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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.

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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The Subscription to THE GAZETTE is payable ALWAYS IN ADVANCE.

ADVERTISING.

We insert short condensed advertisements under the head 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. SATURDAY, AUG. 10 1889.

ELECTORAL FRANCHISE ACT.

LIBERAL-CONSERVATIVES ATTENTION.

The committee have secured an office at No. 7 Palmer Chambers, Princess street where all friends are invited to call and obtain the necessary information and assistance to have their names enrolled, thereby to enable them to vote at the next Dominion election. The rooms will be open from seven to ten every evening, in order that working men and others engaged during the day may enroll their names as voters. A notary public will be present to attend to the necessary legal formalities.

ANOTHER PROPOSED SHORT LINE.

The Chignecto Post informs its readers that a new short line from Montreal to Halifax is being engineered under the direction of the Grand Trunk Railway, and that two engineers, Mr. Davey and Mr. J. J. MacDonald, are now in the field making surveys. The immediate object of their explorations is to locate a line from Edmundston, the present terminus of the Lake Temiscouata Railway, to Moncton. With regard to the hopes that are founded on this scheme, we quote the words of the Post:—

It is believed that a through line can be obtained on British soil within the same distance as the Canada Pacific line. The latter has been diverted from an air line throughout its whole length to meet local demands. An air line from Montreal to Moncton would have passed far north of Schoodic Lake in Maine,—even north of Moosehead Lake, whereas at the former Lake it is fifty miles south of its true course, and nearly thirty at Moosehead. But this is not the worst feature. Its sinuous windings make anything but an air line, and its greatly increased length renders a line through British territory quite practicable as a matter of distance. The distance from Edmundston, the terminus of the recently completed Temiscouata Railway, to Moncton, as the crow flies, is 175 miles. The completion of this section will place the Maritime Provinces in direct connection with the Quebec system of Railways.

The paragraph above quoted seems to be written on the assumption that there is but one port in the Maritime Province and that the name of that port is Halifax. The object of the building of the Short Line was to obtain the shortest road to a winter port in Canada, and the result is that St. Andrews is brought within 441 miles of Montreal and St. John within 481 miles of the commercial metropolis of Canada. We do not believe that any line can be built through British territory to a Canadian ocean port that will be as short as the present Short Line. The existing line from Montreal to St. Andrews via Edmunston is 577 miles in length and from Montreal to St. John via Edmunston and Gibson 599 miles. The proposed line from Montreal to Halifax via Edmunston and Moncton would be a good deal longer than this. The distance from Montreal to Riviere du Loup is 371 miles; from Moncton to Halifax the distance is 188 miles These two distances make up a total of 577 miles or within 20 miles of the entire distance from Montreal to St. John via Edmunston. The Post states the distance from Edmunston to Moncton by an air line at 175 miles; it is in reality 190 miles, and railways are not built on an air line, in New Brunswick at least. The best line that could be had from Edmunston to Moncton would probably be 225 miles in length, so that the total distance to Halifax would be 802 miles or 44 miles more than the distance by the Short Line via St. John. The only advantages the proposed line would have over the Short line would be that it is wholly within Canadian territory and it would enable the Halifax people to avoid the necessity of passing through to St. John on their way to and from Montreal. They could not expect to carry any freight over that line in competition with St. John which is 321 miles nearer to Montreal by the Short line and 203 miles nearer by the line via Edmunston. Still if the Grand Trunk people desire to build the line in question they are quite welcome to do so; it will have at least the effect of opening up some of the best settlement lands in this province, and thus eventually building up St. John

IMPERIAL FEDERATION.

