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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., TUESDAY, APRIL 9, 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-SALISBURY LINE.

It is now stated that the railway from Harvey to Salisbury, via Fredericton, will be built by the government, and that a vote of two million dollars will be asked for that purpose. It is likewise understood that, when the road is built, it is to be operated by the Canadian Pacific Railway Company, and that the railway bridge at Fredericton is to be made free to them. It will be seen from this that nothing has been left undone which could be done to take trade away from Saint John, a new line of railway is to be constructed by government money, and an expensive bridge made free in order that this city may be deprived of the commerce that legitimately belongs to it as the nearest great port of Canada to Montreal, and the one best adapted for winter traffic. And while the Fredericton bridge is being made free in the interest of Halifax, the St. John bridge, so far as can be at present discovered, is to remain a toll bridge, so that a tax equal to a haulage on 100 miles of railway will be imposed on every ton ton of freight carried over it, and the wharves on this side of the harbor, deprived of the shipment of freight coming in from the West.

The Harvey-Salisbury line, which the government will build, will be 120 miles in length and probably more, for the distance by an air line is 97 miles. To build these 120 miles of railway properly will cost at least $3,000,000, a sum, which, if judiciously spent in subsidies, would add 1,000 miles to the railway mileage of Canada. The Harvey-Salisbury line will run, for the most part through a wilderness, so that no local traffic can be expected for many years, and it will have to depend wholly on through traffic. As it will shorten the distance to Halifax by not more than 25 miles at the outside and probably by only about 15, it will be seen that this vast expenditure is incurred in order to bring Halifax less than an hour nearer to Montreal than it would be by the Short Line which passes St. John. [illegible] in Halifax. To please Halifax the Intercolonial Railway instead of going by the Central route, or by the St. John Valley route, was carried around by the North Shore; to please Halifax the Baie Verte Canal was defeated in order that St. John might be deprived of the Gulf and Prince Edward Island trade; to please Halifax millions have been expended there in terminal facilities; and now to please Halifax and to make it impossible for St. John to obtain any part of the winter trade of Canada, an expenditure of $3,000,000 is to be incurred for the construction of a wholly unnecessary railway through a wilderness. Fortunately for St. John the Harvey-Salisbury Railway cannot be built in a moment like the palace of Aladdin, but will require two years or perhaps three to construct it, and in the mean time the people of this city must see that the Western trade is secured to this port. They must insist on the railway bridge being made free and, if this is done we have no fear of the result. Even the Government of Canada, however wedded it may be to Halifax and however hostile to St. John, cannot cause water to flow up hill. Let the people of St. John be true to themselves and their interests are safe.

THE ORIGIN OF NAMES.

The difference of opinion as to the origin of the name Bear River, to which we referred yesterday, suggests that there is ample room for a volume on the origin and meaning of names of places in the Maritime Provinces. This is a subject which has received much less attention than it is entitled to, and which is of very considerable interest to most people. A great many New Brunswick names are Indian in a more or less corrupted form. The Indians, as a rule gave names to localities which had reference to some peculiarity in their condition or surroundings. They called the St. John Wigoudy, "great highway," because, in their view, it led to every place to which they wanted to go. Canada, in regard to the origin of which there has been such a waste of learning, simply means a town and was applied by the Indians whom Cartier saw in 1535 to a collection of huts on the present site of the city of Quebec. The name Quebec itself simply means the narrows, and is the Indian equivalent to the French Detroit which signifies a strait. When our New Brunswick Railway commissioners were giving names to stations on the line to Shediac, they revived a good many Indian names and gave a certain Micmac flavor to the railway. This was certainly better than the fashion of multiplying old world names or calling places after Smith, Brown and Jones, with addition of Ville. Thus they got such names as Penobsquis, which means simply rocky brook, and others equally significant. Most of our New Brunswick rivers retain their Indian names, although the meaning of many of them is not known. It may be of interest to note, however, that the Kennebecasis is the diminitive of Kennebec, sis meaning little. The name Kennebec means the river that winds like a snake. Penobscot, it may be mentioned in passing, means the river that flows through the rocks. Many Indian names, however have became changed so much that they can hardly be recognized as Indian. Perhaps the most remarkable instance of this is Economy on the Basin of Minas. This looks very English, but it is simply a corruption of the Indian word Kenomee, which means Sandy Point. Minudie and Petitcodiac, both of which are generally believed to be French, are simply Indian names corrupted into other forms.

