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POOR DOCUMENT

THE EVENING GAZETTE

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

JOHN A. JOWES, Editor and Publisher

SUBSCRIPTIONS.

THE EVENING GAZETTE will be delivered to any part of the City of St. John by Carriers on the following terms:

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THREE MONTHS	$1.00.
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The Subscription to THE GAZETTE is payable ALWAYS IN ADVANCE.

ADVERTISING.

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., TUESDAY, JAN. 7, 1890.

For the Latest Telegraphic News look on the First Page.

THIS IS THE TICKET.

If you want a Dry Dock and our Harbor improved;

If you want $1,000,000 spent in St John Harbor in the next two years, vote for this ticket.

FOR THE CITY.

JOHN H. PARKS, Manufacturer.

HENRY J. THORNE, Merchant.

FOR THE CITY AND COUNTY.

HON. DAVID McLELLAN, Lumber Merchant.

W. A. QUINTON, Farmer and Lumberman.

W. B. CARVILL, Merchant.

H. L. STURDEE, Barraster-at-law.

THE TICKET.

The ticket selected last evening by the supporters of the government and the friends of harbor improvement at Berryman's Hall is a very strong one, and ought to sweep the city and county of St. John, like a whirlwind. It is a ticket which combines many elements of strength, because the persons upon it are representative men, well known in this community and favorably regarded by the voters, for their ability, energy and success.

At the head of the county ticket is Mr. David McLellan who has represented this county since 1878. Mr. McLellan does [illegible] introduction to the [illegible] run in this constituency, and he will be returned at the head of the poll on the 20th inst. He has held the office of Provincial Secretary for more than six years and during that period has been a good official as he before and since has been an excellent representative. "The Deacon" has probably more warm personal friends than any other politician who ever represented the county of St. John, a fact due to his genial disposition and his lack of bitterness towards political opponents. A few weeks ago the Sun made a very bitter attack on him based on the fact that Mr. McLellan has been accustomed to entertain his friends, but the manner in which this piece of vindictiveness was received by the public must have convinced the managers of that paper that they had been guilty of a grievous error of judgment. The secretary's hospitality is a part of his generous nature and can no more be eliminated from the man than the blood which flows in his veins. The enemies of the ticket know that the Secretary cannot be beaten and that hundreds, even of those who are counted among the faithful, will score out the name of Mr. A. A. Stockton who is cordially hated by the Thorne, McLeod combination, and substitute that of David McLellan.

Mr. William A. Quinton has represented this county for more than seven years and has never been defeated at the polls. Mr. Quinton's father likewise represented this county in the Legislature for several years and was a highly respected citizen. Mr. Quinton is an active and energetic man, a great favorite with young men, and he has been a useful county member. Mr. Quinton is certain to be second on the poll and he will receive a large vote outside the ranks of the immediate supporters of the government. Mr. McLellan and Mr. Quinton represent the lumbering and farming interests of the county, and they could not be in better hands.

Mr. H. L. Sturdee is a lawyer, a barrister of twenty-five years standing, and has been a resident of the North end for many years. He was a member of the Portland council for several years and was mayor of that city for two years. Mr. Sturdee in those positions acquired a knowledge of public business which will be of great use to him in his future capacity as a representative of this county in the Legislature, where, we feel assured, he will be a careful, pains-taking and acceptable member.

Mr. William B. Carvill, the fourth nominee, is a member of the firm of George Carvill & Sons and a young man of promise and ability. He is the representative Roman Catholic on the ticket and will be acceptable not only to his co-religionists but also to the friends of the government generally. Mr. Carvill's father was for many years one of the most prominent business men of St. John; a wealthy and highly respected merchant, and there is no reason why his son should not have an equally prosperous career. The ticket has received a decided accession of strength by the addition of Mr. Carvill's name to it.