Some of the Grit journals are taking great comfort from the fact that the Marquis of Salisbury has not been willing to take the initiative in the Imperial Federation movement, by summoning a convention of representatives of the colonies for the discussion of this question. The Yarmouth Herald, we observe, heads its article on the subject "Squelched" being evidently of the opinion that this "fad" as it terms it, has been entirely killed by Lord Salisbury's act, and that, to quote the Herald's classic language: "A flat and helpless thing, it is henceforth to be deaf to curses and insensible to kicks from what knight soever." We would not have troubled our readers with any mention of the opinion of the Yarmouth Herald in this matter had it not quoted a portion of THE GAZETTE's article commenting on Lord Salisbury's action and represented us as being very disconsolate in regard to it. As a matter of fact THE GAZETTE regards Lord Salisbury's refusal to call the proposed convention with the utmost indifference. When the proposed convention was first spoken we said the movement was premature and the result has entirely justified our opinion, expressed in our editorial columns at the time. THE GAZETTE is so strong and constant a friend of Imperial Federation, and has such unbounded faith in the vitality of the movement, that it does not consider the Marquis of Salisbury's action to be of the slightest importance. The British Premier in now engaged in the difficult task of carrying on the government of the Empire, with a majority in the House of Commons composed of two parties which have until now been hostile to each other, and which are now only united on the question of opposition to Irish Home rule. Under such circumstances the Premier is naturally enough not well disposed towards a movement so novel in its aspects or so wide reaching in its results as Imperial Federation would be. The Marquis, like a good Conservative, stands by the ancient ways and discourages political experiments. His opinion, however, is a matter of no consequence. It is not to the leaders of governments that we must look for support for Imperial Federation but to the people, in whose minds strong and favorable views on the subject are gradually forming. Imperial Federation, has not been killed in consequence of the Marquis of Salisbury's action, it has not even been retarded. A quarter of a century ago Lord Palmerston, a much greater man than the Marquis of Salisbury, was premier of Great Britain, and he was unalterably opposed to the farther extension of the franchise. Now the franchise has been extended so as to embrace almost every person in the British Islands. Lord Palmerston is dead, and his opinions on the subject are of no consequence to any one. A quarter of a century hence Imperial Federation will be a reality, and Lord Salisbury's opposition to it will be forgotten.

NOTE AND COMMENT.

The Halifax dry dock is now practically completed. It is 620 feet long and 120 feet wide and is capable of accommodating the largest steamship afloat. What has become of the scheme for the construction of a dry dock in St. John? The construction of such a dock here would be much easier than the building of a dry dock at Halifax, and the business it would probably receive would be much greater. St. John ought not to be behind Halifax in the matter of a dry dock.

We do not see why Recorder Jack should be ridiculed by any St. John newspaper because he has been generous enough to present this city with a suitable boat, in which the mayor or the civic officials can board a man of war or perform other similar public duty. We are willing to make allowance for the fact that some of the newspaper offices are so overcharged with wit that they find it difficult to put it all to a profitable use, but we think its application might have been spared in a case where the person sneered at was doing a generous and public spirited act, and at his own expense.

We trust that every individual in St. John, who is entitled to have his name placed upon the Dominion voters' list will see that this duty is not neglected. Throughout Canada, the additions to the present list promise to be very large, and we trust that this will be the case with St. John. The more good men there are qualified to vote in Canada, the larger the Conservative majority will be.

Stanley, who bobs up serenely every few months, has been again heard from. The news of his movements comes from Zanzibar, and he is said to be coming down the coast with Emin Pasha, with 900 men and an enormous quantity of ivory. This would seem to show that his mission has been accomplished, and that he will very soon be on the sea on his way to England. Stanley, as an African traveller, thanks to his indomitable energy and iron constitution, has always been a success.

The people of New York, Chicago and St. Louis are all engaged in vigorous efforts to prove to the world that their city is the proper place to hold the world's fair in honor of the discovery of America. Possibly New Orleans or Galveston may yet take a hand in this competition, as being nearer to the actual place of discovery, than either of the three cities named. The claims of Chicago and St. Louis, however, seem rather absurd when brought into competition with those of New York, which is the largest city and the business centre of the continent.

