

The Saturday Gazette.

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ST. JOHN, N. B., SATURDAY, JULY 16, 1887.

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The Gazette.

THE HARBOR COMMISSION.

A BRIEF REVIEW OF SOME OF THE FEATURES OF THE SCHEME.

The Effect on the City Assessment—If the Commission is Formed there will be a Large Saving to the Tax Payers.

[SECOND ARTICLE.] In a previous article on the Harbor Commission printed in these columns it was promised that this important subject would be taken up again, and the effect of placing the harbor in commission on the assessment shown. Such is the intention of the present article.

To properly understand the financial situation of St. John, it must be borne in mind that the interest on the city debt is met in two ways, out of revenues from the property owned by the corporation and by a direct assessment on the citizens. At the close of 1886 the total funded indebtedness of the eastern side of harbor amounted to the large sum of \$1,046,070.20 all of which with the exception of about \$71,000 bears interest at six per cent. the smaller sum paying only 4 per cent. Of the old city debt due by the east side and amounting in the total to \$336,852.68 only sufficient is assessed to pay the interest on about \$50,000 at 5 per cent, leaving the interest on the remaining \$286,852.68 to be paid out of the revenues of the city, a portion of which is derived from the harbor. The interest on \$30,900 of city hall debentures is paid out of the monies received from the sale of fishery rights on the eastern side of the harbor, the interest required for \$20,000 market wharves debentures is obtained from the general revenues of the count into which is paid the receipts of the wharf. The interest on the Pettengill pier and property debentures amounting to \$73,690, is paid out of the revenues of these properties which also provide a sinking fund to meet the debt when due. The street department debentures amounting in 1886 to \$11,700 are taken care of in the street account for the year and are not directly assessed for. The only remaining amount is \$3,000 of salvage corps debentures which are provided for by a special assessment on the insurance companies doing business in St. John. Therefore out of a total indebtedness of \$1,046,070.20 the interest on about \$412,000 is paid out of the revenues of the city, the remainder being met by direct assessment on the citizens excepting a small moiety of the interest on restoration debentures issued after the fire, which is paid out of the general revenues of the city. The key to the solution of the harbor commission matter is, therefore, to be found in the general revenue account of the city into which is dumped all the revenues of the city save those mortgaged for some specific purpose such as the Pettengill property and public pier revenues.

The total receipts of the general revenue account in 1886, and they do not vary very materially from year to year, were \$56,630.39, including a balance transferred to the new account of \$5,784.41, or in other words the account was just that much behind at the close of the year. How this money is obtained is shown by the following brief summary of the published accounts:

Table with 2 columns: Item, Amount. From harbor rentals: \$2,812.41. Harbor Master's returns: 10,132.94. City Engineer's permits: 20.00. Fees of the Mayor's office: 13.00. Fees of the Common Clerk's office: 739.59. Rental City Buildings and Stationery: 4,000.00. Licenses: 13,839.00. Assessments: 5,462.19. Rental lands: 6,013.29. Market House appropriation: 4,000.00. Lancaster lands: 2,000.00.

The only other large sum from the Carleton common lands to pay the interest on their debt of \$80,000, which it is not necessary to include as that will come up in the consideration of the effect of the harbor commission on the west side assessment. Now as the disposal of these monies. Where does such a large sum of money go to? The answer is simple enough, as will be seen by the following expenditures:

Table with 2 columns: Item, Amount. Salaries: \$10,786.25. City Hall: 546.46. Insurances: 314.00. Rentals: 292.91. Commissions and election expenses: 904.62. Fuel and light: 485.25. Printing, advertising and stationery: 866.25. Law costs: 4,431.21. East land expenses: 47.12. Labor on wharves: 1,107.53. Sundry payments: 1,858.63. Ferry passes: 190.00. Interest: 20,000.00. Sinking funds: 5,225.38.

