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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. FRIDAY, APRIL 26, 1889

Owing to the large increase in our subscribers within the past few months we have been obliged to add new carriers, and to alter the boundaries of the carriers districts. Subscribers failing to receive their papers regularly will please give notice at this office at once, so that the mistake may be remedied.

THE CARLETON MEETING.

The people of Carleton held their public meeting last evening, and moderate counsels seem to have prevailed as we hoped and expected they would. The electors very sensibly refused to mix themselves up in a lawsuit for the benefit of a few officials who fear that their occupation under union will be gone. The people of Carleton have no desire to waste their money in employing lawyers to engage in futile legal proceedings, to defeat an act of the legislature, and therefore they passed a resolution, which while it claimed that Carleton should have a free bridge, proposed to ask for it from the Common Council through their representatives duly elected to that body in June next. The proposition to go to law only received the support of about ten members out of a meeting that numbered at least three hundred persons. The result shows clearly, as we indicated yesterday, that this agitation has been wholly the work of a few office holders, who are very anxious not to be disturbed in their present positions. We trust that the new Common Council will black list every one of these men who have sought to mar the fair beginning of the new city by a lawsuit, so that they may be for ever debarred from all civic employment. Carleton is entitled to its share of the officials of the new city, but Carleton has plenty of good men who will represent her interests better than the little band of official conspirators who sought to block the scheme of union.

The position assumed by the GAZETTE with reference to the interests of Carleton and the union question has been amply justified. At last evening's meeting the Carleton people could not be got to agree as to which was most desirable, a free ferry or a bridge. Mr. Joseph O'Brien, who holds an office, which we presume will be abolished when the new city is formed, declared that a bridge without a ferry would be a curse to Carleton, and very pertinently said it was nonsense to talk of people walking to Sheriff street, Portland, over a bridge 72 feet high. This is the very point that the GAZETTE has been urging on the people of Carleton. A free bridge without a ferry would reduce the value of three fourths of the properties in Carleton by one half. The distance from the head of Rodney's wharf to the Market Square on the east side by such a bridge would be fully two miles, and yet we are asked to believe that the people south of Rodney street, who constitute fully one half of the population of Carleton, would make this long detour to reach the east side, in preference to walking down Rodney's wharf and boarding the ferry boat.

The resolution carried by the Carleton meeting declares that the representatives to be elected in June for Carleton shall firmly demand a bridge and "in case the Common Council refuse to build it or make other satisfactory concession" the Carleton representatives shall call a public meeting one month before the next session of the legislature and, if the meeting so decide, shall be prepared to resign their seats in the Common Council. In the meantime a solution of the wants of Carleton will probably be reached which will obviate the necessity for such a meeting, and this solution, we believe will be found in the suggestion of the GAZETTE for the reduction of the ferry tolls to a uniform rate of one cent. Let the Carleton representatives, instead of pursuing the will o' the wisp of a bridge, demand what the GAZETTE suggests, and we feel certain they will obtain it.

HALIFAX HATRED OF ST. JOHN.

The mean and despicable jealousy and hatred of St. John, which have always been displayed by the people and press of Halifax, and by all Nova Scotians under Halifax influence, have been very conspicuous during the present session of Parliament. We referred the other day to the absurd resolution, passed by the Halifax Board of Trade, whose members, one and all, falsely declared Halifax to be the only safe harbor on the Atlantic sea-board of Canada; a statement which ought to be promptly contradicted, and resented by the people of every port in Nova Scotia, from Shelburne to Sydney. The Halifax members and their friends, indulged in a great deal of abuse of St. John and its harbor, when the steamship subsidy resolutions came up in the House of Commons, and yesterday, Senator Kaulbuck made the usual attack on St. John, which he declares to be far behind Halifax, and ridiculed the idea of "steamers navigating the Bay of Fundy with the tremendious storms they have in that bay during the months of January and February." This ignorant wooden headed ass evidently thinks that the storms in the Bay of Fundy are a good deal worse than they are in the Atlantic ocean.

