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POOR DOCUMENT

THE EVENING GAZETTE

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JOHN A. BOWES, Editor and Publisher

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ST. JOHN, N. B., FRIDAY, FEB. 8, 1889

ST. JOHN'S ANCIENT ENEMY.

The scandalous conduct of the Globe in publishing, on Wednesday, a statement of the debt of this city and of Portland, which was about $1,400,000 in excess of the real figures, merely with a view to injure the credit of St. John abroad, and discourage its people, who might not be able to correct the Globe's figures, was the subject of very general comment yesterday, and evoked no small amount of indignation. This indignation was increased when it was found that the Globe, in its issue of last evening, had neither corrected its figures nor apologized for them, although it was known in the Globe office, on the evening of their publication that they were utterly wrong. The Globe gave the ordinary debt of the city of St. John as $2,264,369, whereas, in the last published reports of the accounts of the corporation, at page 8, the ordinary debt of the city is stated as follows:—

Total funded debt East side	$1,060,618 20
Unfunded debt	2,500 00
	$1,063,118 20
Total funded debt West side	142,600 00
Total city debt	$1,145,818 20

The debt had been reduced by $44,052 during the year, and, at this time, the 31st Dec. 1887, the city had in sinking funds, cash and other available means of redemption $250,279,73 so that the net debt of the city was only $895,539. The debt was decreased to a considerable extent last year, and on the 31st Dec. 1888 stood at a still lower figure. So with the debt of Portland; the Globe gives it as $404,480, whereas by the last published accounts, it was on the 31st Dec. 1887, $116,820 with a sinking fund of $2,300 making a net indebtedness of 114,520. It was slightly increased last year but is still much less than one third what the Globe makes it out to be.

It is impossible to think without indignation of the malignant slanders of the Globe on the cities of St. John and Portland, evidently prompted by a desire to make us out to be a set of bankrupts in the eyes of the world. Yet the paper that publishes these slanders is owned in part by Mr. T. Nisbet Robertson, Alderman for Queen's Ward, a person who at one time aspired to be Finance Minister of the Corporation, and who knows thoroughly well that when the Globe stated the ordinary debt of St. John to be $2,264,365, it simply lied. What do the people of Queen's Ward think now of their Alderman who sanctions the publication of such falsehoods respecting St. John in his newspaper? It will be interesting to see how much more of this sort of warfare against our city the electors of Queen's Ward will be disposed to endure.

THE WINTER PORT QUESTION.

The net result of our article of yesterday in regard to the winter port question was that St. John possesses the shortest line to Montreal through Canadian territory, and must always have an advantage over Halifax in this respect of at least 210 miles, equal to 84 cents on the freight of a ton of coal at the lowest rate that will pay expenses of haulage, and equal to $1 a ton, or 3 cents a bushel on wheat; at the rate per car offered by the I. C. R. on deals from Bathurst to St. John, supposing each car to carry 40,000 lbs. of grain. St. John, as has been seen, likewise possesses the shortest possible line to Montreal, the route through Maine and by Lake Megantic, giving this port an advantage over Halifax of at least 200 miles in the distance to Montreal, equal to $1.04 on the freight of a ton of coal, or 3¼ cents a bushel on wheat. Against these advantages Halifax has nothing to show except a shorter sea route to Liverpool by about 200 miles, an advantage which can never make any appreciable difference in freights or insurance. On the other hand, as stated yesterday, St. John can give the freighting steamers cheaper coal than Halifax can, for it is nearly three times as far from the Picton or Cape Breton mines to Halifax, as it is from the Springhill or Joggins mines to St. John, and the price of coal for steaming purposes is, or ought to be, proportionately lower here.

