dollars, and this sum the city of Montreal has voted to expend; but the people of Montreal claim that the other three

THE EVENING GAZETTE

SUBSCRIPTIONS. part of the City of St. John byl Carriers en the

THREE MONTHS ONE YEAR

ST. JOHN. N. B., SATURDAY JAN. 25, 1896

Sir John declined to enter into a dis-cussion as to whether Montreal had re-An influential deputation from Montreal had an interview with Sir John A. Macdonald on Wednesday evening in the presence of Sir Hector Langevin, Sir Adolphe Caron, Hon. J. A. Chapleau, Hon. Mackenzie Bowell, Hon. John Costigna and Hon. C. Colby. The members of the deputation present were His Worship Mayor Grenier, Ald. Rolland, Mr. Prefontaine, M. P., Ald. Thompson, Wilsou and Cunningham, representing the City Council; Hon. Sanator Drummond and Messrs. H. A. Budden and D. A. Watt, representing the Board of Trader, Messrs. Hugh McLennan, A. G. MeBan and C. H. Gould representing the Corn Exchange: Messrs. H. Montagu Allan John Torrance and Robert Reford, and Messrs. Andrew Robertson, H. Bulmer, V. Hudon, and J. O. Villeneuve, representing the Harbor Commissoners. City Surveyor St. George and Harbor Engineer John Kennedy were also present. The deputation was accompanied by Messrs. J. J. Curran, M. P.; Alphonse Despirations, M. P.; A. T. Lepine, M. P.; J. G. H. Bergeon, M. P.; J. W. Bain, M. P.; Hugh McMillan, M. P.; R. S. White, M. P.; Hon. Senator Thibeudeau and Hon. Speaker Ouimet. This it must be and mitted was a most influential representation of the business men of Montreal, embracing as it did every interest likely to be affected by the matter than the standard of Montreal and the provision of the business men of Montreal, embracing as it did every interest likely to be affected by the matter than the standard of Montreal and the provision of the business men of Montreal, embracing as it did every interest likely to be affected by the matter than the standard of Montreal and the provision of the business men of Montreal, embracing as it did every interest likely to be affected by the matter than the standard of Montreal and the provision of the business men of Montreal, embracing as it did every interest likely to be affected by the matter than the provision of the business men of Montreal, embracing as it did every interest likely to be affected by the matter than the provision of the business of the provis

or montreal, embracing as it did every interest likely to be affected by the matter which the deputation had in hand. That business was nothing more nor less than to ask the Dominion government to contribute three millions of dollars towards the work of harbor improvement in Montreal. Mayor Grenier who read a statement of the object of the visit said that the project they wished to bring before the ministers was a two-fold-one—to protect the city from disastrous inunda-

NOTE AND COMMENT.

tion Board of Trache, said the downwarders of the downward of the proof of the proo so far had not done anything for the port of Montreal, notwithstanding its reat importance to the public. The port

ITINERARY OF BILL NYE.

ns shown by the deputation are in- GREAT GOBS OF SENTIMENT ON THE nans snown by the deputation are in-eended to embrace a scheme for the pro-ection of the city from floods and an extensive scheme of harbor improve-ment. The former could probably be completed for less than one million

millions, the sum necessary for harbor improvements, should be given by the government, on the ground that Mon-treal is the great port of Canada, and that the Dominion. This last argument was very strongly pressed by Mr. Curran, one of the Montreal represtatives in Parliament, who said that the port of Montreal had never received a cent as a port. This was, he knew, doubted in some durfers, these people pointing to the basins in the Lachine canal as government work in the harbor. These basins, however, formed part of the Lachine canal and were a source of revenue to the government and the port of Montreal was actually placed at a disadvantage owing to their competing with the Harbs or commissioners in that respect. He earneedly commended the question to the attention of the government as one of the mest important which was or had been before them for many years. The prosperity of the Dominion, he said, depended upon the prosperity of Montreal.

Size the balls lead to a take a boat at Suffalo, and go the length of the lakes to buluth, thence down the—railroad are rely to the letter I jnst wrote to the Sue perintendent—to St. Paul and thence down to St. Louis. From St. Louis to Omaha and the mountains, the upper Mississispip has never been adequately described. Though I lived there twenty years, I was always so busy trying to solve great national questions that I did not get a chance. I was endeavoring part of the time to prove that free trade would keep people poor and break up happy homes, and a part of the time I was proving that a high tariff would do the same. One was a easy as the other and the salary the same.

Size the ball the lack to bouluth, thence down the—railroad are leave the name blank till I can get a reply to the letter I jnst wrote to the Sue perintendent—to RS. Paul and thence down to St. Louis. From St. Louis to Omaha and the mountains. the upper Mississispip has never been adequately and the provement and the port of Montreal was always so busy trying to solve great national questions that I did not per intendent—to the Sue Perintendent—to the Sue Paul and thence down to St. Louis. The perintendent—to the Sue Paul and thence down to St. Louis.

statement of the object of the visit said that the project they whiled to brigg be fore the minaters was a two-fold-one—option of the proper while the past, and to improve the harbor accommodation. He said there was no med to dwell upon the suffering and losse entailed by the floods and the necessity of providing against their recurrence. The city would do it a share while the providing against their providing rumble of the pilot, the gasp of the mud valve, the low vibration of the crown sheet, the surging of the cut off, the sigh of the monkey wrench, and we were off.

gineers always use poor grammar and spell stittle queer. They also swear a colittle and lie. The actual fireman or engineer does not do that unless he is fill—

we have to look out for our trains. We are not here to sit for our photographs or tell pleasing prevarications to people who get large prices per column for them afterward; but we have a little open stretch of road here, and so I will talk between work, as you seem to be a plain man, barring the high hat, which has no business on a locomotive."

the late trains. It was right along here that I looked ahead between scoops of coal and saw a girl going down the track with her back this way, and I concluded she was crying a good deal, for time, and, of course, that kept her from hearing the train. We whistled, but she didn't hear. I told Harry, and he reversed and all that, but I saw I'd got to get out on the pilot and help, no doubt; so I crept out there in just time to catch this fair young girl by her blonde and beauti-ful Psyche knot and swing her free of the

"And did you save her?"
"Yes. I saved her. It wasn't romanic, aud you'll have to change it a good deal if you print it; but that was the way happened."
"Who was it?"

"It was this little blond girl of Mileses. "And what did he say about it ?" say, and then he says, for he is not a



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from it poured a gleaming stream of gold Gold—gold—it rolled all over the bed, ove the floor, away into the dark corners, yet n one touched it, so enchained were they b

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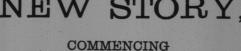
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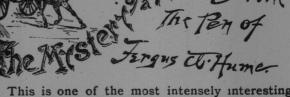
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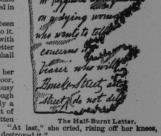


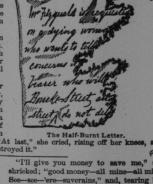
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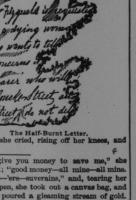


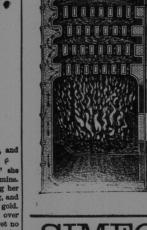
The following extract is taken from the introductory paragraphs:

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