Mr. Henry J. Thorne, the first name on the city ticket, served as Mayor of this city for two years, and had the honor of being the last Mayor of the old city. It is universally admitted that he made, while in that office, a most acceptable and efficient Chief Magistrate. Mr. Thorne is likewise an excellent business man, and has been a member of the hardware firm of Clarke, Kerr & Thorne for more than twenty years. He is a life-long temperance man, and is at the present time the head of the order of the Sons of Temperance of this Province, being the Grand Worthy Patriarch of New Brunswick. Mr. Thorne is a leading member of the Methodist church. He will make an admirable representative of the City of St. John.

Mr. John H. Parks, the other candidate for the city, is another well-known citizen, who has been closely identified with the business interests of St John for many years. For about thirty years he has been the manager of what has grown to be one of the most important industries of this city—the manufacture of cotton into thread, warp and cloth, and this industry, thanks to the energy and ability with which it has been conducted by Mr. Parks, now employs many hundreds of persons. It was, no doubt, a severe trial to Mr. Parks to consent to stand as a candidate, considering the heavy demands it will make on his time, but in taking this step he has acted the part of a good citizen, who is willing to suffer inconvenience himself rather than that the general interests should be imperilled. Mr. Parks is a Conservative and was the first President of the Sun Publishing Company which paper, with its usual stupidity and ingratitude, now describes him as "a very poor man to select as a representative in the Legislature." Mr. Parks will make a capital member and he and his colleague, Mr. Thorne, are certain to be elected.

Such is the ticket which has been placed in the field by the friends of the government, a ticket which could hardly be made stronger, and which is therefore naturally very obnoxious to the McLeod-Thorne combination which is seeking to defeat the harbor improvements in St. John.

The circulation of THE GAZETTE for the past week was **4,989** copies greater than the week previous. The street sales were **1,060** more than the week previous. THE GAZETTE long ago announced that it had the largest subscription list of any daily newspaper published in St. John. Two weeks ago it announced that its street sales were larger than those of any other St. John paper. We now make the assertion, and we challenge its successful contradiction, that there are more GAZETTES sold in St. John city than of any other newspaper.

THE HALIFAX ORGAN.

The Halifax organ, which is now engaged in a desperate attempt to defeat the St. John dock scheme, and prevent this place from obtaining the same harbor facilities as Halifax now possesses, is, as it is well known, controlled by men who care nothing for the interests of this city, Mr. W. H. Thorne, the president of the Sun Publishing Company, was, last year, the president of the Board of Trade. In March and April last, when it became known that the line from Harvey to Salisbury, which is intended to side track St. John, was likely to be built, the Sun spoke favorably of that measure and was only compelled to change its tactics by the loud and indignant protests of its readers and of the general public. The Sun favored the Harvey-Salisbury line, because as it said, Mr. Thorne would thus be able to sell more hardware, the selling [illegible] little hardw[illegible] [illegible] of the 5th of April last it was known in St. John, that Sir John A. Macdonald had announced in the House of Commons that the Harvey-Salisbury line was to be built, and a day or two later it was stated that this railway, so injurious to our interests, would be built as a government work. Under these circumstances, what did Mr. W. H. Thorne do? Did he immediately call the Board of Trade together, as its president, for the purpose of protesting against this road being built by the government? Nothing of the kind. He delayed this most necessary step day after day and week after week, and it was not until the 30th of April, almost four weeks after it was known in St. John that the government would build the road, that the Board of Trade met. At that time the vote for the road had actually passed in the House of Commons and therefore the protest of our Board of Trade against the building of the road by the government was useless and unavailing because it came too late. Had the meeting of the Board of Trade been called promptly, the vote in favor of the line, in the House of Commons, might have been prevented, and that this was not done, was altogether the fault of Mr. W. H. Thorne, President of the Board of Trade and of the Sun Publishing Company, which paper, then as now, regards the interest of St. John as of no account in comparison with the private interests of its directors.

A POINTED REBUKE.