Of the New Brunswick names that are English the origin of many is likely to be lost, if not recorded in some permanent form. Everyone knows that the St. John river received its name because Champlain discovered it on the 24th of June, the day of St. John the Baptist, but the origin of many other names is not so readily discovered. It is time that some local antiquarian took up this subject and gave it his attention. THE GAZETTE will at all times be willing to become the medium of communication with the public on this interesting theme.

THE UNION BILL.

Mayor Chesley announced in the Portland Council last evening, that the union bill would be sent to the Legislature on Wednesday or Thursday, and would be enacted in the course of a couple of days. We believe there is no doubt that the bill will be introduced to-morrow, so that it will be before the committee on Corporations on Thursday. It is intended that the commissioners and those having the bill in charge, as well as all persons who desire any modification of the terms of the bill, shall be heard before this committee so that the report of the committee will probably be regarded as final by the House, and the bill agreed to as it leaves their hands. It is highly improbable that any important modification of the bill as prepared by the Common Clerk and presented by the Commissioners will be adopted, and certainly nothing compelling this city to maintain a free ferry to Carleton or to construct a bridge will be inserted in the bill. Carleton will be treated justly by the united city, but not placed in a position to develop interests separate and apart from those of the East side. The prospect of union is very gratifying to the people both of St. John and Portland, and to the inhabitants of the province generally, who desire to see their chief city placed in the position to which it is entitled as the fourth in Canada. The bill may not become law in a couple of days, as Mayor Chesley supposes, but there seems to be no reason why it should not be passed by tomorrow week the 17th inst. In such a case the elections might be held the 30th April or early in May. However this may be every one must realize the fact that we are very near union, and that it is a measure likely to exert the most favorable influence on the future of St. John.

THE QUEBEC BRIDGE.

The prospect of the people of Quebec obtaining a subsidy for their proposed railway bridge across the river St. Lawrence appears to be rather a poor one, but it may be of interest to note what influence the construction of such a bridge [illegible] through Maine brings us within 483 miles of Montreal, the Lake Temiscouata railway brings us within 431 miles of Quebec. Taking Ottawa as a common point on the route to the West, we find the distance to that city by Montreal to be 605 miles and by Quebec to be 697 miles. The Short Line and the Canadian Pacific route by way of Montreal has, therefore, a decided advantage over the route by Quebec, the difference in distance being 94 miles, The Quebec route has, however, the advantage of being wholly on Canadian territory, and the fact that it is only 94 miles farther to Ottawa and the West by this route than it is by the Short Line may be an argument in favor of the bridge, and shows that we cannot be greatly inconvenienced by anything the government of the United States may do to prevent the transit of Canadian goods through their territory.

NOTE AND COMMENT.

The people of St. John in view of the result of the agitation for the Harvey-Salisbury line can now ponder over the inconceivable folly of their course in electing Charles W. Weldon and John V. Ellis to represent them at the last election. These men have no more influence in the House of Commons or on the policy of the government than a couple of cats. Sir John knows that they will oppose him whether he is right or wrong, and he therefore entirely ignores them as of no political consequence to him.

A gentleman, who leaves for England to-morrow, will endeavor while abroad to select and purchase a steamer suitable for the trade between St. John and the West Indies and South America. A government subsidy for this service is already secure, and local capitalists should not hesitate to come forward and assist in the purchase of a suitable vessel. In this matter the government appear to have done all that can reasonably be expected of them; private enterprise must do the rest.