It is worthy of note that the most violent assailants of St. John, in Parliament and out of it are Grits, and Annexationists. The Acadian Recorder voices their sentiments in a recent editorial which is filled with abuse of this city and its people. It endorses the lying resolution of the Halifax Board of Trade, and says, speaking of the people of St. John:—

They know that apart from that insuperable difficulty—their perpetual fog banks—their harbor and dock accommodations are exceedingly inferior. There is often not water enough to accommodate a shallop at some of the wharves, and the mud flats on both the St. John and Carleton sides are conspicuous eyesores. The approach to their harbor is rendered hazardous by reason of the dense fog. Halifax is not entirely free from fog, we frankly admit; but Halifax fog and St. John fog are not to be mentioned in the same day. And any difficulty navigators may experience in entering Halifax by reason of the fog that occasionally comes up is to be overcome shortly by means of a first-class system of buoy-lighting. In depth of water, as we have said, there is no comparison. Neither is there in length and width, or in point of wharf accommodation.

This is quite in line with the speeches made at the Halifax Board of Trade meeting, and also with the speeches of Mr. Jones, the senior member for Halifax, in Parliament. Mr. Welsh, of Prince Edward Island, however, went farther than the most violent Halifax man in abuse of St. John. He said that if the steamers went to St John they might be detained here a week by fog, a statement which fully entitles Welsh to the distinction of being called the champion liar of Parliament. St. John thus misrepresented and abused by the people of Halifax and their friend and wholly ignored by the government will not, however, yield to despair. St. John can and will vindicate its claim to be the winter port of Canada, in spite of the machinations of its enemies, among whom, we regret to say, are some who ought to be its friends.

MALIGNING OUR HARBOR.

It appears that one of the weapons used against St. John, by the people of Halifax and their friend, Mr. Welsh of Prince Edward Island, was a report of the Bay Verte Canal survey in 1872 in which was the following paragraph:—

"According to sailing directions published in 1866 ships navigating the Bay of Fundy have to encounter an atmosphere almost constantly enveloped in dense fog, the tide setting with great rapidity over the rocks and shoals with which it abounds, and a difficulty of obtaining anchorage on account of the depth.

This report was founded on "Sailing Directions" published in 1866 and it seems that the slanders in regard to the Bay of Fundy are repeated in "Sailing Directions" published in 1877. We do not know whether there is any later edition of "Sailing Directions," or whether the same slander is repeated in them, but if so our Board of Trade should take up the matter and see that the proper corrections are made. Continual fogs with rapid tides, and shoals and rocks, with water too deep for anchorage are peculiar conditions, and form a combination well calculated to frighten away commerce from the Bay of Fundy. The Baie Verte canal commission report of the Hon. John Young was also used by Mr. Welsh against St. John and the Bay of Fundy generally. Every one knows that the framer of that report, John Young, now deceased, was hired by the government of Mr. Mackenzie to bring in an adverse report in regard to the Baie Verte canal, and that he was unprincipled and dishonest enough to do this work for the Grit leader, who wanted to spend all the money available on the canals of Ontario. It is well to know that these attacks on St. John and the Bay of Fundy, when they do not emanate from Halifax are usually of Grit origin.

NOTE AND COMMENT.

The people of St. John, during the present session of Parliament, have had a bitter experience of the folly of sending an annexationist to represent them at Ottawa. By doing so they have virtually lost all influence with the government, for John V. Ellis is of no more use to this constituency in the House of Commons than a cat or a parrot would be. With such a representative it is no wonder that the interests of St. John are neglected and the wishes of its people ignored.

Oklahoma seems to be not so much of a paradise after all. It would appear that only a small proportion of the district consists of really first class land, and that no inconsiderable part of it is wholly worthless. Oklahoma is therefore likely to ruin far more people that it will benefit.

Senator Wark's inquiry yesterday as to whether it was the intention of the Government to erect a grain elevator in St. John was a very pertinent one, and the answer to it, which is promised by Mr. Abbott to-day, will be awaited with interest. The Government having built a grain elevator at Halifax, cannot now do less than place St. John in the same position.