The Chatham World which is one of the strongest Conservative papers in the Maritime Province, rebukes the St. John Sun and its allies, for their persistent attempts to import Dominion politics into the Provincial elections. It says:—

Our St. John Conservative friends who were recently attacking Conservatives in other counties who supported the Local Government, will hardly contend to-day that the contest is one between Liberals and Conservatives, as they are supporting two Liberals in St. John and are looking forward to having George F. Gregory as the leader of the Opposition. We hope they see now the absurdity of their persistent attempt to import Dominion issues into local politics, and the unwisdom of reading Mr. Blair's Conservative supporters out of the Conservative party. There is no Conservatism or Liberalism at issue. We advise our readers to drop party feelings altogether and vote for four respectable men, regardless of their Dominion politics.

This rebuke is the more significant from the fact that Mr. James L. Stewart, the editor of the World, was the first editor of the Sun, and in its columns conducted the campaign of 1878, which resulted in the utter overthrow of the Grit government, with conspicuous ability. Mr. Stewart, besides his fine literary taste, is one of the ablest political writers in Canada, a man wholly unaffected by shams, who goes to the root of the matter and one who cannot be misled by false party cries. If Mr. Stewart had remained editor of the Sun the Conservative party in St. John would now be in a vastly different position from what it occupies today, and the Sun would be a flourishing paper instead of the dead duck it has become in the hands of its Halifax managers.

A "PLAYED OUT" ORGAN.

The Sun, which is the organ of the McLeod-Thorne combination, has been badly "rattled" by the fact that one of the most prominent Conservatives in New Brunswick, and a gentleman who was the first president of the Sun Publishing Company, has deemed it his duty as a good citizen to accept a nomination on the government ticket, the ticket which is in favor of harbor improvements in St. John. The utter demoralization of the Sun is easily seen in its angry references to Secretary McLellan whom it accuses of having voted against a dock subsidy in 1882. Of course it is a matter of no importance what the secretary did seven years ago, for the present editor of the Sun has no doubt changed his mind very considerably in regard to many matters. Less than seven years ago the editor was connected with a Halifax paper and was writing neat little paragraphs in which St. John harbor was graphically described as "a mudhole," "a horsepond" and other choice names which the Halifax press periodically applies to this port. Having been brought up to regard our harbor in the light of a horsepond and mud hole the editor of the Sun naturally enough does not consider any harbor improvements neccessary in St. John. Even if he felt otherwise, devotion to Halifax interests would prevent him from admitting the fact.

There is one feature of the government ticket which is highly to be commended. It is not like the opposition ticket, largely made up of lawyers, but of business men. Just one half of the opposition ticket consists of lawyers, while only one of the six in the government ticket is a lawyer. There is, however, this much to be said of the opposition, that they will need all the legal talent they can get to make their cause appear acceptable to the electors.

Of Dramatic Interest.

Katherine Florence of the "Henrietta" Company this season, is a daughter of Katherine Rogers. She is a charmingly pretty young lady and has had quite a successful career.

* * *

Ferdinand Gottschalk of the Vokes Company is a relative of the great pianist of that name.

* * *

"Wig and Gown" a one act Comedietta—purely a farce comedy—has recently been presented in St. Paul Minn. for the first time on any stage, by Rosina Vokes. It is written by F. W. Sidney.

* * *

May Waldron the daughter of a Twin city newspaper man who is successfully playing Mrs. Opdyke this season is considered one of the handsomest ladies on the stage.

* * *

Wilson Barrett recently delivered a lecture on "Acting and the Influence of the Drama on Society," before a large and highly cultivated audience at Richmond, Va.

* * *

Minnie Palst, a dramatic soprano now studying in Philadelphia, will make her debut on the operatic stage next summer. She is a blonde, and commanding in figure.

* * *

Georgie Drew Barrymore has been suffering from influenza, but is now convalescent.

* * *

Henry Chanfrau was the Christmas attraction at the Gilmore opera house at Springfield, Mass. He lacks the dash and intensity of his father.

* * *

Edith Penrose of the Wyndham Co. is a bright and vivacious soubrette.

* * *

Little Gracie Euler, the wonderful child singer of the Crowell Company, sang for the convicts of the Auburn, N. [illegible] day. The ap[illegible] of twelve hundred [illegible] looks away.

