

THE EVENING GAZETTE

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ST. JOHN, N. B., TUESDAY, JUNE 4, 1889.

THE SHORT LINE

The Canadian Pacific train from Montreal reached Halifax at 11 o'clock this morning, thus accomplishing the distance in 24 hours, which is 21 hours less than the best summer time on the intercolonial. In a few weeks, when everything is in good running order, the time from Montreal to St. John will be reduced to 18 hours, and from Montreal to Halifax to less than 24 hours. This ought to be fast enough to suit our Halifax friends, who have never been noted for the rapidity of their movements, and to get them the notion of forcing the country to an expenditure of \$1,000,000, in order that they may have the chance of getting fifteen minutes of the through journey of 700 miles from Montreal, or to enable them to avoid the necessity of passing through St. John. It is worthy of note that the first Short Line train did not contain a single through passenger from Montreal to Halifax, although there were many St. John. It may be assumed that the greater number of the passengers going from Montreal to Halifax will be business men, who will stop over at this city, and this emphasizes yet more strongly the folly of building the Harvey-Salisbury line through the wilderness.

LOOK OUT FOR THE HARVEY-SALISBURY LINE

While our people are rejoicing over the arrival of the first train from Montreal over the Short Line, it is well for them to bear in mind that the people of Fredericton, Moncton and Halifax are engaged in a conspiracy to divert the Short Line traffic from this city, and carry the whole business of the new road to Halifax. Although the bill for the construction of the Harvey-Salisbury line was thrown out by the senate, Sir John A. Macdonald has ordered a new survey of the line and there is reason to believe that a desperate effort will be made at the next session of Parliament to carry the bill and authorize the construction of a railway which is intended to avoid St. John. If we are to believe the statements which have been made, the survey now being carried on, instead of being an honest one made for the purpose of obtaining correct data as to the distance, is likely to be simply a sham, with a view to make good as far as possible for the construction of the road. These remarks are justified by the following facts which appear in the last issue of the Fredericton Gleaner:— The Short Line surveying party are now under way from Fredericton. They have already taken preliminary observations, and are about ready to begin on locating the line between the two cities. The party are familiar with the route, and having some knowledge of the opinions of some of the principal members of the surveying party, we learn that thirty-six or thirty-seven miles can be saved between Montreal and Halifax by the building of the line, and that the cost of construction will be less than \$2,000,000. This will be good news to our people, for it will completely destroy the hope of the St. John convention, upon which the opposition in parliament and the press of the upper provinces was based, that there would be little or no saving in distance by the building of the road, and that the cost would exceed \$4,000,000.

THE FLOODING OF THE ST. JOHN RIVER

The Globe took the fact that the customs receipts for the port of St. John for May were ten per cent. less than for May 1888, as a text from which to preach a sermon on the decline of our trade. Nothing pleases the editors of the Globe so much as to learn that the trade of this city is declining. As a matter of fact, however, the apparent decline in the customs receipts is due to the fact that the excessive receipts for previous months. For the eleven months ending May 31st, the customs receipts of this port were \$2,440,000 greater than for the year ending 31st of June, 1888. This will be good news to our people, for it will completely destroy the hope of the St. John convention, upon which the opposition in parliament and the press of the upper provinces was based, that there would be little or no saving in distance by the building of the road, and that the cost would exceed \$4,000,000.

THE FLOODING OF THE ST. JOHN RIVER

A few days ago both farmers and lumbermen were complaining of want of water. The current is so fast that there is little deposit along the bank. In the summer the volume of water diminishes to such an extent that a boy with a pair of rubber boots can wade across the river, and his feet will not get wet. Below Johnston after heavy rains, the water rose to such an extent that the volume of water increased to such an extent that the current is so fast that there is little deposit along the bank. In the summer the volume of water diminishes to such an extent that a boy with a pair of rubber boots can wade across the river, and his feet will not get wet. Below Johnston after heavy rains, the water rose to such an extent that the volume of water increased to such an extent that the current is so fast that there is little deposit along the bank.

THE OBLITERATED CITY

What Johnston Was Like Before

Johnston was in the southeast part of Cumberland county, at the forks where Stony Creek and Cobequid Creek form the Cobequid River. It was on the Peninsular railway, 39 miles southwest of Altoona and 78 miles east of Pittsburg. The people of the town were the employees of the Cambria Iron and Steel Company, their families and small storekeepers. Three-quarters of the 25,000 people lived in small frame tenement houses on the flats by the river. The Cambria company owns almost all the land, and the business and professional men and the superintendents of the company live on the hills away from the creek.

REASONS

Why Ayer's Sarsaparilla is preferable to any other for the cure of Blood Diseases. Because its poisonous or obnoxious ingredients enter into the composition of Ayer's Sarsaparilla. Ayer's Sarsaparilla contains only the purest and most effective remedial ingredients.

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WE HAVE REMOVED our place of business from No. 84 Prince Wm. Street, to No. 84 Prince Wm. Street, St. John, N. B.

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BIOCYCLE FOR SALE

50 high Baden Roadster Bicycle, in good order, for sale by W. A. MacLellan, 22 Dock Street.

BOOTS AND SHOES

A large stock of Ladies and Gentlemen's fashionable boots and shoes.

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NEW GOODS, viz: Note Paper and Envelopes, five quires for fifteen cents.

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