The threat or suggestion of President Cleveland to do away with the bonding system, has had the effect of causing many Canadian merchants in the Upper Provinces, to abandon their former practice of importing their goods through United States ports and to resort to Canadian ports. It has been found that such importations can be made not only more cheaply but more expeditiously. The value of the goods heretofore imported through American channels is about $20,000,000 annually, and it seems to be only a question of time when all these goods will come to Canadian ports. Now it is clear that in any contest for this trade St. John has a prodigious advantage over Halifax in the fact, that she has the choice of the two shortest lines, and that even if the Short Line through Maine should be closed, the route by Riviere du Loup would still be available. The abolition of the bonding system, should it ever be brought about, would probably, only be applied to landing Canadian goods in bond, at an American port, and could hardly be applied to running a sealed car through a corner of American territory, as would be the case with goods passing from here to Montreal by the Megantic Line. But, even if such an extreme construction should be placed upon it, St. John would still retain the advantage over Halifax of 210 miles, under all circumstances, and of 240 miles with existing railways. It may also be remarked that the 200 miles of advantage which Halifax possesses over St. John in the sea voyage, only applies to the case of vessels coming from Europe. In the case of vessels coming from the West Indies and South America, or from any point in the East Indies or China, the distances are the same. That a trifling distance in the length of a sea voyage does not affect a port to any appreciable extent, is abundantly proved by experience. If the distance was the only element to be taken into account, Boston would be a greater sea port than New York, and Bristol than Liverpool.

Two other advantages which appertain to St. John must be mentioned here, and they are by no means slight ones. St. John, by reason of its position at the mouth of the St. John river, must always be a great place of shipment for lumber, and therefore can always give vessels coming here a choice of freights. One day about twenty five years ago the people of St. John were considerably astonished to find the steamer Nova Scotian of the Allan Line in their harbor. She had come from Portland, Me., for a load of deals, there being no cargo for her at Portland, and this was probably the first load of deals that ever went out from St. John in a steamship. The incident illustrates the importance of a choice of freights in any competition for business, and, other things being equal, steamships will always accept a lower rate to a port that can be relied on to furnish them a return cargo, which St. John can always do. St. John's other advantage over Halifax lies in the fact that one side of its harbor at least, is available for the shipment of goods which have not crossed the railway bridge at the falls and paid tolls thereon. A tax of $5 a car on each train crossing the bridge would be equal to ¾ of a cent a bushel on grain, and would be a very serious addition to the rate of freight. This toll, together with the rate on the 260 miles between this city and Halifax, would make a difference in the rate of freight of 4¼ cts. against the latter city.

NOTE AND COMMENT.

The great sawdust question has been the means of calling forth letters from hundreds of correspondents, in favor of continuing the custom of dumping the sawdust from the mills into our rivers and streams. The net result of their arguments seems to be that sawdust is necessary to the well being of trout, salmon and other river fish, and that, in fact, they cannot exist in health and comfort without it. That the reason there were no trout or salmon in the rivers of New Brunswick before saw mills were erected, was because there was no sawdust, but that when about ten thousand cords of sawdust had been dumped into the St. John and Miramichi and their tributaries, the fish began to make their appearance.

The memorial of the Board of Trade to the Government at Ottawa, asking that St. John be made the Atlantic terminal point for the winter season, in any contract for the Atlantic mail service, is a sensible document, and ought to have the effect intended, if there is any disposition on the part of the government to do justice to St. John. The case of St. John might possibly have been put more strongly than it is in the memorial, but perhaps it is as well for our people, in presenting their reasons, to have something in reserve.

Mr. Ives has given notice of a motion in the House of Commons, for a select committee to inquire into the amount of tonnage and kind of freight during the year 1887, going to or from Canada, and passing through the United States in bond, its destination and shipment, both as to exports and imports, and what changes or improvements are necessary to make it advantageous to shippers and importers to have such freight carried by lines of transit wholly through Canadian territory, and received at or shipped from Canadian ports; also to report upon the cost of transportation of such freight when carried over lines of transit not passing through the states. The result of the inquiries of this committee will be awaited with interest, for there is no more important question, for the people of the Maritime provinces at least, than the transit question. The plain English of the whole matter is that the trade of Canada ought to come to Canadian ports.

Notice has been given of a resolution in favor of Prohibition, and the question is certain to come up for discussion in parliament at an early day. The number of pledged prohibitionists in the House of Commons, is about one third of the total membership, so that there is likely to be a respectable vote in favor of prohibition, pure and simple. The Scott Act is admitted by most temperance men to be a failure, and their efforts for the future will probably be directed towards promoting a prohibition sentiment in Parliament. A resolution in favor of Prohibition, is not likely to be carried in the present House of Commons, but it is difficult to predict what the next House of Commons may do.

It does not speak well for the Portland City Council that the committee, which is now inquiring into the accounts of the Portland courts, failed to obtain a quorum, so that no business was done. It is now almost a month since the special committee reported to the council and yet matters are no further advanced than they were the day after the report was presented. It is freely whispered in Portland that the intention of the council is to do nothing; to simply waste time until after the elections, and then to drop the whole affair, leaving the Portland courts to be still presided over by the great and only Tapley.