E. H. Sothern (Lord Chumley) was attracting large audiences in "the Highest Bidder," at the Hollis street theatre, Boston, last week.

* * *

Will T. Burnside is now manager for Jay Hunt Company, and is working hard to make up lost time, caused by his predecessor, C. W. Currier, absconding. Mr. Burnside has written a Comedy entitled "An Honest Lawyer," which he expects to bring out next season.

* * *

John O'Connor, an Irish comedian, dropped dead in Pittsburg, on Christmas day. He was a favorite in that city. He leaves a wife and six children.

* * *

What is said to be a very fair likeness of Mr. Isaac B. Rich, of the firm of Rich & Harris, adorns the first page of the latest Dramatic News.

* * *

Christmas matinees were rather light all over the United States.

* * *

J. B. Mason the leading actor of the Boston Museum has been very ill with pneumonia. On Sunday 29th ult, his life was despaired of.

* * *

"An Only Daughter" Milliken and Tyrrell's new comedy will be put on the road by Manager Prescott Feb. 3. The tour will be not less than eight weeks.

* * *

Lydia Thompson, comedienne and burlesque actress, has been interviewed and the partial summary of her theatrical life is quite interesting. It covers quite a period too and may be found in the Dramatic News.

* * *

Miss Maude Granger has "got religion" and is a constant attendant at an uptown (N. Y.) church.

* * *

Charles H. Hoyt will produce two new comedies before the season closes.

* * *

Mrs. James Brown Potter is on her way to Australia where she will play "La Tosca."

* * *

Miss Kate Claxton has resumed her original role in "Bootles' Baby."

* * *

Miss Annie Pixley goes to London on a professional "M'liss" engagement in the spring.

* * *

Minnie Palmer made the biggest kind of a hit in the big Christmas pantomine on Boxing night, at Her Majesty's Theatre, in London. Four hundred and fifty people were on the stage in one of the scenes.

* * *

Page McCarthy, the well known Richmond editor, has written a comedy for William H. Crane.

What the Women of P E I Think of the Rum Traffic and the Charlottetown City Council.

THE GAZETTE published a short time since a preamble and resolutions adopted by the city council of Charlottetown denouncing in no measured terms the arrest and imprisonment of a woman in that city for a violation of the Scott Act. The following preamble and resolution adopted by the lodge of the I. O. G. T. at Marshfield, P. E. I., Dec. 31, shows what its members think of women rumsellers and the members of Charlottetown city council.

Whereas, Rumsellers in all places, men or women, have been the means of alienating the affections and ruining the character of our loved and respected husbands and brothers, changing them from being the best hearted and noblest of men, to objects only of pity and contempt, and

Whereas, A rumseller in the city, unworthy the name of woman, has been lawfully imprisoned for the breach of an enactment supported by public opinion, and necessary to the preservation of the happiness of our homes, and the reputation of our country, and

Whereas, The breach of said enactment consisted in selling a poisonous beverage which demoralizes all classes, from the City Councillors, as is evident, down to the poor man Godfrey, whose untimely death cries to heaven for vengeance, and

Whereas, The king of all the earth declares "Woe onto them that decree unrighteous decrees," Woe unto them that call evil good, and good evil, and Woe unto him that giveth his neighbor drink."

Therefore resolved, That in our opinion and we believe the opinion of all the women of P. E. Island, that the City Council, sympathizing by their resolution with one who has demeaned her sex by the lawlessale of soul-destroying beveages, have thereby insulted womanhood, defied the law, made a mock of the people they are supposed to represent, libelled the religious teachers of the land, and consequently are unfitted for the office they hold; and having justly forfeited their position should either be deposed therefrom to make room for men whose characters are not debased by drink, and with sufficient moral courage to boldly stand for the right, or have a competent instructor placed over them to teach them their duties.

We would also call on every woman of our Island to rise in holy indignation and demand that the sympathy of our representatives be righteously bestowed on the true sufferers by meting out the full and just penalty of the law upon those who defy God and bring a curse upon our homes by the illegal traffic.

