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THE EVENING GAZETTE

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CARLETON'S CLAIMS

The Gazette has not been able to agree with its friends in Carleton in regard to the demands made by them on a condition of union.

It has proposed a free ferry as too costly to be borne by the union, and to be a burden on the West side.

It has opposed the construction of a bridge at Navy Island, at the present time, as too costly for the limited resources of St. John, and as likely to be of very little benefit to the people of Carleton.

In comparison with a good ferry service, but the Gazette is ready and willing to advocate the granting of liberal aid by the city for the construction of a combined railway and road bridge at Navy Island, provided it can be built without interfering with navigation.

The Gazette also has advocated, and is prepared to advocate, the placing of the ferry tolls for foot passengers at the lowest possible figure, and making the rate one cent for all hours and for all classes of passengers, except children, in arms.

We explained the other day that the amount collected in the shape of tolls on the ferry for terms in 1888 amounted to about \$2,500, and that the amount for 1889 was \$7,000, which, at an average rate of one cent would bring the ferry receipts up to \$100,000 or thereabouts.

This result may well be a subject of congratulation to every resident of the town, but it is a subject of regret to the people of Carleton, who mark a step in the forward progress which ought to have been taken a quarter of a century ago, but which now being accomplished, must unfortunately increase the impatience of St. John and be of the utmost benefit to its inhabitants in a commercial as well as a financial sense.

The St. John which will be called into existence on the 18th of May next will be a city with ample room for development, and with a population the fourth in point of numbers and the third in commercial activity among the cities of Canada.

The completion of the scheme of union has been rapidly accomplished that it is difficult to realize the change. One month ago the people of St. John and Portland were on the eve of an election which it was proposed to hold, for the purpose of determining whether there should be a union or not, and whether the union should be effected by a vote of the people or by a vote of the Legislature.

But when the polls were closed on Tuesday the 19th March it was found that the sentiment of both cities was overwhelmingly in favor of union, and it was soon learned that the vast majority of the people of this community desired union at once. All suggestions in regard to postponing the passage of the union bill for a year were impatiently brushed aside; the people wanted it without any delay that was demanded by the length and importance of the bill which it was necessary to prepare.

Within an hour from the time the polls closed in St. John the matter had been taken over by the Commissioners and the Mayors of St. John and Portland, and it had been agreed that, if at all practicable, the Union Bill should be passed on the 18th of May next, and that the inhabitants of the new city should be at once united.

A consensus of this kind had been reached in the minds of the people of both cities, and it was not to be broken.

In appointing the credit of this desirable result, the first prize is necessarily and properly due to the Commissioners Messrs. Wilson, Kerfoot and Chesley, who did everything in their power to secure the immediate preparation of the bill, so that it might be presented to the Legislature with as little delay as possible.

It is not to be denied that St. John is indebted for the accomplishment of union this year, and they have admirably assisted by the Common Council, by whom the bill has been prepared, and in whom we feel highly respectable that any defects will be found.

After the Commissioners the greatest praise must be awarded to the Attorney-General of the province, Mr. A. G. Blair, who has been a friend of the Union Bill from the first, and without whose support and assistance union could not have been accomplished this year. If the main object of the Executive Council Chamber had been to secure a vote for the Union Bill, it would be hard to say that the people of St. John had not been well served by the Union Bill, if it could be got before the House of Assembly before the 18th of May next.

One of the most necessary things for the success of the new city is to obliterate all sectional feeling and to forget or ignore the fact that St. John and Portland were ever separated. There should be no more local feuding between the people of a ward once in Portland and St. John, and then there is between the people of Kings and Sidney, or of Duke and Wellington. Let St. John be one city in feeling as it will be legally, and let the aim of all be the general good.

Like master, like man, is an old and true proverb. Gorman, the Telegraph's Ottawa correspondent, is as great a failure as the man from Pseudogus, who is the nominal editor of the Telegraph. Referring to the vote on the motion of Mr. Fisher, assuring the government with regard to the sale of liquor in the Northwest, Gorman says:—

Hon. Mr. Fisher left the house when his division was about to be taken, thus shirking the vote.

Hon. Mr. Miller pointed out that Hon. Mr. Fisher, who had made the motion to go into supply, was not in the house.

Sir John said his division was taken. This was greeted with laughter by those who had seen Mr. Fisher in the house a few minutes before the vote was taken.

Mr. Fisher was obliged by illness to leave the House before the division was taken, but before doing so, he arranged a pair with Mr. Charlton. This was explained in the house by Sir John A. Macdonald, the member for Gorman's ward, along the last of the same, and the Telegraph, which knows Gorman well, publishes it.

There is a report, which we have been unable to trace to any reliable source, that Police Magistrate Dwyer and Clerk

THE NEW CITY.

The new city which comes into existence on the 18th of May next will have an area of about 8,000 acres, and will be divided into thirteen wards, which in 1881 had the following population:

City of St. John.....4,694

Brooks.....2,488

Duke.....2,067

Kings.....2,070

North West.....1,182

Portland.....1,048

Lawson.....3,186

St. John's Station.....1,000

Total.....41,983

It will be seen from this that the most populous ward in the new city eight years ago was Prince, and that Wellington came next, followed closely by the Duke, Kennedy Ward & in Portland.

It is probable, however, that these figures have been materially altered, and that the relation of the different wards to each other is now different. As we suggested some time ago, an enumeration of the inhabitants of the new city should be had at once. A census of this kind had been taken in 1881, and the result would not be very far from the truth.

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Godard are to receive a superannuation allowance of \$500 each for life. There was a rumor that such a provision had been slipped into the union bill, but this seems incredible. Whatever the case, Mr. Godard may have, Mr. Taylor certainly has none either in the town of Portland or in the new city of St. John.

There was nothing said in the House of Commons yesterday in regard to the building of the line from Harvey to Moncton via Fredericton, but we think we may venture again to assure correspondents that this line will not be built by the government of Canada. It is probable that the subsidy of \$83,400 annually for twenty years originally offered to the Atlantic and North-West Railway Company will be given to another company agreeing to build the road, and in the meantime all freight from the upper Provinces will come to St. John.

The members of Halifax Board of Trade resolved that Halifax is the only safe harbor in Canada, on the Atlantic seaboard in Canada, on account of its easy and safe approach, its depth of water and safe anchorage, its length and width, its freedom from excessive tidal ebb and flood, and from fog, and from ice, and from the many other natural advantages and its very commodious dock and wharf accommodations. We do not know which member of the Board, the boldness of the assertions made or the elegance of the language employed. In the discussion which ensued St. John, as usual, was roundly abused. It is not so many years since the Halifax Board of Trade, in a report on the shipping trade of the harbor, stated that it was very difficult of approach, very shallow, and very exposed to the winds, and that it was not a safe harbor. It is not to be denied that St. John is indebted for the accomplishment of union this year, and they have admirably assisted by the Common Council, by whom the bill has been prepared, and in whom we feel highly respectable that any defects will be found.

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