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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

THE EVENING GAZETTE will be delivered at any house in the cities of St. John and Portland for a month for thirty-five cents. The subscription may be paid at the office, or to any news agent who sells the GAZETTE.

ST. JOHN, N. B., SATURDAY, FEB. 16, 1889

TRAFFIC RATES ON THE I. C. R.

It will be in order now for the Board of Trade to make another application to the government for better rates for deals from Bathurst to St. John. Mr. Schrieber says, that $20 a car, is the lowest rate he can give, while the shippers say that $15 is the highest they can pay for the service. The latter rate is equal to $1.50 per m. The distance from Bathurst to St. John is 214 miles. Assuming a carload of coal to be ten tons and a carload of deals to be ten thousand superficial feet, and, we believe, these figures are about right, the $20 a car asked for the carriage of deals from Bathurst to St. John, would be equal to a rate of $51.91 a car, or $5.19 a ton, from Springhill Junction to Point Levi. Yet, the rate that has prevailed for years, was only $1.67 a ton, and the new rate sought to be imposed, which resulted in shutting down the Springhill mines, was only $2.23 a ton, or $22.30 a car. Now if a car of coal can be hauled over the 556 miles of track between Springhill and Point Levi, without loss, for $22.30, why is it necessary to charge $20 a ton for hauling the same car over the 214 miles between Bathurst and St. John? If the new coal rate to Point Levi, against which the Springhill people protested, were to be applied to the haulage of deals from Bathurst to St. John, it would give us a rate of $8.58 a car, or considerably less than half the lowest rate offered by Mr. Schrieber. The old coal rate from Springhill to Point Levi, which has now been restored, if applied to the 214 miles between Bathurst and St. John would give us transportation for deals at the rate of $6.43 a car, or less than one-third Mr. Schrieber's rate, and considerably less than one half what the deal shippers are willing to pay. We think these facts ought to be brought to the notice of the government, and inquiry should be made whether Mr. Schrieber, in refusing St. John a reasonable rate for deals from the North Shore is acting on his own responsibility or at the instance of the government. It should also be asked whether St. John is to be discriminated against in the matter of freight-rates on the Intercolonial, or whether this City is to be given an equal chance with others to improve its position and extend its trade. It is not yet too late to have this rate question settled in our favor, for the North Shore ports will not be open for about three months, and in the meantime, deals that are ready for shipment can come to St. John, if the rate, asked for is granted.

LET ST. JOHN BE UP AND DOING.

The "Tale of two Cities" which was Mr. Van Horne's contribution to the literature of the recent annual meeting of the Montreal Board of Trade, furnishes lessons for the people of this city which they may well take to heart. The national situation of St. Louis is greatly superior to that of Chicago. It held command of the Mississippi and Missouri Rivers, and its tributaries; it possessed without dispute the trade of the whole vast territory stretching from Central Illinois to the Rocky Mountains; it had coal and iron close at hand, in unlimited abundance, and yet, with all these advantages, it has been far outstripped by Chicago, which had no natural advantages whatever. The reason of this startling change was, that the St. Louis people were content to sit down and fold their hands, while Chicago was striving to build railways east and west, and tapping the sources of St. Louis's prosperity. St. Louis would not build a bridge across the Mississippi for years, and when she was forced to build one, it was on such an enormously expensive scale, that the tolls are a serious drawback to traffic. She would not run her railway to the esplanade, on the river's bank, where the steamboats lay, because a thousand draymen, who lived by carting freight from the railways to the steamboats, would be thrown out of employment. The same arguments were seriously urged against the building of the present railway bridge at the falls, by the Globe. The results to St. Louis were, that the freight which had to be carted at such vast expense, went by another route, St. Louis lost her trade, the draymen, for whose benefit the interests of the city had been sacrificed, were starved out, and thus ignorance, folly, and greed, received their proper reward.

St. John had originally such advantages as no other city in the Maritime Provinces possessed, at the mouth of a great river which with its tributaries drains 30,000 square miles of territory. Before the era of railways the river secured the traffic to St. John, and so far as the lumber trade is concerned, it still gives St. John the lead. But we have relied too much on the river; and have quietly seen other towns steal away our business by means of railway lines pushed into the heart of the Province. It is unnecessary to particularize; every business man in St. John knows that this has been done. St. John still possesses one enormous advantage, which has not yet been sacrificed, the shortest line to Montreal, and therefore this port should become the winter port of Canada. Only St. Andrews of all the ports of the Maritime Provinces is nearer Montreal than St. John; the difference in its favor is 41 miles. But St. Andrews has a poor harbor, which would require an enormous expenditure before it could be available for large vessels, and it is difficult of access compared with St. John. The people of St. John have only to show a moderate amount of energy and to display a united front to obtain the benefit of all the advantages our natural position entitles us to claim. We trust that the public meeting, which is to be held on Thursday next, for the purpose of enforcing the claims of St. John to be the winter port of Canada, will be largely attended, so that there can be no mistake in regard to our attitude and our demands. We hope also to see this meeting followed up by active efforts on the part of the Board of Trade and City Council, to secure the necessary facilities for carrying on the large business that we expect to see come to St. John.

