the best efforts of such an association as the Board of Trade. What is most wanted is a thorough understanding of the needs of the city, and a union of all interests in efforts to obtain what St. John requires.

The Rev. A. MacDougall writes another letter to the Sun in which he reiterates his belief that, under the wording of the vital statistics act, Presbyterian ministers are not required to make a return to the Register of the funerals they attend. The best way to test this point is for the Attorney General to take proceedings against Mr. MacDougall for disobedience to the law, as provided in the Act, so that the reverend gentleman may have an opportunity of exhibiting the extent of his legal knowledge in Court. It is quite clear that no satisfactory settlement of the affair can be reached by any newspaper controversy.

Henry Campbell, M. P., private secretary of Parnell, has brought suit for libel against the London Times. The suit is founded partly on the opening speech by Attorney General Webster in the case of O'Donnell v. Walter, and partly on a leading editorial published by the Times July 7th last. It is the first of a series of suits to be brought against the Times for the publication of the, so-called, Parnell letters and the comments thereon. It is probable that before the Times sees the end of this business, it will be the defendant in a score or more of suits brought by Parnell and his friends. It is likely to be a very expensive business for the great English journal.

It is impossible to estimate the injury that St. John has suffered from the showing of the census which gives it a population of only 26,000 or about 9,000 less than Halifax. Were the real facts known our influence would be vastly increased, and our demands on the government would receive the attention due to the fourth city in Canada. St. John has 50,000 inhabitants, counting in it the population that properly belongs to this community. This is really one of the strongest argument in favor of the union of St. John and Portland and it is not a sentimental one either.

The announcement made in the Imperial house of commons last night by the first lord of the admiralty, that Australia had promised to give £35,000 annually for ten years towards building the proposed new ships of war, and also to fully maintain the vessels when completed, shows how strong the feeling for the Union of the Empire is in Australian colonies. They accept readily a portion of defence so long borne by Great Britain alone.

THE SPIRIT OF THE TIMES.

The meeting of horsemen to arrange for a maritime circuit, held last evening in the Victoria Hotel, was attended by the following gentlemen: A. A. Sterling and J. M. Wiley, Fredericton; Dr. Thos. Walker and J. M. Johnston, St. John; C. H. Clerke and Edward Keys, St. Stephen J W Power, Halifax; J C Mahon, Truro; and W. Junn, of Houlton. Mr. A. A. Sterling was elected chairman and Mr. J. W. Power, secretary to the meeting.

After preliminary business was transacted the following officers for the ensuing years were elected:

W F Todd, St. Stephen, president;

A. A. Sterling, Fredericton, vice-president; Jas. W. Power, Halifax, secretary.

The following dates were agreed upon for holding the races:—

Halifax, August 28th and 29th.

Truro, September 3rd and 4th.

Moncton, either the 6th 7th or 28th September. Fredericton, September 11th and 12th. St. Stephen, September 18th and 19th. St. John, September 24th and 25th.

The entries for the races will close as follows: Halifax, August 21; Truro, August 27; Moncton, September 2; Fredericton, September 5; St. Stephen, September 10; and St. John, September 17.

It was resolved that the conditions of the entries be that 5 per cent. of the purse accompany the nomination and that 5 per cent. be paid the night before the race for which any horse is entered—purses to be divided as follows: 60 per cent. to first, 30 to second and 10 to third. The conditions for a race will henceforward be five to enter and at least three to start.

On motion it was resolved to be governed by the rules of the National Trotting Association. The class and purses were arranged as follow: 3 minute class, $150; 2.45 class, $150; 2.37 class, $200; 2.28 class, $250; $150 reserved for special premiums. Moncton being only a one day meeting will give a 2.45 and a 2.28 class.

The third of a very remarkable series of races between "the world's champions" Laidlaw and Dowd was, skated Monday evening at Halifax. Over fifty spectators watched with bated breath the struggle for supremacy, and only when Dowd stopped at the twenty-seventh lap to take a drink of milk did they believe that he had given up all hopes of winning the heat. Dowd had on long skates which, when he came to the corners seemed to stick in the ice and hold him down. Otherwise he would have won, if he had got enough money. At one time during the race Dowd made a brilliant spurt for more than a lap going at the rate of a mile in five minutes.