It is startling news to learn, as we do from Ottawa, that the editor of the Citizen has received scores of threatening letters from the United States as a result of the publication of his recent editorial reflecting upon the American government for its aggressive policy in Behring sea. The Yankees are growing bold indeed when they undertake to dictate to our newspapers what they shall say in regard to the acts of the American government. It is bad enough to have newspapers published in our midst which are subsidized by American secret service money, without having our loyal papers threatened with Yankee vengeance.

The people of North Dakota, the territory so much favored by certain grit politicians, have virtually admitted that its south western portion is now uninhabitable, by making arrangements to provide by irrigation for the water which is insufficient for successful cultivation. A Syndicate has been formed for the digging of an irrigation canal which it is thought will reclaim upward of 5,000,000 acres of arid and now useless land in North Dakota. The idea is to construct a canal from the Missouri river at Bismark, 1668 feet above the level of the sea, to Lake Traverse and Big Stone lake 900 feet above the sea level. This canal would run through a section of the country in North and South Dakota that is in great need of irrigation. Lateral canals are to be constructed by the various counties and hundreds of thousands of acres of arid land reclaimed. It is safe to assert that unless irrigation is resorted to on a large scale, both in North and South Dakota, a large part of the territory of these two states will have to be abandoned by settlers.

The editor of the Central Canadian of Carleton Place, who was one of the press visitors from Ontario during Carnival week, says of our city and its people: "We can never forget the generosity, the courtesy, the brotherly and sisterly kindness of the people of St. John. They have a beautiful city, packed full of enterprising and ambitious citizens, a city whose streets are of asphalt, whose private residences and public buildings are palatial structures, whose parks are numerous and carefully kept, whose morality is a pardonable boast, whose drainage is perfection, whose harbor ensures them the bulk of the transshipping business of European-Canadian commerce."

MILITARY MANŒUVRES.

Emperor William Reviews the British Troops at Aldershot—Graphic Account of the Sham Fight.

ALDERSHOT, Aug. 10.—Everybody is becoming quite fond of Emperor William. There is a certain unanimity of enthusiasm in all the private statements of all the parties who have met him that indicates his marked cordiality of manner is nothing less than a surface cropping of much warmth of heart underneath. He shakes everybody's hand with the hearty grip of a candidate for office, and takes off his hat in response to every public courtesy with the grace of a Spanish toreador. Yesterday morning when the Princess of Wales walked alone for a few steps along the railway station platform at Aldershot, the Emperor being busy with Prince Albert, he ran after her, bowed an apology and offered her his arm with a politeness as graceful as it was considerate. After he had mounted his horse, he held him by the side of the ladies' carriage, and chaffed his cousins, Princesses Maud and Victoria, with a youthful jollity that was universally human and belonged to no class. But a few moments afterward he had changed as if by magic, when he turned his horse to lead the line. The firm and heavy features of his grand old grandfather came out in bold profile under the close fitting helmet of the German cuirassiers, and when he reviewed that army of 25,000 on Romping downs he was every inch a king, from the top of his polished brass head-piece to the soles of his shining boots.

The Emperorial ceremonies yesterday began with the departure of the Hohenzollern and Osborne from Cowes at five o'clock. At six the Hohenzollern cast anchor in Portsmouth harbor, off the dockyard, and the Osborne ran alongside the wharf amid much noise of cannon and the manning of yards from Nelson's historic battleship, the old Victory, which is now the flagship of Admiral Commerell. The party were received on the dock by Admiral Sir Edmund Commerell, commander of the fleet. Dorset battalion formed a line of red and steel along the dock. The Royal party were conducted to a train of saloon and dining carriages, breakfast being eaten on the way to Aldershot.