The making of the Fredericton bridge free will reduce the mileage from Edmunston to St. John from 248 miles, the distance by way of McAdam junction and Woodstock, to 232 miles, the distance by way of Fredericton and Gibson, a saving of 16 miles, or as much as the building of the Harvey-Salisbury line will involve. The making of this bridge free should enable us to increase our up river trade very largely.

The taking over of the Grand Southern Railway by the Shore Line company is an important matter for St. John, although it has attracted but little attention. The proposed extension to Bar Harbor and eventually to Bangor will add greatly to the business of the line, and with a free bridge here and access to the Intercolonial railway station should greatly develop local traffic.

The statement that General Boulanger will be obliged to leave Belgium is contradicted by the General himself who telegraphs to his friends that he has not been requested to leave that country. It would be strange indeed if he should be, for Boulanger has not committed any offence against the laws of Belgium.

CAPITAL NOTES.

The Agreement for the Building of the Harvey-Salisbury Line.

Gen. Laurie moved for "copies of correspondence with the customs department, instructions issued to the reports received from inspectors and collectors of customs in reference to the importation of fish in bond for the purpose of subsequent exportation, together with copies of any regulations bearing on this subject framed and issued under the authority of the customs act." He supported the motion at some length and with much ability advocated the claims of Nova Scotia fishermen for protection against the competition of bounty fed French fish. The general recited the legislation enacted by Newfoundland to meet the effects of the French bounty, as high as ten francs a quintal on all fish sold in foreign countries. He showed how these French caught fish were even largely packed in Halifax, to the injury of the interest of our own fishermen, and asked that the government should treat this French article in the same way that fish in bond for re-shipment is treated in the United states, namely to compel the article to be re-shipped in the original package and to enact such other regulations as will meet the peculiar circumstances of the case. Gen. Laurie further recited the practice in Italy and the United States, and argued that if we were to occupy a position akin to that of England and not Holland, and export our own products instead of that of other countries, the national policy should be applied to our own fish trade as well as to our manufactures.

Mr. Jones of Halifax denied that the tanshipment of French fish at Halifax worked any injustice to Nova Scotia fishermen. St. Pierre fish had been coming into Halifax for forty years and had not affected the local trade at all. As a large shipper, he said there was no ground for any change in existing regulations.

Mr. Burns of Gloucester said that on more than one occasion he had brought to the attention of the minister of customs the fact, as he had been advised, that the practice prevailed in Halifax of exporting French caught fish as Canadian to Italy in order to evade Italian duty.

Mr. Jones denied the charge, but Mr. Burns reaffirmed it on authority of some of the largest fishing firms in the world. He thought the system liable to gross abuse.

Mr. Jones explained that but one case of alleged substitution of French for Canadian fish had occurred, and that one his firm brought to the notice of the efficient officers of Sir Charles Tupper in London and they had obtained the release of the cargo and were now pushing a case against the Italian government for damages

Mr. Kenny, who twitted Mr. Jones with once more standing alone against all the Nova Scotia members, complimented Gen. Laurie on the strong case he had made out for the fishermen and endorsed the reasonableness of his request, that the French fish should be transhipped in their original packages. He successfully traversed the figures advanced by Mr. Jones and showed that the St. Pierre fish had on more than one occasion cut down the home figures to the injury of the Nova Scotia fishermen. He emphatically objected to the continuance of a bonding system that permitted bonded fish to go into private hands alongside of free goods, as one open to gross abuse, it offering a premium on dishonesty. He called on the minister of [illegible] to do justice to the fishermen.

[illegible] Bowell at some length defended the inquiries he had made into the Canadian Pacific Railway [illegible] to him any irregularity of [illegible] bonding system, and he had personally given much attention to the subject. To comply with Gen. Laurie's request would be to place restrictions on the bonding of fish not applied to coal, pig or bar iron, and other heavy, bulky articles. He could not see how the bonding of fish for transhipment could hurt our fishermen any more than the bonding of a lot of American whiskey for export would hurt our distillers.