Of these payments including salaries and sinking fund appropriations \$5,885.36 are directly chargeable to the harbor. That there will be no mistake the payments are given below:

Table with 2 columns: Item, Amount. Wharf repairs: \$1,107.53. Harbor Master's salary: 1,200.00. Harbor Commission: 227.35. Harbor Engineer: 300.00. Harbor Inspector: 100.00. Rental: 100.00. Ferry passes: 190.00. Moving of buoy: 44.00. Ferry passes: 190.00. Auction expenses: 10.00. Sinking funds: 2,225.38. Total: \$5,885.36.

To summarise these statements briefly the general revenue receives from the harbor the following sums: Harbor Master's returns: \$10,132.94. Rentals: 2,812.41. \$13,045.35. And there is paid out of this account: Salaries and expenses: \$5,675.98. Sinking Funds: 2,225.38. \$7,901.36. \$5,239.38.

It is impossible without a large amount of labor and difficulty to ascertain exactly the amount of old city debt chargeable to the harbor, but it is quite within the mark to estimate the sum at \$50,000 the interest on which at six per cent. would be \$3,000 bringing the total charges on account of the harbor paid out of general revenue to \$8,885. These figures are within the mark.

Provided the harbor were put in commission the would no longer be called upon to pay this amount of money. The general revenue account on the other hand would lose some \$13,000 of its revenue leaving an apparent shortage in this account of \$4,000. This is an argument frequently used by opponents of the commission who claim that the harbor is a source of profit to the city.

But there is another light to look at the question—its broker light. The city would receive from the government the total sum of \$500,000 for the harbor rights and property now owned by the corporation. Of this sum \$400,800 would go into the coffers of the east side. The city now holds over \$55,000 of old city debt debentures in its sinking fund that could be paid off at once which would reduce the old city debt to less than \$280,000. The remaining \$350,000 of the harbor purchase money would have to be invested, and say that not more than four per cent could be obtained for the money it would yield \$14,000 a year. The interest on \$280,000 at six per cent. would be \$16,800 which would show a loss of \$2,800 from which should be deducted the sum of \$2,000 the interest on \$50,000 at four per cent leaving a net loss of only \$800. This loss would grow smaller every year as the city debt falls due and until at the expiration of five years there would be a profit instead of a loss.

We come now to the question of assessment and the effect of the harbor commission on that. There is levied on the citizens an assessment of \$3,785, for the Pettengill property debentures, and \$2,246 to meet the public debt is levied on the citizens now which would no longer be necessary if the harbor properties were sold—a direct saving to the citizens of \$6,031 annually. In other words, with the harbor in commission, the interest on the old city debt of \$369,852.68 is provided for and is no longer a charge upon the revenues of the city. This would be accomplished by paying off immediately \$50,000 of the debt and investing the balance of the purchase money at 4 per cent to meet the maturing debt and the interest. By doing this the general revenue would be relieved of an annual interest charge of \$18,881.82 or \$5,000 more than the harbor revenues amount to. The other sinking funds are in such a condition as to meet the outstanding harbor indebtedness and pay it when due so that the council, if they placed the harbor in commission could, after the first year, reduce the assessment levied on the citizens by \$11,000 or \$12,000, and steadily every year thereafter.

Besides, with the money on hand to pay of the city's indebtedness, it is most probable that some arrangement could be made through the legislature to call in the city debt debentures and make a fresh start. Could this be done the city debt instead of being in the neighborhood of a million and a half of dollars could be reduced to three-quarters of a million. And the reduction in debt would cause the loss of but very little revenue producing property. It is all very well to point to the revenue of \$30,000 derived from the harbor, but when five-sixths of that goes to pay interest, salaries and repairs it ceases to be a benefit. Besides all this to place our harbor in the position it should be would require an expenditure of at least \$175,000, and to do this would be simply to burden the citizens and tax payers with a load they could not bear.