The plan of the province of Quebec to get rid of their Legislative Council by buying them off, has at least the merit of novelty, and may be the means of solving the question for that as well as for other provinces. Hon. Mr. Gilman's bill proposes to give each member of the Legislative Council of Quebec $10,000 as a *quid pro quo* for voting him self out of existence as a legislator. This will make $240,000 for the entire body of twenty-four, which would involve a charge of $10,000 a year. It is quite certain that the Quebec Council costs a great deal more money than that.

The Salvation Army, which has been holding meetings in Champaign, have received notice, signed by White Caps, informing them to leave town at once, as they would be visited by a band of regulators and whipped, tarred and feathered. This is the first intelligence received from the supposed band in this vicinity.

HERE AND THERE.

A despatch to the Frankfort Zeitung from Rome says: In January Rudolf addressed himself direct to the Pope without his father's knowledge, to ask assistance in obtaining a divorce and authority to marry again. The Pope sent the letter to the Emperor, and the result was a serious conversation between the father and son, which probably unhinged the latter.

No casket in Spokane Falls Oregon was large enough to hold the remains of Robert S. Turner, who died Thursday, and one had to be made. He was the biggest man in the Territory, weighing 360 pounds. The hearse was not large enough to hold the coffin and a spring wagon had to be used instead. He was twenty two years old and numbered among a host of friends some of the most prominent men of the Territory.

Fritz Trepkan, an undertaker of Orange N. J., has been boycotted because he refused to join the Undertakers' Union. The livery men who belong to the Union thought they could ruin Mr. Trepkan's business by refusing to let their horses be driven in his funeral processions. They were checkmated, however, by an Irish livery stable keeper, who has also been boycotted. The Irishman and the German have made a cast-iron agreement to stand by each other and fight the union.

A young woman in Rushville, Ill, laid her lump of chewing gum on her pillow the other night and went to sleep. When she awoke in the morning the gum was hard and fast in one of her ears, and she suffered grievously for several days before the obstruction was removed. This shows the danger of departing from long established custom. The inside of the bureau drawer or the back of the bedstead, as all thoughtful young women know, is a much safer place of deposit for wads of gum.

On the 27th of December last the dead body of a man with his neck broken was found on the Great Western Railway, near Bilston, Staffordshire, England. After the inquest had been adjourned for a week, two witnesses came forward and identified the body as that of their former partner, who left them. Now the person identified as being the dead man has turned up again, and acknowledged that he saw the report of his death, but did not think it worth while to contradict it.

Miss Cora Forbes has in her possession the only set of pink topazes in St. Louis, perhaps in the States. They are exceedingly rare and costly, and were presented to her mother on her wedding day by her father, the late Dr. Isaiah Forbes. They are so very rare that when one of the topazes was lost from the brooch not long ago it could not be matched in the city, and was forwarded to New York where it was found impossible to get one. Finally the set had to be sent to Europe, where, after much difficulty, a proper stone was obtained at much cost and trouble. The jewels are worn by Miss Cora on occasions of great ceremony and state and cause much admiration.

Is this the Whitechapel Murderer? The Panama Star and Herald asks this startling question while recording a telegram from Elgin, Illinois, U. S. A., which runs:—"Seven or eight years ago George Hutchinson, an inmate of the Elgin lunatic asylum, was very handy with his knife. He delighted to visit the hospital slaughter-house, and made many peculiar strops from bones. After escaping from Elgin he was captured at Kankakee. He escaped from that place, and murdered a disreputable woman in Chicago, mutilating her body in a way similar to the Whitechapel cases. He was returned to Kankakee, but afterwards again escaped, and has been at large for three or four years."

An Eastern Maine man has solved the problem of tough steaks. He has been experimenting and finds that the ordinary slices of meat which are in every way equal to the best, excepting in the matter of toughness, can be run through the sausage machine and completely cut up. Then any desired amount of the material can be taken and the simple pressure of a knife blade is sufficient to make it into slices which adhere sufficiently to allow of cooking by ordinary methods. The juices of the meat are all preserved, and this meat seems to be a great advance over the old method of hammering with the rolling-pin.