NO MORE TREATIES WITH THE UNITED STATES.

After the manner in which the fishery treaty and the extradition treaty have been dealt with by the Senate of the United States, we trust, that we have heard the last of any proposal, to engage in any further compacts with that nation. The extradition treaty first came before the Senate of the United States, on July 8th, 1886, and it was finally rejected on the 1st February, 1889, so that almost two years and seven months passed before it was finally disposed of. In the meantime, the treaty had been hacked and carved in all directions. One amendment, which was moved, by Mr. Edmunds, and carried, was to insert after the word "explosives" in clause 4, "whereby the life of any person shall be endangered." Half a dozen other amendments were agreed to, and yet, after all, the treaty was rejected by a vote of 15 to 38, Senator Edmunds, who had professed to take an interest in its passage, voting against it. No one can read the record of the course of the treaty in the Senate without being convinced that it was the intention to reject it, from the first, and that the object was to deliberately insult Great Britain by hanging up a matter for two years and a half which might as well have been disposed of in a week.

Great Britain should now firmly decline to enter into any new negotiations with the United States on any subject whatever. The Americans have become so debauched by their politics that they are no longer fit for a respectable nation to deal with. They have become a nest of political sharpers and professional dead beats. There are perhaps not ten men in the Senate who do not contemplate that the time may come when they will be obliged to take a trip to Canada, in consequence of a shortage in their accounts, and so the clause in the rejected extradition treaty which proposed that swindlers and defaulters should be mutually exchanged had naturally no attractions to them. It was only the other day that an Indiana party named Moore, was the bosom friend of President elect Harrison a guest at his table and his trusted adviser in the election campaign. Now Mr. Moore is a fugitive in Canada and a defaulter to the extent of more than half a million dollars. Yet American politicians, especially American senators, are made out of precisely such timber as defaulter Moore. It will be interesting to note how many members of the present U. S. Senate will have to skip out during the next ten years.

NOTE AND COMMENT.

The Globe asserts that the finances of the provinces in which the Liberals are in power are generally in good condition. The Globe evidently forgets the case of Nova Scotia whose finances have been managed by the Liberals, with the exception of three or four years, ever since Confederation, and it is admitted that they are in a deplorably bad state. The finances of Nova Scotia considering the large amount it receives from its mines and its limited area, ought to be in as healthy a condition as those of any province in the Dominion, yet the very reverse is the case, and that too under Liberal rule.

The hunger of the average American for official position finds an apt illustration in the case of Congressman Perry Belmont, who three days ago, presented his credentials at Madrid as United States Minister to Spain. Three weeks hence Belmont will probably receive a curt message from the State department at Washington, instructing him to pack up his trunks and come back to America at once, as the place is wanted for one of the new President's friends, and Belmont will have no choice but to obey. Yet for the sake of holding the office of Minister to Spain for about four weeks, he was willing to cross the Atlantic twice and to expose himself to all the ridicule and uncomplimentary comment which such a proceeding would naturally evoke.

The report of Mr. Gardiner, Immigration agent, for this Province, shows that during the past year, 1,470 men settlers, arrived in the Province, of whom 18 came from the United States. He reports some settlers taking up free grant lands and building houses for themselves and others buying partly improved farms. He says the past year was very prosperous in all branches of industry, and that many manufacturing establishments were running extra time owing to large orders to fill. Crops on the whole were a fair average, notwithstanding early frosts, while the increased prices for produce of every description repaid any shortage from frosts and wet weather during harvest. This is a good showing for the Province, which is making steady progress, and must yearly commend itself still more to settlers from the British Islands, as its facilities, for reaching the great markets of the world, with rapidity and regularity increase.

France is now practically without a government, owing to the defeat of M. Floquet on the bill for the revision of the constitution, and the subsequent resignation of the ministry. Desperate efforts are being made to patch up some sort of a government which will not include General Boulanger, but these attempts, it is easy to see, must fail in the end. If Boulanger is the popular favorite he is represented to be, any attempts to keep him out of office will only result disastrously for those concerned in them. If the people of France want Boulanger to rule over them, they will have him, and the only way to seriously impair his prestige is to show that, as a ruler, he is a failure.