On the arrival of the Emperor, who wore the shining brass helmet, the blue coat with red collar and white shoulder ornaments, and white knee trousers, with the cavalry boots of a colonel of the German body-guard, lightly mounted his dark bay horse. Prince Albert, in a Hussar colonel's uniform, was on horseback equally quickly, and prince Keung of Prussia, in a German commander's uniform, bestrode the hurricane deck of a prancing chestnut. The rest of the suite took horses, a detachment of lancers acted as an escort, and the brilliant party started at a gallop over the first of the Fox hills and were lost to view.

The Fox hills, the scene of yesterday's manœuvres, are a spacious stretch of low rolling hills, which are so irregular in their formation as to offer every advantage for varied military movements. They are covered with a brownish green carpet of fern, five or six inches high, and near or distant have a dull brown look. There are scanty groves of trees here and there on the heights of Play hill, which were occupied by seven thousand spectators, who would have been thirteen miles away and still running if the battle had been a real one.

The preliminary scenes were novel and the later ones exciting. On the higher ridges solitary horsemen, aide or scout, were numerously outlined, motionless against the sky. On the crests of the hills or peeping out of the groves were batteries of light artillery. In the heather growth, standing in line or kneeling against shallow ditches, were squads or lines of soldiers in red, or soldiers in blue, or soldiers in grey. In the foreground, middle distance and distance, companies and regiments of cavalry were moving in various directions to various ends. The sunlight glanced on their helmets and made their rapid riding movement so many lines of sparkling points. Aides with supposed despatches of easily conceived importance flew at full galop across the landscape, their red plumes tossing in the wind. The invaders who had sworn to plant the standard of England on Fox hills or die were in a state of approach down the railway line towards Guilford on the left.

The artillery open the battle. A battery, half a mile in front, began to steadily send imaginary shells plump into the detached advancing columns far away on the hills to the left, while a battery, a mile and a half away, perched on the crest of a hill beyond a railway, replied with figurative projectiles, which did great execution. A battalion of the household guards galloped across the open space in front; and a long line of red musketmen, across the valley to the left, opened a hot and steady fire upon them. The enemy crept up to the topmost hill to the left in the front a mile away and planted a battery there which opened a rapid fire at things in general, which could only be described as galling. Then there was excitement in the defending forces. Long lines of cavalrymen came galloping up the hills and across the plains from all directions and formed a solid body half a mile below the battery to charge it. They were a little leisurely about it considering they were under direct artillery and a cross musketry fire, but finally they charged, and charged grandly.

It is a little difficult on the Fox hills to make a charge like that straight into the jaws of death. It is not every man who can take one last thought of home and mother, or press one last kiss upon that tress of maiden's hair, which he loves above all else on earth, with the consciousness that she will never know he is dead until the empire tells her so; it is hard to die, but it is much harder and creates much more post-mortem bitterness to die by the mistaken judgment of that umpire, from whom there is no appeal, and so it was a grand charge they made up that hillside with flashing sabres and gleaming lances and nobody was surprised that the artillerists grabbed their cannon and ran away like scared dogs.

The battle soon after waged hotly. The defenders massed their artillery in front of the flag-hill, and banged away incessantly, the enemy replying with equal industry. Long lines of skirmishers in red and gray and blue came up firing steadily at other lines across the valley, who fired equally fast. There was the snapping of rifles and the banging of cannon, and the rising of powder-smoke everywhere. It was spirited, exciting, and deafening. The defenders advanced across the hill and valley, and only the umpires could tell how badly the invaders had been whipped, as they stepped back steadily upon their entrenchments hoping against hope for reinforcements, which were already far behind, but could not get there because there were none to come.

The review at two o'clock was quite a spectacle. There were two throngs of spectators standing and in vehicles, making two lines a mile long and 600 yards apart. In the centre, on one side, were massed all the bands on horseback, a resplendent group of gorgeous uniforms. Opposite them the Royal standard floated, and there the Royal party were gathered, and the Emperor on horseback a little in advance of the rest, and for two hours there marched down this line of 25,000 men in the various cavalry and infantry uniforms of regulars and volunteers. The infantry made a fine picture when they came down in double company front lines of 100 men in scarlet, with white or brass, or black and brass helmets, seemed to stretch entirely across the space, and it was a rectangle of bright uniforms and glittering bayonets a mile long and 600 feet wide. The Emperor touched his hat in response to every company salute, and the review was as brilliant as the bright panoply and rigid discipline of war could make it.

