

THE EVENING GAZETTE, SAINT JOHN, N. B., THURSDAY, JUNE 12, 1890.

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	THE EVENING GAZETT
	No. 21 Centerbury street. JOHN A. BOWES, Editor and Publi
	SUBSCRIPTIONS. THE EVENING GAEFITE will be delivered to part of the City of St. John by Carriers of following terms: ONE MONTH
	ONE YEAR, The Subscription to THE GAZETT payable ALWAYS IN ADVANCE.
	ADVERTISING. We insert short condensed advertise
	under the heads of Lost, For Sale, To Found and Wants for 10 CENTS each
	sertion or 50 CENTS a week, po
	General advertising \$1 an inch for co insertion and 25 cents an inch for co ations. Contracts by the year at Reas
	Rates. ST. JOHN. N. B., THURSDAY, JUNE 12
	For the Latest Telegraphic I look on the First Page.
	WE WANT DEEP WATER WHARVE
	The great lack of the city of St. at the present time is the lack of water wharves with warehouses railway connexions. The only
	water wharves we now have that railway connexions are the Sand wharf, which is only 180 feet long without, a warehouse, and the
	colonial Railway wharf which has for only two large vessels, only of which can have the benefit of a house. The Long wharf will be a
	deep water wharf with railway and house when it is dredged to the p depth, but at present it only a sixteen feet of water at low spring tides, which is not enoug
	even an ordinary freight ste The new Corporation pier and tengill's wharf may have ra connexion at some future day, h
	present this desirable result seems distant owing to the opposition opeople of Sydney ward to a railway
	ing through some of their streets. even if the Long wharf, the City and the I. C. R. wharf were in th possible position to accommodate
	steamships there would still be a what we most need, wharves for transit trade of Canada. This which amounts to from \$20.000,
	\$30,000,000 a year needs to be condin the most economical manner, such a way that St. John can co successfully for it with New
	Boston and Portland. So lot the tolls on the railway for all freight are equal to haulage of that freight a distant
	125 miles, the competition of St. with New York and Boston be difficult or impossible, and the ac- ages of our favorable position are
	Either, then, the bridge must be made of tolls or we must have deep wharves and warehouses on the west
-	of the harbor. The Leary dock scheme provid- deep water wharves and warehous the West side in addition to a dry
	from parties who desire to preven
	improvements taking place in thi bor, either with a view to drive the ness, which rightfully belongs to Halifax, or for the purpose of drivi
	people, in despair of any imments under the Common Common control accepting the harbor mission scheme and providing
	number of these obstructives wi offices. But although the constr- of a dry dock must be postponed for present, the need for deep water wi
	is still as great as ever. Mr. Lear poses to build a portion of those wh which were embraced in his scheme, taking from the city a re
	subsidy and agreeing to have the completed in time for next winter, ness. The wharf which he now pre to build will be at the extremity of
	Rodney wharf, running down to the bor line, a distance of 300 feet and along the harbor line north and
	500 feet, forming an elbow, with for steamships both outside and i The outside berth on the harbo will be 500 feet long, with a
	will be 500 feet long, with a of 27 feet at dead low spring tides, and will be co- of accomodating the largest freig- passenger steamship afloat. The
	face of this wharf will be 340 feet and will be dredged to a depth of 2 so that it will be capable of accomming any ordinary freighter, and s
	ships of the Damara and Ulunda The outer face of the wharf on R slip will be 300 feet long, with a de 27 feet and capable of accommodat
	very large freight steamer; the inne will be 200 feet long with a depth feet and will make a snug berth West India trader. The wharf wi
	100 feet wide and in the centre of i be a range of warehouses 50 feet in two blocks, with a total leng 600 feet, giving a floor ar
	30,000 square feet, or sufficient to a modate the entire cargoes of four vessels as would lie at the whi Through this warehouse and besi