In reply to Mr. Charlton, Sir John said the government had nothing to do with the bill to incorporate the Orange order, and as the bill was a private one it now looked as if the hon. gentleman would not have the opportunity this season to vote against it, as he had done twice before. (Loud Laughter.)

After recess, the Canadian Pacific debt consolidation bill was again considered in committee.

In reply to Mr. Laurier, Sir John said the agreement touching the building of the line from Harvey to Salisbury has already been made a minute of council and would probably become an order of council tonight as it had gone to the governor general for his signature.

Mr. Laurier said that after this explanation he would not oppose the present measure.

After some debate, the bill was passed through committee, read a third time and passed.

Mr. Cooks bill to amend the railway act received the three months' hoist.

There was a long discussion on Boyle's bill to punish fraud by tree pedlars and nursery stock men.

Mr. Charlton threatened retaliation on the part of the United States congress, whereupon Sir John suggested that things had come to a pretty pass if we were to be deterred from punishing frauds by fear of offending our American neighbors.

Replying to Mr. Casey, Dr. Ferguson showed that the American nursery men made Canada a slaughter market for their inferior surplus stock. All the opposition speakers espoused the cause of the American dealer as against the Canadian farmer.

The motion was finally, on motion of Sir John Thompson, referred to a select committee.

Mr. Cook's bill to license stationary engineers was given a six months' hoist.

Mr. Wallace's anti-combines bill, after a long debate tonight, was referred to the committee on banking and commerce. Sir John stating that when it came back from the committee it would be put on the government orders.

The arrangement for building the Short Line, provides that the government shall build the line from Harvey to Salisbury to be thereafter operated by the Canadian Pacific. This involves the making free of the bridge at Fredericton to the Canadian Pacific. It is estimated that the work will cost two million dollars, which will be asked of parliament in a lump sum, instead of the subsidy distributed over twenty years as provided in the original Short line agreement.

The steamer Stanley will be taken off the Island route tomorrow.

Four more Ontario counties will vote on the Scott Act during the month of May, namely, Elgin, Lambton, Oxford and Middlesex.

Saved Another Life.

NEWPORT, R. I. April 6. Mrs Wilson, widely known by her maiden name, Ida Lewis, added another yesterday to a long list of lives saved by her in Newport harbor. Her uncle Henry Lewis, an old man 70 years of age, while returning from fishing in a small skiff fell overboard in the harbor near the lighthouse of which she is keeper. She saw the accident and put out in her boat and rescued her uncle in an exhausted condition.

READ THE GAZETTE.

Duty in the Jaws of Death.

[From the Minneapolis Tribune.]

At an obscure station in Northwest Iowa some time back there were two women waiting to take the train. A tramp drunk enough to be quarrelsome, came in and amused himself by directing insulting remarks to them. The operator was receiving an order to hold up the coming train and did not hear. As he passed through the waiting room to put out the red flag the women appealed to him. He ordered the fellow out and receiving abuse in return, attempted to push him through the open door when the tramp drew a knife and stabbed him. The operator, knowing it to be his death wound made no outcry; he simply extended the flag which he still held to the women and saying, "Put it out," fell lifeleles at their feet.

Fell 4000 Feet.

QUINCY, Ill., April 6. Prof. Harry Le Roy, an aeronaut of Decorah, Ia, took a thrilling and highly sensational aerial ride in this city Thursday. After some difficulty the balloon got away with its human freight in fine style, and on reaching an altitude of 4000 feet the aeronaut grasped the concentric ring of the parachute attached to the side of the balloon and leaped into space. The first few hundred feet of the drop was rapid enough to cause several lady spectators to faint, but the apparatus finally became inflated and circled toward the earth as gracefully as a bird, landing the bold navigator half a mile from the starting point, none the worse for his ride.