Now that the wharfage rates have been doubled by the city and private wharf owners it is simple folly for the opponents of the harbor commission to talk of the proposed commission placing greater burdens on the trade of the port. If the present rate of wharfage is continued and the trade remains at the port the revenue will be \$40,000 instead of \$30,000, but this extra revenue is derived at the expense of the trade of the port. Instead of higher wharfage rates we want them lowered and this the commission could do. The scheme has been opposed by the wharf owners and many people hold that their rights should be guarded. It is well always to see that the private right of no party is interfered with, but when private individuals attempt to limit the rights of the masses

or interfere with them the position of affairs is altogether changed. The great public has no right to suffer for the benefit of one or two men and the matter largely rests in the hands of the people themselves. In another article we will deal with other phases of this all important question.

KINGS AND PRINCES.

Crawford's Description of Some of the Kings Visiting England.

I had an opportunity the other day, writes T. C. Crawford of the New York world, of seeing all the visiting royalties when they were not on dress parade. It was upon the occasion of their last Monday's visit to the Wild West Show, where a private performance was given for their benefit. There was not a striking-looking person in the group with the exception of the Prince of Wales. The King of Saxony is a very ordinary-looking man. He has the appearance of a retired merchant with a small nose and a thin, narrow, narrow life. He is of medium height, with sloping, round shoulders. His hair is gray, his complexion sallow; his eyes cold gray; blue; his nose large and straight; a snowy-white mustache and white side-whiskers concealed if I measure the weak character of the lower part of his face. He wore a black frock suit with a light spring overcoat buttoned up tightly to his chin. His hat was a high silk one; his gloves were dark yellow. He very rarely spoke and appeared to be half asleep. He was one of the first to move away from the performance, although the shouts at one time appeared to back him up.

The King of Belgium was the most forceful-looking of the visiting sovereigns. He was tall, straight, with a full chest and broad shoulders. His hair is a dark-brown-black, and when he lifted his high hat to some of the princesses as they arrived I saw that it was parted 'exactly in the middle. His eyes were dark, set deeply under very straight eyebrows. His nose was straight, full, sweeping brown mustache and very full brown beard descended upon the breast of his black frock suit. He wore a dark overcoat; on his hands he wore brown gloves. He was very formal and very stiff in his movements. Although there were not about twelve or fifteen persons present as spectators outside of the royal personages, the Belgian King moved exactly as if he were upon dress parade. He is a frequent visitor to England. His son is said to be a suitor for the hand of one of the daughters of the Prince of Wales. He is received with great favor in England; he is seeking to establish close relations with the English Government because he fears that his country is being threatened by the prospect of a renewal of the struggle between the French and the Germans.

The King of Denmark is tall, with a broad, compact figure. He wears a high hat similar to that worn by all of the royalties, and the same dark frock suit. He has the face of a sea captain; his complexion is very red, his face has not much expression and his features are irregular. He wears a mustache and side-whiskers, which are of an iron-gray color. His shaved chin is square and positive in its lines. There is nothing about any one of these royal personages, with the exception of the Prince and Princess of Wales, to suggest their holding high positions. The King of Denmark might have been the captain of a merchant ship on shore on leave. The King of Denmark, as everybody knows, has seen hard times. He was, until his elevation to the throne of Denmark in 1863, very poor. He did not evidently have the ability himself to conquer any favors from fortune. He was obliged to live in the most narrow and economical ways. Then came the change in his life so great a character as to suggest the wand of the magician in the fairy tales. From poverty and obscurity he reached the throne, while three of his children occupy the most prominent places in the royal circles of Europe—one daughter is the Empress of Russia, a second the Princess of Wales, while his third child is King of Greece. His fourth daughter is the unfortunate Duchess of Cumberland. His sixth son is married to the daughter of the Duc De Chartres. His son, the King of Greece, who stood near his father, is very tall and slim, with a dull, heavy face, sleepy, blue eyes, thick, straight nose, and a drooping, brown mustache. You would find hundreds of more distinguished and better-looking young men in almost any of the business offices in New York.

