THE EVENING GAZETTE, SAINT JOHN, N. B., WEDNESDAY, SEPTEMBER 11, 1889.

The result of the election yesterday, is that one-third of the voters of St. John have said that they are opposed to placing the harbor in commission; one-fifth of them have said that they are opposed to placing the harbor placed in commission, while one-half of them have declined to say anything, not having thought proper to exercise their franchise. This, it must be admitted, is rather an unsatisfactory result, because it shows that one-half of the electors have no opinion whatever, on the subject voted upon. This being so, it is better that the harbor commission scheme should have been defeated than that it should be carried by so light a vote. The plebiscitum called for by the common council was of no, legal effect, but only morally binding on the members of that body, so that they might have been seriously hampered had the Yeas been in the majority with half the votes of the constituency unpolled as was the case yesterday. Therefore we are glad, seeing the vote was so small, that the result was as it was. The Common Council can now go on with their own plans for harbor improvement which we trust will be more satisfactory to our citizens than the harbor commission scheme appears to have been.

Obviously the first thing to be done is

the two great Canadian Raliways to provement/which we treat with he more satisfactory to our citizant than the law been.

Obviously the first thing to be done in the provided the services of a competent engineer and have him examine into and the provided the state of the harbor and its requirements. Mr. Van Horne was provided to a drive our people not to great examine the provided the state of the harbor and its requirements. Mr. Van Horne was provided to the state of the harbor and its requirements. Mr. Van Horne was provided to the state of the harbor and its requirements. Mr. Van Horne was provided to the state of the harbor and its requirements. Mr. Van Horne was provided to the state of the harbor and its requirements. Mr. Van Horne was provided to the provided to the provided that the functional of the state of the harbor and the functional of the state of the harbor and the functional of the state of the harbor and the functional of the state of the harbor and the functional of the state of the harbor and the functional of the state of the harbor and the functional of the state of the harbor and the functional of the state of the harbor and the state of the state of the harbor and the state of the harbor and

of bonds within a year or two, if harbor

St. John will have to float \$457,500 worth of bonds within a year or two, if narbor improvement is to go on. The question is can these bonds be floated at 4 per cent. Some people profess to be very confident that they can be, but we have some doubts on the subject, The only way to settle the matter is to advertise for tenders for 4 per cent bonds, and it the work of harbor improvement. We assume that those who voted against putting the harbor in commission are willing to accept the result of their own acion and sanction the floating of a large issue of bonds for harbor improvement. In our opinion the sconer the council grapple with this question seriously and authorise the necessary expenditure the better it will be for the interests of the city.

LETARG AND ST. ANDREWS

As the people of St. John decline either to improve their harbor themselves or to put it in Commission it is not likely that the Canadian Pacific people will trouble themselves any further with us except to take such light freight and passengers as can be carried on their through trains. To talk of shipping warpens to take the same than the conditions of the Short Line will either have to go to Halifax or to some other Maritime Province port. St. John is the proper winter port of Canada, the natural terminus of the Short Line, but if St. John declines to put its harbor in a proper condition to do the trade of Canada, then are per condition to do the trade of Canada, then are larged and the refore the business of the Short Line, but if St. John declines to put its harbor in a proper condition to do the trade of Canada, the natural terminus of the Short Line, but if St. John declines to put its harbor in a proper condition to do the trade of Canada, then are per condition to do the trade of Canada, the natural terminus of the Short Line, but if St. John declines to put its harbor in a proper condition to do the trade of Canada, the natural terminus of the Short Line will be considered the canada the proper winter port of Canada, the natural t

THE EVENING GAZETTE
to published every seming (Sunday excepted) at published every seming (Sunday excepted) at

One of the first duties of the Comi

A monument is to be erected to the memory of the late Mary H. Fiske, the "Giddy Gusher" of the N. Y. Mirror.

* * * *

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