The matrimonial experiences of a Mr. Fuller, of Courtland, who, we read, has just led to the altar his seventh bride, have been in many ways remarkable. He seems to have taken to marriage and all pertaining thereto as a fish takes to water, to judge by what he has accomplished during the last twenty-five years. His diary shows that within this period he has received twelve hundred replies to his matrimonial advertisements, exchanged four hundred photographs, made one hundred and nineteen proposals, accepted in eighty-five cases, married seven times, divorced four times, paid one breach of promise damage, been shot at once, and stabbed twice. This is, indeed, a well-filled record for twenty-five years; and as the enterprising gentleman is still in the prime of life, he may still further distinguish himself before he dies.

Said a woman the other day: "I would rather have a man's opinion about my gowns any time than a woman's. He does not once in a hundred times know what the material is or what it is worth. He does know, however, whether or not it is becoming. Now a woman will sit up in your room and tell you what a beautiful gown it is. All the while she is looking you over from head to foot, saying to herself that the gown cost so much, the trimming so much. You can see that she thinks she could have bought the gown for $20 less and have it made up in a much prettier way. If the gown pleases a man he shows it in his looks, and perhaps says something pleasant about it. Whether he says anything or not, if he likes it his look of approbation is more than satisfactory, while if the gown is not pretty or becoming he simply doesn't notice it. That is the way of a man; he never sees a thing that is not attractive and is quick to appreciate one that is."

Fritz Ruehl, 16 years old, is a self-confessed murderer and a fugitive from justice. He is red-headed and has a vicious countenance. He was arrested last Saturday night for burglarizing his employer's restaurant at New York. At the station house he confessed, that he had murdered a boy 6 years old at Landsburg, Bradenburg, Germany, last November, and that his uncle had provided him with $60 to escape to America. Fritz said that the boy had annoyed him by shoving him about, and he then seized the boy and beat out his brains against a corner stone. Fritz left his home in the night time, and went to Berlin, where he remained eight days. He then proceeded to Hamburg, and from thence to Antwerp where he boarded the steamship Pennland on Dec. 1, and arrived here Dec. 16. He worked in a bakery here, but was discharged for stealing.

He was then employed at the restaurant which he was trying to rob when arrested. Ruehl repeated the story of his crime in court this morning, and was remanded for further examination. The police have reported his case to the German consul.

AT THE STAMP WINDOW.

QUEER STUDIES IN HUMAN NATURE AT THE POSTOFFICE.

Those Who Know What They Want and Those Who Don't—Inquiries Which Belong Properly to the Depot—Bother Over the Special Delivery Stamp.

There is a broad and fertile field in the postoffice for those who are given to making character studies. A man has only to stand near one of the stamp windows for a few minutes to see more odd specimens of man perhaps than are to be found in any other one place in the city, and that means in the country. One has only to watch the hurrying, nervous, pushing line of people rushing in one door and out another to realize what a peculiar world this is. There is the dapper young lawyer's clerk. He knows what he wants and how to get it with the least trouble. He falls into line, impatiently tapping his foot until his turn comes. Then he puts down a dollar, says shortly "Fifty twos," snatches up his stamps and darts through the crowd. Behind him, perhaps, is an old, bent, gray haired man, dressed in a jumper and a pair of overalls. He asks for one stamp, and when this is laid down before him on the thick pane of glass, he goes down into his pocket and pulls forth a greasy, dilapidated looking leather wallet. He hunts around in this for a couple of pennies, and finally, when he has found them, takes his stamp and goes off to the side carefully to paste it on the letter.

FOOD FOR THE WOMAN HATER.

The office boy comes in like a flash, buys a great roll of the little green, hideous things, tears it rapidly into strips, and, skillfully running his tongue along the under side of them, slaps them on to a pile of letters, tearing each one from the strip with a quick, ripping sound. Some girl hovers on the outskirts of the crowd for a while, and then, watching for a clear field, goes up to the window. "When does the next train leave for Farmington?" she asks.

"Don't know; this is a stamp window."

She blushes and begins to stammer. "Couldn't you find out for me?"

"Time table over on the wall," gruffly; and she goes over to look at the schedule, which no living man could figure out. Meanwhile the short man, in a silk hat, with large glasses across his nose, has been grunting and fussing about "women." He makes his purchase, follows her over to the wall, and, casting a withering look at her, grunts out, "Rum!" He slams the door in a disgusted manner behind him, still muttering about "women."

In ten minutes the girl comes back to the window and says timidly: "I can't find Farmington."