There is something very absurd in the proposal, made at the instance of little Rastus Wiman, to invite the members of the Parliament of Canada to a grand excursion through the United States for the purpose of seeing the actual condition and resources of that country. The average Canadian member of the House of Commons or Senate knows quite as much in regard to the condition and resources of the United States as the average American citizen, and he knows a good deal of other things besides. The difference between the Canadian and the American is this, that the knowledge of the former is general, while the knowledge of the latter is limited to his own country.

Mr Peter Mitchell, who voted for the National Policy in 1879, now says that it has advanced no great industry in New Brunswick, and that it has become an incubus on the country. Incubus exactly expresses what Peter Mitchell has become to the county which has been foolish enough to return him as its member to the House of Commons. What great interest either of Northumberland county or of New Brunswick has he advanced since Sir John Macdonald's last government came into power? With four large new cotton mills erected in New Brunswick since 1879 the Honorable Peter's criticism of the N. P., sounds like a very poor joke. But unfortunately the non-resident member for Northumberland knows nothing whatever about New Brunswick.

Sir Charles Tupper has thought it necessary publicly to contradict the statements of certain American newspapers that Sir John A. Macdonald was to retire from the Premiership, and that Canada was anxious to be annexed to the United States. While on this theme he might very properly have protested against such leading journals as the Times obtaining their Canadian news by way of Philadelphia, filtered through American sources. The Americans, as a rule, know nothing about Canada, and are ready to swallow every monstrous falsehood that is sent over the wires. Each of the great London papers should strive to have at least one man on its staff who understands Canadian affairs.

The Parnell Inquiry has reached the important stage, and the letters alleged to have been written by Parnell, on which the Times based its charges have been offered in evidence. The Times, this morning prints fac-similes of seven of them. It appears that the person who furnished the Times with these letters was one Piggott, formerly in the employment of the League, but who was dismissed for some cause. The evidence is now growing interesting, and will command a degree of attention on both sides of the Atlantic, such as it has not yet received.

HERE AND THERE.

A millionaire named Taylabei, who died recently at Milan, bequeathed the sum of 50,000 francs to the street sweepers of the town, on condition that they would all go to his funeral in their working clothes. In his youth he had been a knight of the broom and shovel.

A curious phenomenon has been discovered in the hills of Dry Run, Ohio, by a fire clay digger. Tuesday he was digging and when about four or five feet below the surface, a stream of hot air broke out of the ground like a spring. The heat imparted is sufficient to produce steam from cold water. A thorough investigation of the phenomenon will be made.

Congressman O'Neill of Philadelphia, is largely responsible for a good deal of the tiresome handshaking that the President has to undergo. He always turns up at public receptions with a school, or a hospital, or a church, or a grand army post, or a Sunday school, or a militia regiment. He knows the name of each man, woman and child, and introduces each by name to the President.

An American who recently heard Bismarck deliver a speech in the German Reichstag says: "The old Chancellor stands without a stoop. His broad shoulders are very square. His head is thrown back upon them. His fine eyes (his eyes, very large and piercing, are what one first remarks on seeing Bismarck) glare out from under the shaggy brows as the Chancellor faces his bitterest enemy in German politics.

Says the New York Sun. With 8,000 men cutting twelve-inch ice on the Hudson River to-day we may assume that the summer's cooling drinks either with or without sticks are now secure beyond a perdventure. When the evil days come in which the warm wave crank stens slyly to your side and inquires if "this is hot enough for you," relief from his assault will be at hand at the usual price.

One of the industries now followed in London is that of separating and storing oxygen from the atmosphere. This curious industry has an application in the maturing of spirits and the improvement of beer. This is far from being the only application of pure oxygen, for which the price is good, but it is notable, and no doubt distillers and bonders will give heed to the discovery. It is said that oxygen, in contact with spirits, accomplishes in a few days what is done in from three to five years by nature. The oxygen gets rid of the fusel oil quickly, and as this is the most injurious property of spirits the consumer has an interest in the mater as well as the producer. A maturing effect is also produced on beer by admixture with oxygen, and obviously this gas is of high value for the whole tribe of effervescing mineral waters.

The Globe has its Opinions.

[Chignecto Post.]