The Princess of Wales is the most interesting member of this Danish family. She looks every inch a Princess. In the first place she is very handsome, with regular, features, fresh, clear, plain complexion, and a dainty manner of refinement, which is her chief charm. Her figure is as slim and graceful as that of a young girl. She dresses with the air and grace of a Frenchwoman, while she has a dignified carriage and the manners of a reserved Northern people. She has a democratic tendency as her husband, she is as fond as appearing in public as

he, and if Royalty continues in England after the death of the Queen, its continuance will be owing largely to the popularity of the Prince and Princess of Wales. They are popular with people simply because they take pains to please. The Princess of Wales was one of the later arrivals at this morning's performance. She came walking down the platform in front of the grand stand in company with Major John E. Burk, the agent of Cody. The three little princesses preceded their mother. These three young ladies are very plain. They have none of the beauty of their mother, neither have they the ease or vivacity of their parents. They are plain, stiff, young English girls, who never speak unless they are spoken to, and who stand about in a stolid way that no American girl could by any possibility assume, least of all when in the presence of such an exciting entertainment as that of the Wild West. The Prince of Wales was the only man in the group who was at all easy in his manners. He wore a light gray frock suit, with a dark overcoat, buttoned up tight to the throat. There was a pink rose in the short lapel of his overcoat. He wore a high white hat which was the only white hat in the group. White hats are not popular in London, and even the powerful influence of the Prince of Wales upon London fashions is not sufficient to make the London swells wear these white hats, except for country drives and for visits at country places.

People Talked About.

Verona Baldwin has made her debut as a dramatic reader in San Francisco. Her programme consists largely of an article dealing with her past life and myriad libel and damage suits.

Emma Jones, according to a current paragraph, is the brightest of the crops of Washington woman correspondents. She is unmarried. She has a good income and maintains a nice little home. She is not pretty, but good.

General Sherman, having taken a cottage at Lake George for the season, will be pleased to read the statement of a correspondent there to the effect that "never since the place was a place has there been such promise of gay times and pretty girls."

They are organizing a Whittman Club in Philadelphia, one of the objects of which is to provide for the wants of the venerable poet during the rest of his life. This is a commendable construction of the late Mr. Ward's observation as to "fondling with a club."

There has been a boom in the market price of log cabins since the days of Davy Crockett. Joaquin Miller is said to have sold his cabin at Washington for \$5,267. He has now advanced to the dignity of a so-called "castle" which he is erecting near San Francisco.

Dr. Tourjee, Director of the New England Conservatory, is still ill at Block Island, but he expects to be able to resume his duties at the opening of the fall term. Mr. and Mrs. Tourjee are to have the assistance this fall of the Rev. Charles Cotton Kimball, D. D., of Bennington, Va., and Mrs. Kimball.

Capt. Samuel P. Griffin, who died at Aspinwall on independence day, wore not a few medals of honor. That most highly prized by him was a decoration conferred by Queen Victoria in recognition of his services on the Grinnell expedition, which secured the first traces of the lost Arctic explorer, Sir John Franklin.

The march of innovation in Boston is about to overwhelm Mother Harrington's famous overhelms on School street, governors, literateurs and men of mark in many lines have long hobbled at her tables. John A. Andrew, the Executive of the war days, was wont to slip his Java here. Banks, Gaston, Rice, Butler, Henry Wilson, James T. Fields, E. F. Whipple and many others have often called for the jocund pumpkin pie in the dim, gas-lit recesses of this historic restaurant. The fact that the prices were low and the napkins not always immaculate did not deter their patronage.

Wilson Waddingham, of New Haven, Conn., recently purchased the Antonio Ortiz grant of one hundred and sixty-three thousand acres of land situated in San Miguel County, New Mexico. Mr. Waddingham is said to be the largest landed proprietor in the world. He owns in fee one million five hundred thousand acres, about five hundred thousand acres more than are claimed by the Duke of Westminster.

Private papers found in the Tuileries showed that Rouvier's wife had received five hundred francs a month from the Emperor's private purse, with no specification as to the services for which the money was paid. President Grevy is accused of having made prime minister a man of whose table gentlemen can not bring their wives, and whose wife is not a proper associate for respectable women. Mme. Rouvier is known to be a woman of talent and a sculptor of considerable ability.