"Well, that ain't my fault, is it?" says the man sharply, peering over the glass at her. She flees in dismay.

And so they come and go, men, women and children, not more than half of them knowing how to buy stamps, and one slow one delaying a dozen more business like and energetic people. The reporter asked the stamp clerk to tell him some of the more amusing experiences he went through in the course of a week.

AN ODD LITTLE MAN.

"A week," he said grimly; "I couldn't tell you all that happened in a day. Did you notice that little shuffling man, whose head scarcely comes up to the window? He never comes here less than six times a day and he never buys more than one stamp at a time. I asked him once why he did not get twenty or thirty in a lot. 'Oh,' he said, with a shrewd air, 'people like to borrow them too much.' He is the queerest one of all the queer ones who come here. His office is several blocks away from the post office, and yet he will hobble down here again and again in a day rather than take more than one stamp. I have tried to get him to buy more, but he won't think of such a thing. He always comes to my window. I have seen him go to the end of a line of ten or twenty before my window when there were not five at the next one. If I happen to be away at dinner or off duty when he wants a stamp, he goes out and comes in again every minute or two until I return. He is a queer one, he is.

"Then," he went on, "there is the special delivery stamp. That makes a good deal of trouble. Only one man in ten can remember the name of it. I have had it called the 'hurry up' stamp, the 'get there' stamp, the 'quick,' 'rush,' 'special,' 'extra' stamp, and a dozen other names, but seldom the right one, while about twenty times a day some funny man comes in and asks with a big grin for a 'P. D. Q.' stamp. I have got so tired of that stale old joke that I always pretend not to know what he means. I can stand anything but that. Oh, yes, this is a good place to see strange people, but it isn't worth your while to listen to me. Just stand here and watch them for yourself."—New York Tribune.

Fannie Moore, the 11-year-old daughter of Assistant Appraiser Daniel Moore, of New York, while returning from school with several girl friends a week ago, was attacked by a tramp. The other girls ran, but Fannie was too frightened to move. The tramp shouted that he was "Jack the Ripper," and throw his arms around her. She fainted. The tramp was frightened away by a policeman, who carried the unconscious girl home. When she regained consciousness she was delirious. At night she was seized with convulsions, and next morning brain fever set in. On Monday she died. Her funeral took place to-day. The tramp who caused her death has not been found. Detectives are hunting him down.

Unsuccessful attempts have been recently made by a party of men to recover some of Kidd's gold among the sand hills of Cavendish, P. E. I. They worked for several nights digging a large pit, which they propped up with timber.

WILLIAM PUGSLEY, D. C. L.
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TENDER.

SEALED TENDERS addressed to the undersigned, and marked on the outside, "Tender for Fencing," will be received until SATURDAY, 16th February, for the erection of all or any part of the fencing referred to in a specification dated 18th January, 1889, and which can be obtained at all booking stations.
All the conditions of the specifications must be complied with.
D. POTTINGER, Chief Superintendent.
Railway Office, Moncton, N. B., 19th Jan. 1889.

The Old Doctors
Drew blood, modern doctors cleanse it; hence the increased demand for Alteratives. It is now well known that most diseases are due, not to over-abundance, but to impurity, of the Blood; and it is equally well attested that no blood medicine is so efficacious as Ayer's Sarsaparilla.
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above all others, we used it with marvelous results. The sore healed and health and strength rapidly returned."—J. J. Armstrong, Weimar, Texas.
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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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TENDER.

SEALED TENDERS addressed to Chief Superintendent I. C. R., Moncton, and marked on the outside "Tender for Timber &c.," will be received until SATURDAY, 16th February, 1889, for all or any part of the timber required to be used in a specification dated January 25th, 1889, and which can be obtained at all booking stations.
All of the conditions of the specification must be complied with.
D. POTTINGER, Chief Superintendent.
Railway Office, Moncton, N. B., Jan'y 28th, 1889.

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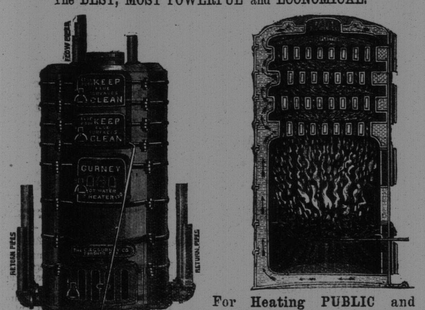

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