ESTEY'S

COD LIVER OIL CREAM

—FOR—

COUGHS, COLDS, WHOOPING COUGH, CONSUMPTION, CHRONIC BRONCHITIS, SCROFULA, ERUPTIONS, GENERAL DEBILITY, RHEUMATIC GOUT, and DEFICIENT NUTRITION.

Estey's Cod Liver Oil Cream is the most perfect Emulsion on the market. It is as pleasant to take as milk. It never disagrees with the most sensitive stomach. Physicans prescribe it and endorse it. *Be sure and get Estey's.* Sold by Druggists. Price 50cts.

GROCERS, ETC.

5 Cars Globe Flour,
1 " Beef and Pork,
1 " Beans,
50 Tubs, 50 Pails } Armour's Shield Brand Pure Lard, Best Make.

WHOLESALE BY

Geo. S. deForest & Sons

St. John, N. B.

EXTRA CHOICE

ROLL BUTTER, FRESH EGGS —AND— JERSEY CREAM,

—AT—

Stewart's Grocery,

16 Germain St.

CHRISTMAS GROCERIES, ETC.

Mince Meat in Jugs and Jars, Butter, Lard, Eggs, Raisins—all kinds, Candied Peels, Pure Spices, Lemons, Oranges, Nuts, Confectionery, Cider, etc.

32 Charlotte St., Next to Y. M. C. A.

J. S. ARMSTRONG & BRO.

FLORIDA ORANGES, Catawba Grapes.

TAYLOR & DOCKRILL,

54 KING STREET.

Telephone No. 296.

LARD, HAMS, BACON.

Grocers should place their orders at once to secure their Christmas stock.

SLIPP & FLEWELLING

Pork Packers,

160 Main Street, St. John, N. B.

In Store and Landing.

1 Car Flour, Goderich,
1 " do Star,
1 " Oatmeal, Roller and Standard,
2 " Oats,
1 " Bran,
1 " Heavy Feed.

A. SINCLAIR & CO.,

210 Union St.

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.

W. TREMAINE GARD, Goldsmith and Jeweller.

Under Victoria Hotel.

PIANOS — THE MENDELSSOHN PIANO. — ORGANS

Thoroughly Constructed, Attractive in Appearance, Brilliant in Tone, Reasonable in Price, Fully Warranted.

A. T. BUSTIN,

55 Dock Street.

ELECTION CARD.

To the Electors of the County of Kings.

GENTLEMEN,

The desire of the Government to take the earliest possible occasion to consult the enlarged Electorate of the Province under the provisions of the New Franchise Act, which, so far as the Electoral Lists are concerned, come into force tomorrow (the first of January) and the consequent dissolution of the House of Assembly, gives us the opportunity of laying before you, for your consideration, and, we trust, your approval, our record as your representatives.

We are happy in the belief that the close attention we have given to the wants of the County, and our course in reference to the various questions of Provincial concern with which we have been called upon to deal, have met with your approval. Should you again honor us with your confidence, you may accept our past conduct as a guarantee that your interests in the future will be carefully looked after.

The economical administration of affairs by the present government has rendered possible the aiding, to a moderate extent, of works of public utility outside of the ordinary services which the Government are required by law to maintain.

Deeply impressed, as we are, with the fact, that, owing to the intimate business relations which exist between the people of this county and the City of St. John, and knowing how greatly concerned you are in the advancement of our chief commercial City, we have taken a deep interest in all movements looking toward the promotion of its prosperity.

Increased population and prosperity for the City of Saint John, mean better markets and greater prosperity for the people of Kings.

It has, therefore given us an especial pleasure to do what we could to encourage the granting of Provincial aid for Dock and other harbor improvements at the Port of Saint John.