* * *

Pittsburg Dispatch:—Speaking of the recent boat race between Teemer and Gaudaur, a gentleman interested in John Teemer said:

"We have always had money and plenty of it to back Teemer against Gaudaur. Sunday's race was a foregone conclusion, not only with professionals, but with the public, simply because Teemer is a better rower than Gaudaur, and O'Connor defeated Teemer with a lot to spare at Washington. Of course Teemer is ready at any time to row Gaudaur for an up and up stake. The McKeesport man will probably be ready to take another shy at O'Connor before the year closes. Teemer can row better than many people think. He underrated O'Connor at Washington, or more correctly speaking, he did not credit O'Connor with the staying qualities that he, O'Connor, possessed. I still have faith in Teemer, although we are all convinced that O'Connor is a remarkable man. Certainly, I think him good enough to beat any Australian. If Searle would come here Teemer will row him for a stake large enough to pay all expenses for the journey and a little over."

In the All-American-Chicago game at Paris on Friday only two hits were made off Crane. He made but one wild pitch and sent four men to bases on balls during seven innings, which by mutual agreement, constituted the game. But to offset his bases on balls, Crane struck out nine of Anson's hard hitters, retiring Daly, Ryan and Pettit one after the other in the third inning. All-America played without a fielding error.

Pendragon, in the London Referee, says:—"When all that has taken place of late comes to be weighed up, he would be a foolish man who believed too implicitly in the probability of a fight between Kilrain and Sullivan. After his inglorious display in Europe Sullivan can scarcely be regarded in seriousness as a fighter: he is really a four-round ruffian with the gloves; if he cannot knock out his man in ten minutes or so, he is himself done. As for knowledge of what is necessary in knuckle fighting, as knuckle fighting used to be understood before the present burlesque regime, he has none whatever. He is absolutely lacking in the merest rudiments of ringcraft.

Gaudaur is in the habit of falling into surly moods and doing strange things The race did not attract much attention for the reason that the San Francisco papers spared no effort to cloud it with suspicion. We believe that it was fairly rowed although the action of Gaudaur is deserving of censure. O'Connor is still champion of America and we have faith in his integrity. We believe that he will make an honest effort to restore public confidence in professional sculling.—Turf, Field and Farm.

The Australian steamer sailed from San Francisco on Saturday, but O'Connor was not on board. The Zealandia with Hanlan on board, is due at San Francisco Saturday, March 16.

A gold medal will propably be offered by the Detroit Club for a 100 yard race between the sprinters of the International clubs.

A Capital Scheme.

PLANKINGTON, Dak., March 12.—A corporation has been organized with a capital stock of $1,000,000 for the purpose of controlling the location of the capital of South Dakota. The capital stock is divided into 100,000 shares of $10 each and these are to be sold to the voters of the Territory, and when all the stock is taken the company will make a purchase of a large tract of land at such city or place as to offer the best inducements and have the most favorable chance of securing the location of the capital. Then by notifying their stockholders throughout the Territory of the place selected for investments they will secure the votes of all the stockholders and the scheme is accomplished. Six well known citizens were chosen directors, none of whom live at a place that will be a candidate for the capital and they are not interested in any particular location.

WITH A ROAR LIKE ARTILLERY.

A Big Water Main Bursts in the Streets of New York.