The Lively Day Girls.

ELIZABETH, N. J., April 8.—There is considerable difference of opinion about the guilt of the two Day girls, who accused themselves of setting fire to the post office block in Summit and who are now in jail here. It is said that unfair means and undue influence was brought to bear on them to procure the confession. They both now deny the charges against them and will make a fight in the courts.

Dr. Crosby's Anecdote.

About sixty members of the General Alumni association of Phillips' Exeter academy sat down to their seventh annual dinner at the Hoffman house last night. Vice President Wentworth presided. Dr. Howard Crosby told an anecdote to illustrate the power of sympathy. The doctor said that a short time ago he was on a Fourth avenue horse car when a drunken man entered and began using profane and vulgar language. Some of the men in the car spoke very sternly to the intruder, and told him to "shut up." The man went on cursing worse than before. Dr. Crosby went over to him and began talking to him in a soothing strain. The drunken fellow quieted, and in a few moments got up to leave the car. As he did so he scowled savagely upon the then who had spoken harshly to him. Then he turned to Dr. Crosby, his face beaming with amiability, and, putting his hand affectionately on Dr. Crosby's back, he said:

"Ah, old feller, you know how it is yourself."—New York Evening Sun.

English as She Is Spoke.

A good story is told of one of the ladies of the diplomatic corps, who recently called at the residence of a government official whose wife is noted for her domesticity. The husband himself chanced to be at home, and, pending the descent of his wife from the nursery, went into the drawing room to greet the lovely foreigner. The following conversation ensued:

"Ah, monsieur, you have one very homely wife."

The host, whose better half was really not distinguished for her beauty of face which, however, was more than compensated for by a superb figure, a graceful carriage and a charming smile, [illegible] "madame! why, really—do you know I"——

"Yes," innocently explained his visitor in her pretty, broken English. "Yes, she very homely. In fact, she stay at home all the time."—New York Tribune.

"Talk about wives," said Farmer Hawback. "I've got one wife in a million. Why she gits up in the mornin', milks 17 cows and gits breakfast for 20 hard-workin,' men before 6 o'clock." "She must be a very robust woman, Hawback," remarked one of his hearers. "On the contrary," put in the farmer, "she is pale and delikit-like. Gosh, ef that woman was strong I dunno what work she couldn't do."—Harper's Weekly.

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We, the Assessors of Portland hereby require all persons liable to be rated therein, 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.

DANIEL O'NEILL, RICHARD FARMER, JOHN KELTIE, } Assessors of Taxes.

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TRUSTEE NOTICE.

TAKE notice that J. ALLAN TURNER, of the City of St. John, oyster and fruit dealer, has this day assigned to me all his estate and effects for the benefit of his creditors. The Trust Deed is at the office of Mont McDonald, barrister, for signature.

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

Dated at the City of Saint John the eighteenth day of March. A. D. 1889.

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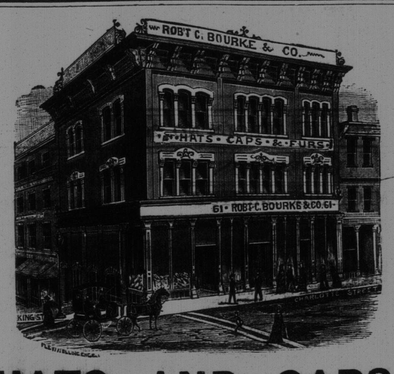

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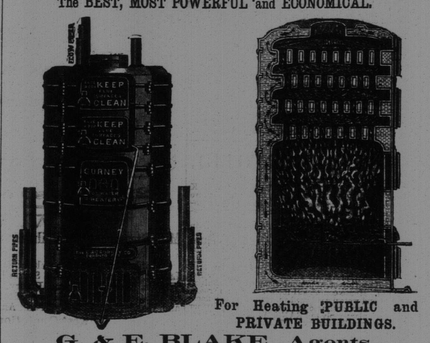

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