You will, we are sure, be pleased to know that the efforts which, we are able to assure you, members of the Local Government have made to draw the attention of capitalists to the scheme for undertaking Harbor improvements at that Port on an extensive scale, the result of which must necessarily be to greatly increase its commercial importance and population, are likely to be attended with successful results. We have no doubt that the liberal aid which the Local Government are prepared to give toward securing these important public works, with the co-operation of the City Council of Saint John and the Dominion Government, will be sufficient to secure their early commencement and completion without unnecessary delay.

While we had the honor of representing you in the Legislature we have given a great deal of personal attention to the making and repairing of roads. bridges and wharves in various sections of the County, and we are gratified to know that our course in this respect has given such general satisfaction.

There are some sections of this County which are yet without railway facilities. It is no doubt within your knowledge that [illegible] subsidy for a railway connecting Gagetown in the Parish of Upham with the City of Saint John, which, when constructed, will give to the farmers of a portion of Hampton and the Parishes of Hammond and Upham a cheap and easy means of reaching the City and marketing their produce.

A charter has been granted for a railway from Fredericton, down the valley of the St. John River and through our efforts the charter was so framed as to give accommodation to the people of Greenwich and Westfield as well as the section of the County on the opposite side of the River.

We also have had passed by the Legislature an Act incorporating a Railway Company to construct a line from a point on the Intercolonial between Apohaqui and Plumweseep to Havelock which will be the means of giving railway facilities to a most important and growing section of the County. In this connection we might also make reference to a most important piece of railway legislation which was enacted at the last session of the Legislature, and in which we took an active interest. We refer to the Act incorporating the Saint Lawrence and Maritime Brovince Railway Company. We had a provision inserted in the charter enabling the Company to connect with the Central Railway at Coal Creek and to obtain running powers over that road—the object in view being to enable the Grand Trunk Railway Company to obtain a through line from Montreal and the West to the Port of St. John which will traverse the County of Kings for a considerable distance and must exercise a material influence in advancing the prosperity of Kings as well as the whole Eastern and Southern portions of the Province.

You may rest assured that if we continue as your representatives we shall see that in any measures for granting Provincial aid to railways the interests of these important roads in which many portions of the county are so deeply concerned will not be verlooked.

The County of Kings is rich in mineral resources and we felt it important that the legislature should make some provision for the encouragement of persons willing to undertake the exploration and development of the mineral interests of the Province. We therefore heartily supported a measure which was introduced by the present Government and passed by the Legislature, setting aside a liberal amount annually for this purpose.

The agricultural interests of the Province have been carefully guarded by the present Government and their efforts to improve the breed of Horses and Sheep must result in immense benefit to the whole Province. In these efforts we are proud to be able to assure you we have assisted as your representative to the utmost of our ability.

The Province, as a whole, seems now to be on the eve of an era of awakening prosperity which our best efforts shall be directed to promote.

While, however, doing our part as your representatives in advancing the welfare of the entire Province, we shall see that the interests of Kings are carefuly guarded in the future as we have endeavored to protect them in the past.

Respectfully soliciting your support,

We are, gentlemen,

Yours faithfully,

WILLIAM PUGSLEY,
A. S. WHITE,
GEORGE I. TAYLOR,

Dated December 31st, 1889.

ELECTION CARDS.

To the Electors of the City and County of Saint John.

GENTLEMEN,

The New Franchise Act introduced at the last Session of the Legislature by the Government of which I am a Member, and passed by the Legislature, having given the right of suffrage to many thousands of persons throughout the Province, not now represented, the Government have advised His Honor the Lieutenant Governor to dissolve the House of Assembly, in order that the new Electorate may be represented at the next Session of the Legislature.

By the terms of the Act the 1st of January is fixed as the time when elections must be held under the new lists, and therefore this is the earliest period at which the enlarged Electorate could have an opportunity of representation.

The introduction and carrying through of the Franchise Act, a measure generally commended for its simplicity as well as for its broad and liberal provisions, will I venture to think, meet with your hearty approval. While I am satisfied that the general policy of the government has been such as to preserve the friendship of the great mass of voters who have heretofore supported us, I feel that we can appeal with confidence to the young men who, through our instrumentality, have been granted the right of suffrage to give us their support.

