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POOR DOCUMENT

THE EVENING GAZETTE

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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, MAR. 16, 1889

HALIFAX, MONCTON, FREDERICTON AND THE SHORT LINE.

It appears that the construction of the line from Harvey to Fredericton and Moncton, across the Province of New Brunswick, would save just 14 miles in the through route from Montreal to Halifax by the Short Line. From Harvey to Moncton via St John the distance is 154 miles; from Harvey to Moncton via Fredericton the distance is 140 miles, according to the survey of the engineers of the Canadian Pacific Railway. To build the 140 miles of railway across the Province from Harvey to Moncton will cost not less than $3,000,000, and may very well cost $4,000,000, or even more. Yet the people of Fredericton, Moncton and Halifax insist that this line shall be built, and a few weeks ago delegates from these cities were in Ottawa for the purpose of bringing pressure on the government, so that they might coerce the Canadian Pacific Railway Company into compliance with this demand.

What is the motive of Fredericton, Moncton and Halifax in insisting that this particular line should be built? The motive of the Halifax people lies on the surface; it is the same motive that has always governed their actions, a desire to injure St. John. The Halifax people are in a state of terror and despair at the prospect of St. John becoming the winter port of Canada. By their efforts the Intercolonial Railway was carried round the arc of a circle in such a fashion that Halifax is only 99 miles further away from Montreal than St. John is, the unfortunate traveler from this city who has to go to Montreal by the Intercolonial, being obliged to ride 89 miles due east, and 250 miles almost due north, before he begins to turn towards Montreal which is just 380 miles due west of St. John, in an air line. For this wonderful condition of things the people of Halifax are responsible But after the 20th of May there will be no more of this for the people of St. John. The Halifax people may, if they are so disposed, continue to go to Montreal by the Intercolonial, but the fact that St. John will then be 277 miles nearer to Montreal than Halifax, is a great truth which they cannot ignore. Hence the ludicrous efforts to divert traffic from St. John by the construction of a new line through the heart of a wilderness. They are foolish enough to imagine that freight seeking an ocean terminus, when it comes to Harvey, instead of traversing the 65 miles from Harvey to St. John, will turn to the eastward and go 328 miles to reach Halifax.

The motive of the Halifax people is clear, but what interest have the people of Fredericton and Moncton in the futile efforts of the Nova Scotia city to injure St. John? The Moncton people should be well satisfied with their position as the centre of the Intercolonial Railway system, and should not be anxious to build up a rival line which may not be so favorable to Moncton as the I. C. R., is. The Short Line would probably join the Intercolonial at Salisbury, and if so, the latter place would be the seat of the Short Line workshops. As the Intercolonial from Moncton north would then be merely a local road, the importance of Moncton would dimish and Salisbury, as the centre of the new system would supplant it. We strongly advise the Moncton people to let well enough alone.

As for Fredericton, what interest have its people in assisting Halifax to injure St. John? It was Halifax that defeated the scheme, so dear to the hearts of the Fredericton people, of building the Intercolonial up the St. John River Valley, and now the very forgiving inhabitants of New Brunswick's Capital are ready to aid their ancient enemy to keep traffic away from this city. The Short Line, if built from Harvey to Moncton, would not add a single dollar to the trade of Fredericton, but would probably take many dollars from it. The position of Fredericton under the conditions that will prevail this year is excellent. It is but 410 miles distant from Montreal by the Short Line, and only 370 from Quebec by the St. John Valley Line, now completed. Let the Fredericton people employ some of the zeal they have recently shown against St. John interests, in efforts to make the railway bridge at their city free, and they will be engaged in a work of real advantage to themselves. The people of St. John, however, have the consolation of knowing that their prospects cannot be seriously impaired by anything that Halifax, Moncton or Fredericton can do. Water cannot be made to run up hill, and freight, when it reaches Harvey, cannot be shunted off to Halifax, but will come at once to the real winter port of Canada, St. John.

THE PROVINCIAL FRANCHISE BILL.