Under the arrangement made for operating the Harvey-Salisbury Line, the Fredericton bridge is to be made free to all trains going from Halifax to Montreal, or from Montreal to Halifax. The people of St. John would like to know whether it is also to be free for trains running over the New Brunswick Line, from the up river country to St. John. The distance to this city from all points above Newburg Junction, is 15 miles shorter by Fredericton than it is by McAdam Junction, and therefore, we are quite as much interested in having this bridge free to trains going north and south, as the Halifax people are in having the Harvey-Salisbury line.

The last Royal Gazette contains a large number of appointments of Justices of the Peace. We are of the opinion that the number of Justices is already quite ample for the needs of the country and that a reduction in their number would be more desirable than an increase.

Diamond Cut Diamond.

After Sir W. Strickland's horse had been a short time at Newmarket, Frampton's groom, with the knowledge of his master, endeavored to induce the Baronet's groom to have a private trial at the weights and distance of the match, and thus to make the race safe. Sir William's man had the honesty to inform his master of the proposal, when he ordered him to accept it, but to be sure to deceive the other by putting seven pounds more weight in the stuffing of his own saddle. Frampton's groom had already done the same thing; and in the trial Merlin, Sir William's horse, beat his opponent about a length. "Now," said Frampton, to his satellite, "my fortune is made, and so is yours; if our horse can run so near Merlin with seven pounds extra, what will he do in the race?" The betting was immense. The south-country turfites, who had been let into the secret by Frampton, told those from the north that "they would bet them gold against Merlin while gold they had, and then they might sell this land." Both horses came well to the post, and of course the race came off fair the trial.—The Horse and the Rider—Thormanby.

SOME BOOKS

Of Interest to Our People, that are in the Free Public Library.

Speaking some time ago with a professional gentleman of high attainments and sound good taste, about our Public Library, he said that he had lately looked through it, and considered that the selection of books had been made with excellent judgment and that the citizens had good cause for congratulation, that for their limited expenditure, they had secured such good value.

I have heard it said that the absence of greater literary activity and interest in literary matters in St. John was largely due to the fact that we had no university in the city, and no doubt much might be said for this idea; but is it not possible that a large and well selected library may act as a stimulus to literary effort? I believe it will, and that the day is at hand when our city library will be one of the institutions of which every citizen of St. John will be proud. In regard to the selection of books it is gratifying to notice that while the general demand, for standard fiction is well looked after, a start has been made in securing books relating in any way to our own province. As many such books are out of print and not easily obtained, persons who may have copies would be doing a public service by presenting them to the Library.

Looking over the catalogue I notice "Field and Forest Rambles," by A. Leith Adams, M. A., M. B., F. R. S., London. Henry S. King and Co. 1873. Many people both in St. John and Fredericton remember the talented author of this book. He was sergeant-major in the 22nd regiment, and was deeply interested in our natural history. His book is interesting, although not always accurate. Other productions of his pen are, Wanderings of a Naturalist in India; The Western Himalayas and Cashmere; Edinburgh 1867; also, On the Natural History and Archaeology of the Nile Valley and the Maltese Islands; Edinburgh 1870. These two volumes would be desirable additions to the library.

Forest Life and Forest Trees, by John S. Springer; 1856:

This book contains a very good account of the lives our lumbermen and stream-drivers lead, with interesting topographical descriptions of the lakes and streams along the Maine boundary; it also contains Cooney's description of the great Mirimichi Fire of 1825, which is well worth reading. Cooney's History of north eern Brunswick and Gaspe in which this description occurs is a rare book and should be in the library.

The Rev. Mr. Cooney was a Methodist minister and was at one time stationed in the Centenary church in this city.

Among the most recent additions to the library is a book that will be very interesting indeed to people in St. John who are fond of history. Eastport & Passamaquoddy, by W. H. Kilby; Eastport 1888.