The Government have since we last appealed to the people devoted the best energies of its members to advance the interests of the Province. We challenge the closest scrutiny of our acts of administration. The financial affairs of the Province have come more immediately under my control, and I am justified in asserting that they have been managed with a prudence and carefulness which have not been excelled, in the history of any previous adminstration. Every unnecessary expense has been avoided; and the result is that to-day the finances are in a very satisfactory condition.

The credit of the province never stood so high as at present. Debentures were issued previous to our accession of office, as late as 1880, bearing six per cent. interest, while those which we have issued at the low rate of four per cent. command a premium. Owing to the fact that six per cent. debentures outstanding and amounting to $768,000 can be replaced as they mature by debentures bearing only four per cent. or possibly less, there will thus then be a saving to the Province in interest alone of $15,360 per annum.

My colleagues have entrusted me with the control of the important Department of Agriculture which we have thought worthy of special care. My importations of improved breeds of horses and sheep have, I believe, met with general approval. The policy pursued by our Government in this particular, will rapidly improve the character of the horses and sheep of the Province and will put many thousands of dollars into the pockets of our people, as the stock will be much more sought after by buyers and far higher prices will be paid than for inferior animals.

While performing to the best of my ability my duty to the Province at large, I have, as a Member of the Government, endeavored to do complete justice to [illegible] County. The liberal on[illegible] bridges, and the careful attention which in conjunction with my colleagues I have given in seeing that the expenditures were judiciously made, have resulted in giving to this County a system of roads far superior to what the people ever before enjoyed.

Much has been done to encourage the commerce of the port. Of the subsidies granted in aid of steam navigation a large portion was appropriated by our government to assist steamboat lines coming to St. John. By means of the various steamboat routes thus assisted by Provincial aid a great deal of trade has been brought here and the interests of the City have been thus materially benefited.

I am looking forward with pleasurable anticipations to the exhibition to be held in St. John next year, when I trust such a display of the industrial products of the Province will be made as will afford to strangers and to our own people a convincing proof of the rapid progress which New Brunswick is making. I have already had the pleasure of announcing to the Exhibition Association that the government will ask the Legislature to make a liberal grant towards this object, the amount named being in the opinion of the Directors of the Association amply sufficient to ensure the financial success of the Exhibition.

The City of St. John by reason of its being at the mouth of one of the greatest Rivers in the Dominion and because of its fine harbor has become the Commercial Metropolis of the Maritime Provinces. It has also become the Great Railway centre of the Maritime Provinces and will soon be one of the principal distributing points for merchandize in Canada.

Under the policy pursued by the Government of which I am a member the Grand Lake Coal fields and the adjacent and intermediate country have been brought into railway connection with St. John: a subsidy has been granted to the railway to be built from this city to Barnesville, whereby direct communication will be established between St. Martins and the city of St. John and the eastern portions of this county will thereby be put in a position to have regular and speedy communication with each other. I have no doubt that this railway will be built, and I look for very beneficial results to arise therefrom, by which the agricultural, mineral and lumber resources of the eastern part of the county will be developed.

The Government have favored the incorporation of Companies to build Railways down the valley of the Saint John and from Edmundston to the head of the Grand Lake to a point of connection with the Central Railway. These roads when built will have their termini in the City of St. John which must be the distributing point for the greater portion of the merchandize they may carry.

The completion of the Canada Pacific Railway between Montreal and St. John, with the building of the road from Edmundston through the centre of the Province, will enable the people of this great constituency to more than realize their expectations that the railway connection between the sea board of the Maritime Provinces of the Dominion and the west would be through the centre or southern part of New Brunswick, as upon the completion of the line from Edmundston this city will have at least three Great Trunk lines of railway extending through the southern, central, eastern and northern portions of the Province, thereby consolidating the trade and making sure the course of prosperity upon which we have entered and which I believe will be much greater in the future than it has been in the past.