The St. John Globe undertakes to deal with the question of coal freights west via I. C. R. It professes to be a great organ of public opinion, dealing with public questions in a broad and statesmanlike manner, and it might have been expected to deliver some sort of an opinion as to whether the new rates are too high or too low. Its judgement is: "Even the tories are losing faith in Sir John." That is all it has to say as to coal rates. When tory papers support Sir John, they are in the eyes of the Globe hide-bound in their partisanship, purchased with the needle and fed with Government pap. When they oppose him; "Oh, they are losing faith in Sir John." Honest journalism, the interest of the country, all sink into nothingness when an opportunity occurs to a paper like the Globe to make a little clap-trap capital against the party in power. Fortunately for the country the Conservative press, while supporting the government on its general policy is honest and independent enough to criticise the acts of the administration—and with effect—a work which if left to be done by organs of Fenianism and Annexation like the Globe, would utterly fail. Fortunately for the country the Conservative party is big enough and honest enough to profit by the criticisms of its friends.

Nova Scotia last year sold more of its products to Newfoundland, St. Pierre and the West Indies than to the United States.

Smoked while They Prayed.

WATERBURY, Conn., Feb. 14.—Rev. W. E. Johnson of Plainville, has for some time been troubled by the fact that many in that peaceful village—particularly business men—found other places more attractive on Sundays. He talked and talked from his pulpit about as so many clergyman have done before him, without avail.

Then he hit upon a scheme that has certainly had the effect to set all the town talking. He sent out invitations to the business men to meet with him Sunday evening in Geore L. Newton's dry goods store. About a dozen responded. He gave them permission to smoke all they pleased to which one of them replied that he need not be jealous, as his turn would come later. It was well known that he does not consider a good cigar incompatible with good religion. The plan met with such favor that next Sunday a larger house is expected, and the clergyman expects to reach many whom he could reach no other way.

[Albert Observer.]

Ellis Utterly Useless.

Editor Ellis, M. P., has evidently abandoned all hope of ever again tasting the sweets of office under a liberal (or any other) government. He has introduced a bill to make the salaries of Dominion officials taxable. He can therefore, have no expectations of ever living to see the Liberal-Grits in power again, or else he feels certain that, were they again to resume control of Dominion affairs, his annexation sentiments would justly debar him from obtaining a postmastership or any other office requiring the services of a loyal citizen. The bill however, is a just one and we trust may speedily become law. No persons are more able to pay taxes than government officials and they should be made to do so.

Copartnership Notice.

THE Subscriber has this day associated with himself his sons, CLARENCE W. DEFOREST and HARRY W. DEFOREST. The business will be conducted under the style and firm of

Geo. S. DeForest & Sons.

GEO. S. DeFOREST.

St. John, N. B., Feb. 1, 1889.

CAFE ROYAL,

Domville Building,

Corner King and Prince Wm. Streets.

MEALS SERVED AT ALL HOURS.
DINNER A SPECIALTY.

Pool Room in Connection.

WILLIAM CLARK.

NOTICE.

Application will be made at the next ensuing session of the Legislature of New Brunswick for the passing of an act to incorporate the Exhibition Association of the City and County of St. John, giving to said Association power to hold exhibitions of an industrial and other character, and to do all lawful acts in furtherance thereof, to hold real and personal property for the purpose of exhibitions and for the management of the property of the Association, with further power to do anything necessary to holding exhibitions and making the same conductive to the development of the resources of the Province.

WM. J. PARKS,
Secretary.

St. John, N. B., Feb. 5th, 1889.

ST. JOHN BOLT and NUT CO.

Manufacture mild STEEL RIVETS fully equal, if not superior, to the best Scotch Rivets.

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Superfine Carriage Paints

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Pure Colors in Oil and Water Colors,

At very low prices.

Alabastine for Walls and Ceilings.

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Steamboats and Wharf Properties FOR SALE.

THE UNION LINE STEAMSHIP COMPANY offers for sale, separately or en bloc, the following Steamboat property, comprising:

The splendid Side-wheel Steamer DAVID WESTON, 552 tons register, The "Queen" of the River St. John, and one of the very fastest and best equipped river steamers in Canada; cost over $40,000 to build.

The fine steamer ACADIA (Side-wheel), 291 tons register; well known as a staunch, fast steamer, and ranking as second only to the D. WESTON on River St. John.

The good steamer SOULANGES (Side-wheel), 200 tons register; an excellent Freight Boat, and comfortably fitted and furnished for Passengers also.

Included with these Steamers are a number of Skiff Boats at various points along the river, for passenger and mail service; also, certain other facilities coupled with charter rights, privileges and good will.