NEW YORK, March. 10—The six inch Croton water main in Greene street, close to Clinton place, burst at 11:45 o'clock Saturday night, ripping up the street from curb to curb on Greene street, at the point where the University place car track curves into Clinton place, and tearing away the pavement of Clinton place under the eastbound track of the Christopher and Tenth street road for a distance of nearly 30 feet. An Eighth street car bound east was not 100 feet away when the water spout arose. The rush of water from the broken main was tremendous. Residents of the neighborhood say that a column of water shot up to the height of the houses with a roar like artillery. Cobble stones and sand were flung everywhere. When Water Surveyor Keegan arrived he computed that the water was escaping at the rate of 2000 gallons a second. He got a gang of men at work as soon as possible to endeavor to stop the flow. He was re-enforced by a gang from the Christopher and Tenth street railroad stables. Fortunately for the surrounding houses, which were at first in danger of being undermined, the section of the Greene street sewer exposed by the upheaval was broken in by the falling debris, and the water found an escape through it.

The water was finally turned off, and the ends of the broken main were stopped with wooden plugs. When a gang of men from the Eighth street car stables got to work to brace up their track at 4 o'clock yesterday morning, they found the big hole full of gas from damaged gas pipes. Barney Neavy, a workman, was overcome. Men were at work late yesterday afternoon putting in a new 6-inch main. At about the same time with this break another 6-inch main connecting with a 12-inch fire main at the corner of Twenty second street and Second avenue broke, and for a time created a miniature Niagara in Twenty-second street. The flow of water was quickly stopped.

THE CRUISER CHARLESTON,

It Would Require 25 Days at Least to Make Her Ready for Service.

SAN FRANCISCO, Cal. March 12. Naval Constructor Fernald who is superintending the construction of the United States steamer Charleston, said he had received no orders from the secretary of the navy but had received a telegram from the chief of construction of the naval bureau asking when the Charleston would be ready for trial. Mr. Fernald said this would be in five weeks or in case of necessity in two weeks, and her armament could be mounted in 10 days additional. Regardless of expense she could be made ready for service in 25 days. The rumor that the steamer City of Peking one of the fastest on the coast had been chartered by the government as a despatch boat between Samoa and Auckland is denied by the officials of the steamship company.

DIED FOR LOVE.

A Pretty Canadian Girl Kills Herself Because of a Lover's Neglect.

ROCHESTER, N. Y., March 10.—Anna Diamond, a pretty Canadian girl, came here from Belleville, Ont. Friday last, and procured a room at the Waverly House. Some time last night she took a dose of rough on rats, and was found this morning dying. To the landlord she stated she killed herself because of the neglect of an actor named Charles McKee, who was here with Maggie Mitchell's company last week. Letters found in her trunk show that she and McKee had had a love affair and that she had followed him to Rochester. It was learned that Anna was an orphan without any near relative. The girl died at noon. McKee left the city with his company.

Mr. Benjamin Heartz, Charlottetown recently sold off his stock farm to parties in the United States, for breeding purposes a two-year-old pure bred Percheron stallion, sired by imported Duroc for the sum of $1,000. He also sold a thoroughbred Holstein bull calf for a large price.

SYDNEY WARD.

SAINT JOHN, N. B., Feb. 12, 1889.

We the undersigned residents and voters of Sydney Ward in the city of St. John N. B. would nominate Wm. Lewis Esq. of said ward to represent us in the Common Council as alderman and pledge ourselves to do all in our power to secure his election.

Daniel McDermott,	Wm. T. Pratt,
William McDermott,	W. J. Halpin,
Bernard McDermott,	Henry Harvey,
John Woodburn,	Geo. W. Belyea,
William Lowe,	Daniel Mulherrin,
Michael Clancy,	Chas. King,
Chas Daley,	Henry King,
Mathew McGuiggan,	R. B. Emmerson,
Patrick Killan,	Andrew Pauley,
Thomas McGuiggan,	John Elsmore,
James McGee,	John Cearns,
Geo Stack,	A. J. Armstrong,
Mr McAnulty,	C. H. Maxwell,
Thompson Lavers,	James Hawker,
John McCabe,	Thomas Stone,
Thomas Littlejohn,	C. E. Harding, Jr.,
Neil Hoyt,	Patrick Connolly,
Geo C Lavers,	John McGoldrick, Jr.,
S R Catharine,	J. Russell Armstrong,
John Condon,	A. C. Jardine,
Edmund Duffy,	C. H. Leech,
George Carland,	John Kee,
Thomas Traynor,	John Thompson,
Samuel Denham,	R Barbour,
Richard Evans,	A Armstrong,
John Halpin,	A G Staples,
John Wordly,	B Rodgers,
Robert Dalton,	A McDermott,
Alex. Keanes,	T Broderick,
John Riley,	Robert J Haley
Derish Woodburn,	Daniel Hares,
Daniel J Driscoll,	Wm Daley,
Wm. McKinney,	James Daley,
Wm. Quinn,	James Bennett,
James McCinney, Jr.,	Alfred Cline,
Seth Scribner,	James Stackhouse,
Daniel Hanlon,	J Peters,
A. Secord,	W L Mackey,
C. Stevens,	James Miller,
Peter Traynor,	Robert Wills,
John F. Ashe,	Wm Humphries,
Daniel Bridgeo,	Wm Creig,
" do Jr.,	