This volume contains contributions from different writers on the plan of Justin Winsor's America; it has a reduced copy of Captain Cyprian Southack's map of the Passamaquoddy. The story of the boundary disputes is told by Mr. Kilby and is nicely illustrated by a map. This part of the book is well worth reading.

Lorenzo Sabine, the historian of the Loyalists and for years a resident of Eastport tells the story of the war of 1812 and well describes the lawless days of embargo laws and the capture of the Island. He also gives an account of the British occupation of Moose Island (Eastport) that occupies forty four pages of the volume, and it is safe to say to say that no reader will skip those pages. Sir Thomas M. Hardy, the old comrade and friend of Nelson, was in command of the force that appeared before the town and took possession in July 1814.

While Major Anstruther was in command collector Wright of St. John tried to exercise his authority on the island but got no support from the Major. Captain R. Gibbon was the last officer in command, and when the island was evacuated, he and his officers were presented with an address by the citizens and in the address occurs the following,—

We also avail ourselves of this opportunity to express through you our high consideration and esteem for Major Gallagher whose prompt and friendly attention to the interests of the inhabitants will ever be justly appreciated.

Many of our citizens will remember the gentleman referred to in this paragraph He was Town-Major of St. John for 43 years and belonged to the 98th Regiment.

The chapter devoted to the war of 1812 and the embargo days, gives an interesting account of the naval fights and privateering adventures in the Bay of Fundy that I have not seen in any other book—it will interest St. John folks.

A chapter is also given to Colonel John Allan, the Cumberland rebel, who after his adventurous retreat to Machias via the St. John, Eel, and St. Croix rivers, became Indian agent for the Continental Congress.

Among books that would be welcome additions to the library shelves I will briefly mention two: New Brunswick, with Notes for Emigrants, by Abraham Gesner, Esq., Surgeon; London. Simmons & Ward, 1847. It is a volume of 388 pages and has six illustrations. It contains a topographical description of the province and some tables of statistics. The author was at one time engaged by the provincial government in making a geological survey of this province.

The museum of the Mechanics' Institute is named after him the "Gesner Museum," and his picture may be seen there. I have heard that he died in some part of Nova Scotia.

One of the most interesting books that ever fell into my hands is "The Algonquin Legends of New England," by Chas. G. Leland; Boston, 1884.

In this book Mr. Leland gives the wondrous story of Glooscap, the invincible and immortal Good Spirit of pre-Columbian Acadia, as gleaned from the Indians of Passamaquoddy Bay, and the surrounding region.

Every boy and girl in St. John should know the grand old legend of Glooscap for I venture to say that it is the most beautiful tradition ever held by the red men of America.

The scenes of Glooscap's mighty exploits are laid in places familiar to us all, the Kennebeccasis, Quaco, Yarmouth, Grand Manan and Pictou. They are delightful reading. The same volume contains the Merry Tales of Lox, the amazing adventures of Master Rabbit and other stories of night and magic in these regions in olden days. The volume contains twelve birch bark illustrations.

St. John, N. B. S. W. KAIN.
April, 1889.

Perhaps it is Only a Bear Story.

A report was in circulation in the market and elsewhere in town yesterday morning to the effect that Sillick, the famous hunter, who lives on the Irishtown road, a few miles from Moncton and is well known in town, had been torn to pieces by a bear. When the story first reached The Times it was to the effect that Sillick had been asleep with his bears when one of them broke loose, killed his dog and then attacked and devoured the hunter, and it was supposed this terrible affair had happened at Mr. Sillick's place, and that the news had been brought to town by country people coming to market. A Times reporter accordingly visited the market and soon learned upon how little foundation the story rested. The story as heard in the market was to the effect that Sillick while hunting in the northern forest, somewhere near the Quebec boundary, had encountered a bear, and tying his best dog to a tree had given battle with his other dog; that in the conflict the dog was killed, after which bruin naturally turned his attention to the hunter, killing him and devouring the body. Those who have been in the bear-catching business to a limited extent say that this story lacks the essential elements—and perhaps it does. Mrs. Sillick was in town on Saturday and said she had not heard from her husband for about three weeks. He left Moncton with two dogs, two rifles and a belt full of pistols and bowie knives. He is an intrepid hunter and it is quite likely will come up smiling in the course of a week or two, with several wild animals on his string and many tales of adventure to relate.—Moncton Times.