The subscriber is also authorized, on behalf of an estate, which must be closed, to offer for sale—

The Freehold Wharf Property in the city of Fredericton, N. B., commonly known as the Union Line Wharf, including the two large warehouses thereupon.

Also the Wharf and Block Property at Sand Point, Carleton, comprising Corporation lots Nos. 11 and 12, held under lease from the city of St. John at the annual rental of $12 each.

This latter property includes the slip, with blocks, wharf, dwelling house, carpenter shop and blacksmith shop.

This is the presentation of an unusual opportunity for securing an old established smooth-running business, and in view of the opening of the Short Line early in the coming season this river service may be expected to receive a large development, and is a rare chance for persons possessing some capital.

The Steamer and Wharf Properties will be sold free from any debt or encumbrance. Arrangements may be made for having part of the purchase money remain on mortgage, and also for some of the present owners to retain their interest if desired.

These three steamers have been well maintained and kept up and are in good general order, the Boilers and Engines particularly so. Extensive repairs having been made to each of the Steamers last year a comparatively small outlay upon the hulls will place them in complete order for the next season's service.

If not disposed of by private sale prior to WEDNESDAY, 20th February prox., the above properties will on that day be offered for sale at public auction at Chubb's Corner, in the City of St. John, at 12 o'clock noon.

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Best Cough Cure.

For all diseases of the Throat and Lungs, no remedy is so safe, speedy, and certain as **Ayer's Cherry Pectoral.** An indispensable family medicine.

"I find Ayer's Cherry Pectoral an invaluable remedy for colds, coughs, and other ailments of the throat and lungs."—M. S. Randall, 204 Broadway, Albany, N. Y.

"I have used Ayer's Cherry Pectoral for bronchitis and

Lung Diseases,

for which I believe it to be the greatest medicine in the world."—James Miller, Caraway, N. C.

"My wife had a distressing cough, with pains in the side and breast. We tried various medicines, but none did her any good until I got a bottle of Ayer's Cherry Pectoral which has cured her. A neighbor, Mrs. Glenn, had the measles, and the cough was relieved by the use of Ayer's Cherry Pectoral. I have no hesitation in recommending this medicine."—Robert Horton, Foreman *Headlight*, Morrilton, Ark.

"Ayer's Cherry Pectoral cured me of a severe cold which had settled on my lungs. My wife says the Pectoral helps her more than any other medicine she ever used."—Enos Clark, Mt. Liberty, Kansas.

Ayer's Cherry Pectoral,

PREPARED BY

Dr. J. C. Ayer & Co., Lowell, Mass.

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A choice compound of the juices of our own lucious Strawberry

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If your grocer cannot supply, go to 43, Dock street.

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POPULAR PRICES.

We put the new, Never Slip, Ice Creeper on Ladies and Gents Rubber Shoes at the popular price of 25 cents per pair. Also the New Heel Plate put on free.

We carry a complete stock of the best qualities of American Rubber Boots and Shoes.

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All Felt and Felt Lined goods will positively be sold at *Half Price.*

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A SURE CURE

FOR BILIOUSNESS, CONSTIPATION, INDIGESTION, DIZZINESS, SICK HEADACHE, AND DISEASES OF THE STOMACH, LIVER AND BOWELS. THEY ARE MILD, THOROUGH AND PROMPT IN ACTION, AND FORM A VALUABLE AID TO BURDOCK BLOOD BITTERS IN THE TREATMENT AND CURE OF CHRONIC AND OBSTINATE DISEASES.

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DESTROYS AND REMOVES WORMS OF ALL KINDS—CHILDREN OR ADULTS SWEET AS SYRUP AND CANNOT HARM THE MOST DELICATE CHILD

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STIFF and SOFT FELT HATS,
FALL STYLE SILK HATS,
CLOTH CAPS,
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PERSIAN LAMB, BOKARAN ASTRACAN, CRIMMER, ICELAND, OTTER, SEAL, BEAVER. BALTIC SEAL, Etc.

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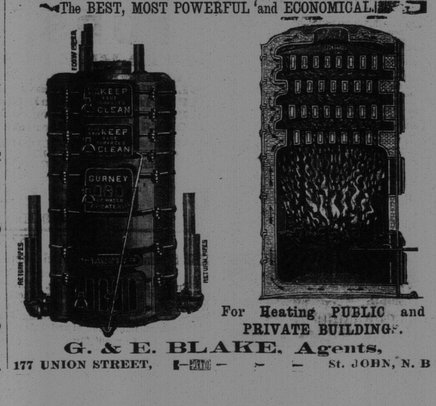

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