To the Electors of Sydney Ward.

Gentlemen,

In compliance with your requisition asking me to allow myself to be put in nomination as a candidate for Alderman at the approaching election, I beg to say that although the matter is not of my seeking I am entirely in your hands and will accept with pleasure your flattering nomination. A glance at the names of your requisition convinces me that you intend to carry the election, and I am content to leave the result in your hands assuring you that if elected my best efforts in the future as in the past will always be put forward in the interest of this City and Sydney Ward in particular. I have the honor to be yours etc.

WILLIAM LEWIS.

PUBLIC NOTICE.

NOTICE is hereby given that the Commissioners appointed under the act of the general assembly 51 Victoria, Chapter 52. Intituled "an Act to provide for a Commission to enquire "and report with a view to the union of the Cities "of Saint John and Portland, in the City and "County of Saint John" have this day filed, in the office of the Common Clerk of the City of Saint John, a copy of their completed scheme, which is open for public inspection.

Also that the Commissioners have fixed

TUESDAY, the 19th day of March, instant,

as the day upon which the vote will be taken under the said Act.

Dated the fifth day of March, A. D., 1889.

B. LESTER PETERS,
St. John, N. B. Common Clerk.

ANNOUNCEMENT.

JOHN S. DUNN,
TAILOR,

Will open in shop, Canterbury st., near King, about 1st April.

Repairing, Pressing and Altering a Specialty.

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Because no poisonous or deleterious ingredients enter into the composition of Ayer's Sarsaparilla.

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—Ayer's Sarsaparilla is a medicine, and not a beverage in disguise.

—Ayer's Sarsaparilla never fails to effect a cure, when persistently used, according to directions.

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—Thousands of testimonials are on file from those benefited by the use of

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PREPARED BY
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Price $1; six bottles, $5. Worth $5 a bottle.

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13 Bbls Buctouche Oysters.
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Are pleasant to take. Contain their own Purgative. Is a safe, sure, and effectual destroyer of worms in Children or Adults

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One minute's walk from Steamboat landing Street Cars for and from all Railway Stations and Steamboat Landings pass this Hotel every five minutes.

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TRUE FRUIT SYRUP.
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A choice compound of the juices of our own lucious Strawberry
—AND THE—
Richest Fruits of the TROPICS.
If your grocer cannot supply, go to 43, Dock street.
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—IN—
ALL LINES OF GOODS
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First Class Shooting Gallery,
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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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Buchanan's Whiskies
LONDON, 2nd January, 1889.
TO ALL WHOM IT MAY CONCERN:
We have pleasure in intimating that we have this day appointed
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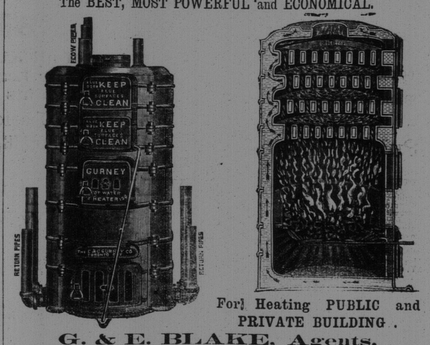
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