RELIGIOUS GLEANINGS.

The Reformed church in America raised during the year ended April 30, for foreign missions, $93,142.84. This includes legacies to the amount of $3,500.

St. Matthew's Lutheran church, Philadephia, Rev. Dr. Baum, pastor, is about to erect a new church edifice on Broad street. It is to be built of marble, and promises to be a handsome structure. Sixty thousand dollars have already been secured.

Rev. Father Damien, widely celebrated as the leper priest of Molokai, died at Kalawa, Hawaii, on April 10 last. Father Damien was born in Belgium in 1840, and arrived in Hawaii in 1864. For the last sixteen years his labors have been confined to the leper settlement at Molokai, where he contracted the dread disease which cost him his life.

The Moravian church has, in its American province, 11,219 communicants, an increase of 253 the past year, 1,841 noncommunicants, and 2,269 children. The number dropped last year was 512, and the number excluded 10.

The Methodist Episcopal church now has 2,154,257 communicants, against 2,-002,032 last year. Sunday-school enrolment in 1888 of over 60,000.

Bishop Walden presided at an Indian mission conference at Tulsa, and during the three days of the session it rained continuously; nevertheless, there were eighteen preachers present and congregations large enough for profitable services.

The cash receipts of the American Bible society in March were $74,237.82. The issues from the Bible house during the same month were 88,502 volumes, and for the year, including those sent to foreign lands, 1,005,774 volumes.

A German Lutheran church is to be erected in Bethlehem, Palestine.

The Free church of Italy has 71 churches and stations, with 1,580 members. The Plymouth brethren have 50 small congregations; the Wesleyans, 55 congregations and stations, and 1,320 members; the Methodist Episcopal church, 20 congregations and 5 stations, with 950 members; the Baptists have 53 stations and 870 members.

In a series of union meetings at Carthage, N. Y., under the leadership of Mrs. John W. Dean, the Quaker evangelist, about seventy-five have been converted, thirty-six of whom have joined the Methodist Episcopal church on probation and the remainder going to other churches.

The total number of Italian communicants in the evangelical churches of Italy is 22,000.

It is estimated that in Paris 50,000 persons who formerly were free thinkers and indifferent to their religious interests are under gospel influence through the McAll mission.

The American Seamen's Friend society received the past year $27,393 and disbursed $34,971. Its missionaries have labored in many lands, and its libraries have been accessible to over 350,000 men.

The Chicago Evangelistic society has purchased three houses and lots north of the Chicago Avenue church for the Moody training school, at a cost of $55,000.

The convention of the Episcopal diocese of South Carolina at Aiken, recently temporarily settled the dispute as to the negro in the church. An amendment to the constitution was adopted, which practically excludes colored preachers from the floor of the convention.

The recent Mormon conference reported 12 apostles, 70 patriarchs, 3,719 high priests, 11,805 elders, 2,069 priests, 2,292 teachers, 11,010 deacons, 81,899 families, 115,915 officers and members, and 49,303 children under 8 years of age, a total Mormon population of 153,911.

In fourteen years 700 Protestant chapels have been built in Madagascar, making the present number 1,300. There are 8,000 Protestant communicants, and all the churches are self supporting. The queen recently attended the opening of two Christian churches at Ambokinanga.

The Sunday School Year Book of the Methodist Episcopal church reports 25,-095 schools, with 2,086,848 scholars.

Comfort in Churches.

Let churches, as far as possible, be comfortable and beautiful. Because Christ was born in a manger is no reason why we should always worship him in a barn.—Rev. De Witt Talmage in New York Observer.