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E EVENING GAZETTE	Det of the done of a comp	ti
hed every evening (Sunday excepted) at	1854 his best energies were employed	re
No. 21 Canterbury street.	in temperance work, and since then he has ever been foremost in the advocacy	A
. BOWES, Editor and Publisher.	of temperance principles. There could	n
SUBSCRIPTIONS.	not be a more interesting occasion than that of last evening when our honored	d
VENING GAZETTE will be delivered to any he City of St. John by Carriers on the	Lieutenant-Governor's portrait was un- veiled in his presence, and when he	fe
onth,	spoke before so many of his old friends	8
MONTHS, \$1.00. NTHS, 2.00.	in regard to the progress of temperance work during the past fifty years. Yet	r
AR,4.00.	the Sun which devotes a whole column to South American news could not spare	t
Subscription to THE GAZETTE is ALWAYS IN ADVANCE.	11 C	I
ADVERTISING.	only people who are appreciated in that	h
insert short condensed advertisements	establishment are 'boodlers' and contract bro ers, and Sir Leonard Titley is too	d
he heads of Lost, For Sale, To Let,	old fashioned and honest in his ways to suit the new would-be chiefs of the	i
and Wants for 10 CENTS each in-	Conservative party. Hence the desire of	
or 50 CENTS a week, payable	these upstarts to place him in the back- ground. Sir Leonard Tilley has now re-	E
AYS IN ADVANCE.	tired from public life but his position in history is secure in spite of the envy and	
ral advertising \$1 an inch for first	sneers of malicious nobodies who use	1
n and 25 cents an inch for continu-	political machinery to fill their own pockets. We congratulate Albion Division	L
Contracts by the year at Reasonable	on its fidelity to this old Son of Temper- ance whose whole life has been an ex-	1
	ample of incalculable value to thousands who have seen his temperance principles	
HN, N. B., THURSDAY, JUNE 12, 1890.	firmly adhered to by him in every posi-	1
he Latest Telegraphic News	tion in which he has been placed.	1
look on the First Page.	THE AMERICAN FLAG.	۱
WANT DEEP WATER WHARVES.	The incident which took place yester-	
great lack of the city of St. John	day at Kingston, Ont., in regard to the United States flag is one which will prob-	
present time is the lack of deep wharves with warehouses and	ably be the means of directing the atten- tion of the people of Canada to the fact	
y connexions. The only deep wharves we now have that have	that they have been too liberal in times	ı
y connexions are the Sand Point which is only 180 feet long and is	past in permitting the use of a foreign flag in this Dominion. It appears that	1
a warehouse, and the Inter-	the Canadian Order of Foresters, in session at Kingston, engaged the steamer St.	
al Railway wharf which has room by two large vessels, only one of	Lawrence to take an excursion down the	1
can have the benefit of a ware- The Long wharf will be a third	river to Ganonque. The steamer is own- ed by Folger Bros., who are American	1
vater wharf with railway and ware-	citizens living at Kingston. All their boats are flying the American flag. "A"	ľ
when it is dredged to the proper but at present it only affords	Battery band was to have accompanied the excursion, but Colonel Cotton gave	ı
n feet of water at low water, tides, which is not enough for	orders to the bandmaster not to go on	ľ
an ordinary freight steamer.	board unless the American flag was hauled down. The owners would not haul	
new Corporation pier and Pet- l's wharf may have railway	down the flag, therefore the band went	1
xion at some future day, but at at this desirable result seems to be	that Colonel Cotton did right. The St.	ľ
t owing to the opposition of the of Sydney ward to a railway pass-	Lawrence, although built in the	
	under a Canadian register and	αi

which is also American built, but which has now become a British vessel. How would the people of St. John like to have to sail under the American flag between St. John and Digby. Even Mr. Howard D. Troop would hardly have the assurdance to ask this. The steamers of the International Steamship Company are American built and registered, but while they properly carry their national flag at the peak they carry the British flag at the fore, thus showing the International character of their business. This good custom has been followed by the New York Steamship, the Valencia, displays the British flag at the fore. The managers of the Winthrop, on the other hand, show their contempt for our flag by parading an American jack at the fore where the British flag should be flying. These ation. The flag question will probably be more heard of in Canada in the future then it has been in the past. A FALSE GUIDE. Mr. Murray who auswers the queries addressed to the Montreal Star has been giving the readers of that paper some wery misleading information in regard to the states and Canada, at the last census arves proposed the population figures. A correspondent having asked the question what was the population of Great Britain, the United States and Canada, at the last census arves businesses and Canada, at the last census arves businesses and Canada, at the last census arves businesses are controlled in the population of the British Islands, work businesses are controlled in the population of the British Islands which can be class. Coloney for an estimate of the population of the United States in 1880 and is, according to the proceedate of the control of the United States which, according to the torigonia death of the torigonia of the United States, and the failure to feet to green population of the United States, owing it was allowed to the population of the United States which, according to the proceed to the oppulation of the United States, owing it was addenced and the population of the United States, owing it was addenced and the population of the United States, owing it was addenced and the population of the United States, owing it was addenced and the population of the United States, owing it was addenced and the population of the United States, owing it was addenced and the population of the United States, owing it was addenced and the population of the United States, owing it was addenced by the population of the United States, owing it was addenced by the property of the population of the United States, owing it was addenced by the property of the population of the United States, owing it was addenced by the property of the population of the United States, owing it was addenced by the property of the population of the United States, owing it was addenced by the property of the property of the population of the United States, owing it was addenced by the property of the population of the United States, owing it was addenced by the property of t