OUR SUMMER RESORTS.

NEW BRUNSWICK'S SUMMERING PLACES AND COOL RETREATS.

They are Constantly Increasing in Number, Popularity and Accommodation.

Rome was not built in a day. It took years of patient labor to bring that great city to the completeness enjoyed while the Caesars held sway over it. The growth of New Brunswick as a summer resort has not been as rapid or as steady as its natural advantages would warrant. Indeed it was only within the last ten years that our province was visited by any great number of excursionists. Since the completion of our railway system to connect with the west there has been a continuous and steady growth of eastward bound travel. One reason—the great one why we have not got more travel than formerly, is that the hotel accommodation outside of the chief cities has been notoriously bad while even that of the cities could scarcely be termed first-class. The last decade has witnessed improvements of many things and in none more than in the providing of more comfortable accommodations for travellers. We are still lacking in hotel accommodation in St. John—that is accommodation such as will cause people who come sight-seeing to remain over for a day or two or perhaps to remain here during the season. Thousands of tourists pass through St. John every year who would remain over for a few days each if they could be accommodated as they would like. Improved hotel accommodation is something our people should see to at once. Tourist travel comes farther east every year. Bar Harbor, formerly a quiet watering place, is as noisy as the others and now Campobello is the resort sought by quiet people. And when this becomes too generally frequented where next? Why the North Shore of New Brunswick, the finest place in the world for summering and where there is room for a hundred Bar Harbors, Long Branches or Atlantic Cities.

The oldest New Brunswick summer resort is Grand Falls, which has always been a favorite resting place—even before railroading days. Better hotel accommodation is urgently required at this point. Now-a-days when a large party arrives in Grand Falls they invariably have difficulty in getting proper accommodations. The best are none too good, but on the other hand the rates charged are low. Higher rates and better fare would be an improvement on the present rule at Grand Falls. The little town is kept in such a dilapidated and dirty condition that it is a scandal on the province. The place is well laid out and with the expenditure of a small sum of money could be made a delightful spot.

St. Andrews is the next in order of summer resorts of the province and it bids fair to become the leading one. Hundreds of persons now go to St. Andrews every year. Sir Leonard Tilley has a residence there and there are quite a number of cottages for rent at a comparatively small charge. It was proposed some time ago to erect forty or fifty small cottages as an experiment. These cottages if built could be easily rented as the buildings now obtainable in St. Andrews by summer visitors are devoid of many essential modern conveniences. The move to erect the cottages has not yet taken practical shape, but it most likely will before long. In the matter of hotel accommodation St. Andrews is well attended. The Argyll, the best known of our summer hotels has a beautiful location and is excellently managed. Every year it grows more popular and increases the number of its guests. As a town St. Andrews is clean and quiet. There are scores of pleasant round drives out of the town and the scenery is exquisite, look where you will. As a central spot for the sportsman St. Andrews has no superior on the Atlantic coast.

Dalhousie is another new resort. It is a romantically situated town on the Intercolonial Railway and affords a magnificent opportunity for sea bathing, boating and yachting. The Inch-Arran, the leading hotel, opened about three years ago, has been doubled in size for this season, and there is every reason to think that even with the increased accommodation thus afforded the house will be crowded again. Many of the patrons of the Inch-Arran come from the Upper Provinces, and the number is being added to every year.

Delightful old Richbroct is the latest place to start in as a summer resort. For years this pleasantly situated old town has struggled along with the disadvantages of insufficient and poor hotel accommodation. This year the magnificent new hotel The Beaches has been opened under the management of Mr. E. E. Phair. It starts out with a goodly number of guests, and as the season advances will have more. The advantages for rowing, sailing and fishing are unexcelled, and the scenery and drives in all directions are well worthy of columns of praise. There are scores of places equally as good as those mentioned but at present they are lacking in hotel accommodation.