The best men Canada has offered as photographers have operated in St. John, but Climo still remain powerful proof of his skill and service the public. 85 Germain St.

The Mercier government has fully decided to borrow at least $3,000,000 within the next few months.

"Try Ayer's Pills"

For Rheumatism, Neuralgia, and Gout. Stephen Lansling, of Yonkers, N. Y., says: "Recommended as a cure for chronic Costiveness, Ayer's Pills have relieved me from that trouble and also from Gout. If every victim of this disease would heed only three words of mine, I could banish Gout from the land. These words would be—'Try Ayer's Pills.'"

"By the use of Ayer's Pills alone, I cured myself permanently of rheumatism which had troubled me several months. These Pills are at once harmless and effectual, and, I believe, would prove a specific in all cases of incipient

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No medicine could have served me in better stead."—C. C. Rock, Corner, Avoyelles Parish, La.

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"I have derived great benefit from Ayer's Pills. Five years ago I was taken so ill with rheumatism that I was unable to do any work. I took three boxes of Ayer's Pills and was entirely cured. Since that time I am never without a box of these pills."—Peter Christensen, Sherwood, Wis.

Ayer's Cathartic Pills,

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"THE SHIRT MAKER."
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100 BARRELS
FEEDING FLOUR
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NEW DRY GOODS STORE,
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A large variety of Fancy and Staple Dry Goods, in all the leading departments.
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A large stock of Ladies and Gentlemen's fashionable
BOOTS AND SHOES
—AT—
MRS. McCONNELL'S,
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—IS—
THE BEST PLACE IN TOWN,
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If you want a good dinner call in. You can make a really good one from the NATIONAL between 12 and 2 o'clock.
Meals served at all hours. Cigars and Tobaccos the very best. Billiards and Pool.
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GREEN PEAS and BEANS,
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Removed to No 33 Charlotte Street,
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Will open in good shape on SATURDAY in our New Stand with a full line of latest importations of
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—JUST RECEIVED—
1 Car Manitoba Flour,
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90 Bags Rice,
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100 Patterns in Cambric,
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25 Different Styles in Ladies Jerseys,
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DOWN IN PRICES.

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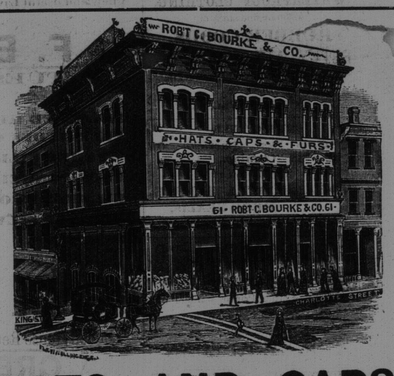

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Horses Boarded on Reasonable Terms.
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122. Emery, Dr. A. F., office, Waterloo street.
126. Green, Louis, residence King st.
314. Jack James, residence, Orange st.
361. Law, F. E. & Co., commission merchants, North Market street.
366. Minehan, James, victualler, 6 and 7 City Market.
369. McGivern, R. P., coal merchant, 10 Nelson street.
18. Roel, G. G., Barrister &c., Prince Wm. street.
364. Sheffield, Dr. M., office, Princess st.
67. Simon, Dr. J. A., office, 39 Haymarket square.

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In the matter of the Maritime Bank of the Dominion of Canada (in liquidation).

ALL persons and corporations creditors of the Maritime Bank of the Dominion of Canada (in liquidation) are hereby requested to present proof of their claims, duly attested, to the liquidators at their office, Bayard building, Prince William street, St. John, N. B., within three months from this date.

Blank forms of "proof" may be had on application to the undersigned.

E. McLEOD,
JAS. G. TAYLOR,
D. McLELLAN,
Liquidators of the Maritime Bank of the Dominion of Canada.

St. John, N. B., 24th July, 1889.

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