Coming Events.

Anniversary of Golden Rule lodge I. O. G. T. this evening.

Excelsior division celebrates its first anniversary this evening. Rev Mr. Botterill will deliver an address.

Shamrocks' bazaar continued this evening.

Concert in Carmarthen street church tomorrow evening.

Mrs. Daniel Tingley, of Albert Co., who died a few days ago at the age of 90 years, is survived by 10 children, 53 grand children, 116 great grand children, and 3 great great grand children.

Hardie, the New York forger, left Halifax for that city yesterday in charge of Detective McCauley.

GROCERIES &C.

100 Boxes Layer Valencias,
10 Barrels Currants,
2 Cases Figs (in small boxes),
1 do Citron Peel,
50 do Lard in tins,
50 do C. C. Beef,
20 do Standard Oysters,
20 do Corn,
65 Pkgs Pickles and Sauces,
10 Gross Essences,
150 Boxes Ground Spices,
1 Car Oatmeal, Peas and Barley.

TO ARRIVE.

1 Car Cheap Feeding Flour.

GEO. S. deFOREST & SONS
13 South Wharf.

CAMPBELL'S
WINE OF BEECH TREE CREOSOTE,
The new remedy for affections of the Throat, Bronchial Tubes and Lungs.
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Just received at
PARKER BROTHERS,
Market Square.

Eggs for Hatching,
FROM IMPORTED THOROUGHBRED LEGHORN, BRAHMA and WHITE LEGHORN FOWLS and PEKIN DUCKS. The latter bred by Professor Twitchell; Government Lecturer on Agriculture.
Price, carefully boxed, ONE DOLLAR per setting of thirteen.
FIR SHADE FARM, Rothesay.

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COAL IN YARD.
SYDNEY (Old Mines;)
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EASTER MEATS, &C.
Cumberland Steer Beef, 3 yrs old;
Westmorland Ox " 7 " "
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—ALSO—
A well selected stock of
Spring Lamb, Mutton and Veal;
Ham, Bacon and Lard;
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STEP LADDERS.
The Strongest, Lightest and Cheapest.
Three Steps 60c,
Four Steps 80c,
Five Steps $1.00,
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GEN. AGENT FOR PROVINCES FOR ALBANY PAPER CO.
PERFORATED TOILET PAPER AND FIXTURES A SPECIALTY

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Why Ayer's Sarsaparilla is preferable to any other for the cure of Blood Diseases.
Because no poisonous or deleterious ingredients enter into the composition of Ayer's Sarsaparilla.
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Lowest market prices. Satisfaction guaranteed.

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A Dictionary of General Geography.
BY. BARTHOLOMEW, F. R. G. S.
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J. & A. McMILLAN,
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THE BELL CIGAR FACTORY
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Ranges, Stoves, Kitchen Furnishing Goods, etc.
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With a large experience and work that cannot be excelled, we solicit the patronage of the public.

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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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T. PATTON & CO.,
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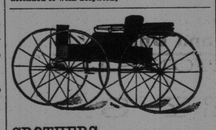

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THIS hotel was recently known as the "Clarendon." It has been renovated, and refurnished and is now open for the reception of guests.
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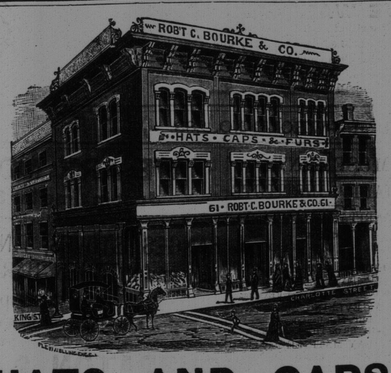

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