very large freight steamer, the inner race will be 200 feet to my with a depth of 20 feet and will make a sung berth for a West finds trade. The what will be 100 feet wide and in the centre of it will be a range of war-house 20 feet willow and the centre of it will be a range of war-house 20 feet willow and the centre of it will be a range of war-house 20 feet willow and the centre cargoes of four such 20,000 square feet, or sufficient to accommodate the entire cargoes of four such vessels as swould lie at the whateves the tracks of a ralway will run connect in the tracks of a ralway will run connect in the tracks of a ralway will run connect in the tracks of a ralway will run connect in the tracks of a ralway will run connect in the tracks of a ralway will run connect in the tracks of a ralway will run connect in the tracks of a ralway will run connect will be tracked to a ralway will run connect in the tracks of a ralway will run connect will be the tracks of a ralway will run connect of whateves will be the warren to the contribution of the city for twenty years, which is equal to an immediate payment over Wn. Leavy's planu with great care of whateves at \$250,771 and the estimated of \$250,000 and \$250,000

nator" has made a big hit in San Francisco. United States is now sailing under a Canadian register and consequently ought to display the British flag, without regard to the nationality of her owners. She stands in precisely the same position as the City of Monticello, which is also American built, but which with a state of the same position as the Reitish vessel. How "Kerry Gow" and "Shaun Rhue" which

Larcrosse is a game, base-ball, as recently conducted, is a trade.

It looks now as if the federation of the Australian colonies was assured. There more was any good reason why the colonies should not unite, except that produced by petty jealousies, and the union will now probably be accomplished before a year has passed. It will be a great advantage to Australasia.

The Fredericton Farmer has not yet replied to our demand that it should give the name of the editor who was attacking the University because he had been coinsed an honorary degree. The Farmer still probably, not name the person. Perhaps the editor of the Farmer has already liscovered that the professor who whiscered the information in his ear was ying.

Larcrosse vs. Baseball.

To the Editor of the Rarmer has the Carlon of the Rarmer for all this craze over baseball in St. John, Fredericton and Moncton. The paper I have mentioned gives the attendance at the National and Players league a little over one thousand. The total attendance at National of Brothers had been coinsed an honorary degree. The Farmer sill probably, not name the person. Perhaps the editor of the Farmer has already liscovered that the professor who whiscered the information in his ear was ying.

Larcrosse vs. Baseball.

To the Editor of the Rarmer has directly in the New York and Moncton. The paper I have mentioned gives the attendance at the National and Players league a little over one thousand. The total attendance at National of Brothers had been understood to the lack of interest shown by the admirers of baseball in the United States, other than the one given, namely the professor who whiscened the information in his ear was ying.

Larcrosse vs. Baseball.

The Bettrach of Alextric.

PLEASE READ THE FOLLOWING.

PLEASE READ THE FO

INTERRUPTED THE PARSON.

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Telegraphic Flashes.

The British gunboat Foxhound stranded in the Straits of Menai, Wale C. A. Boutelle was renominated for "The Inspector" will have a run for twelve weeks at the 14th street theatre. It is a new play by W. R. Wilson.

Stanislaw.

Robson next season. He is now with "The Shatchen."

"Jack Gordon: Knight Errant, Gotham 883," had its first production on any age at Elmira N. V.

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Increase over 1888, - - - 37,866.94 Assets at 31st December, 1889, - - - 2,233,322.72 Increase over 1888, - - - 259,006.51 Reserve for Security of Policy-holders, - 1,541,489.97 Increase over 1888, - - - 221,137.49 221,137.49 Surplus over all Liabilities, except Capital, and Capital Stock,
Increase over 1888, - - - -656,536.64 46,499,37

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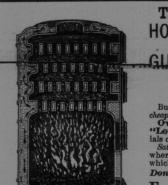
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