While so much has been done by the Government to aid the Railway development in which St. John is so deeply interested, other parts of the Province have by no means been neglected or overlocked. A railway has been completed from Fredericton to the Intercolonial near the mouth of the Miramichi, a subsidy provided for a road from Woodstock to Fredericton and of which the St. John Valley Road will be a continuation on to St. John thereby connecting the whole valley of the River St. John from Edmundston down with this city.

This great Railway development has brought into prominent view the urgent necessity for the Harbor of St. John having the requisite terminal facilities and docks to meet the growing demands of the extensive business now centering here, and our Government has taken into consideration the question of aiding as far as we could, the building and establishing of these great public works. We have done this not only in the interest of St. John, but of the whole Province as well, the country throughout being deeply interested in the development of trade and commerce. All must recognize that the geographical position of St. John, with its never interrupted access to the sea, marks it and establishes it as the trade centre of the Province from which commercial prosperity will extend to the whole. Having therefore, the benefit of the whole province in view, the Government has passed the necessary Order in Council to make immediately available the $2500 per year for twenty years which we are authorized by the Legislature to grant in aid of the building of a Dry Dock and providing terminal facilities in the Harbor of St. John and will put itself into communication with the members of the Legislature at the earliest practicable opportunity with a view of ascertaining the extent to which they may be willing to sustain the Government in meeting the reasonable expectations of the citizens of St. John so that such further aid to these undertakings may be given as with the assistance already provided by the City and to be given by the government of Canada will secure their early completion.

When these works, with the other harbor improvements contemplated by the City Council and intended by them to be built, shall be completed, St. John will not only be the winter port of Canada, but will very rapidly take its position as the greatest port in the Dominion, next to Montreal.

It is now, Gentlemen, for you to say whether or not you will extend to me and the Government of which I am a member, your support which will enable me and those who will be associated with me as candidates for your suffrages to continue the work of aiding this great material developement so requisite for the growth and prosperity of this constituency.

I am, yours faithfully,

DAVID MCLELLAN.

St. John, Dec. 31, 1889.

To the Electors of the City and County of S John.

GENTLEMEN:—

A dissolution of the House of Assembly of this Province having taken place, we the undersigned, beg to announce that at a public meeting of electors convened for the purpose, we were unanimously selected as candidates for the representation of the City and County of St. John in the Local Legislature, at the election to be held on the 20th day of January instant, in opposition to the present government. We feel that every encroachment upon the principle of responsible local self-government should be strenuously resisted. That principle has been violated in this constituency by the present government. We pledge ourselves if elected to do all in our power to promote harbor, wharf, railway terminal and other improvements in connection with our city, which its importance demands. Careful attention will also be given to the roads and bridges of the county, and while especially looking after the interests of this constituency we will also support and promote every measure tending to conserve the interests of the Province generally.

Respectfully soliciting your support, we are,

Your obedient servants,

A. A. STOCKTON,
JAMES ROURKE,
WM. SHAW,
HARRISON A. McKEO WN.

St. John, N. B., 3rd January, 1890.

To the Electors of the City of Saint John.

GENTLEMEN:—

Having accepted the nomination as Candidates to the Local Legislature for the City of Saint John, in opposition to the Government, at a public meeting of the electors, held on the 3rd instant, we respectfully solicit your support. If elected, we pledge ourselves to promote the best interests of the City, as well as those of the Province generally. We favor harbor improvements and increased railway facilities, and shall do all in our power to accomplish these ends. The violation of the principle of responsible local self-government, in this constituency by the present administration, should merit the disapproval of every elector. We shall avail ourselves of the opportunity—before the day of election—of addressing you on the question involved in the contest.

Respectfully yours,

SILAS ALWARD,
ALBERT C. SMITH.

St. John, N. B., January 3rd, 1890.

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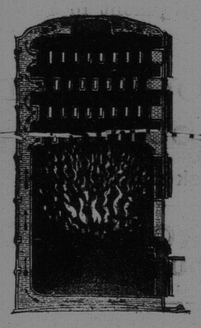

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