The Telegraph publishes, in an editorial this morning, a summary of the franchise bill which was introduced in the House of Assembly today. The qualification of a voter, according to this measure, will hereafter be the ownership of $100 worth of real estate, or of personal property, or real and personal property together to the value of $400; or the enjoyment of an income of $400 yearly. Ministers of religion in charge of a congregation and licensed teachers will also have votes.

If this statement of the new franchise bill is correct, and we presume it is, for the editor of the Telegraph probably wrote with a copy of the bill before him, the proposed measure is an abortion and an absurdity. Why is it necessary to change the existing law for the purpose of merely admitting teachers and ministers, while the qualification of all other classes remains precisely as it was? The Telegraph, with a degree of impudence or ignorance bordering on the sublime, says that this bill is "practically one of manhood suffrage." Every sensible man in this Province knows that it is nothing of the kind. How many working men in New Brunswick earn a clear income of $400 a year? Not one in five. There are only about 300 working days in the year and a working man to earn $400 would have to receive $1.33 a day for every one of these working days, to come up to the required standard. The last issue of the Bay Pilot contained a list of one-half of the tax-payers of St. Andrews, 230 names, and of these only 29 had incomes of $400 or upwards. This fact will serve as an illustration, and no doubt a similar condition of things would be revealed all over the Province. Why, we may also fairly ask, should the possession of real estate be considered so important that $100 worth of it will give a man a vote while it takes four times as much personal property to do so? The glaring absurdity of this provision is shown in the case of a man who qualifies on both real and personal property. If his real estate is worth only $90 it will take the addition of $310 worth of personal property to give him a vote, whereas $10 more in real estate would do it.

Another notable omission is the lack of a franchise for farmers' sons. It frequently happens that the title of the farm rests in some decayed farmer who is past work, while the sons, who are the real workers and managers of the property, have no real estate, in their own names, and under the new bill would have no voice in the affairs of the province. In fact the only people who will benefit by the proposed change in the franchise are a few ministers and teachers, less probably than one hundred persons, and this is the ridiculous mouse which, after so much labor, the government mountain has produced. The new law will not add one hundred to the total of voters in the Province.

It may be that the editor of the Telegraph, owing to that natural stupidity has misstated the proposed measure, and if so the criticisms upon it, of course, will go for nothing, but as described in the government organ, it can only be charactrerized as an abortion and a fraud.

A SUGAR REFINERY FOR ST. JOHN.

A movement is now on foot for the establishment of a sugar refinery in this city and, we understand, it is likely to be successful. The very large profits realized by the refineries last year, and the enormous and growing consumption of sugar in Canada, show clearly enough that no industry that can be established in the Dominion is likely to be so profitable. St. John, from its natural position, is of all places in the Dominion the place best adapted to the cheap manufacture of sugar. Montreal, where the largest refineries are situated, labors under the disadvantage of having to carry its raw material over hundreds of miles of railway, while the refined sugar, if intented for consumption here has to be brought back again by rail. Montreal also has to pay from three to four times as much for fuel as coal suitable for the use of a sugar refinery would cost in St. John. As against Halifax St. John has the advantage of 277 miles of railway haulage to the west, and as against Moncton the advantage of 89 miles of haulage eastward for the raw material and 89 miles westward to the markets of the Upper Provinces. With all these advantages and others that could be named it is impossible that a sugar refinery in St. John should not succeed, especially when we will have regular steam communication with the West Indies, thus bringing the raw material to our doors quickly and regularly. That there is abundant room for another refinery is evident, for the consumption of sugar in Canada has, within a few years, risen from 40,000 tons to 100,000 tons and is constantly increasing.

It is needless to enlarge on the benefits which St. John would derive from the establishment of such a refinery here. Besides the steady employment given to a large number of persons, in the refinery itself many allied industries would be stimulated by its operation, and wharves and warehouses, now little used, would once more become valuable. We hope the scheme for establishing a sugar refinery here, will be successful, and we believe that, once established, with good management it cannot fail to be profitable.

NOTE AND COMMENT.

The election in the Kennington division of Lambeth yesterday resulted in a bad defeat for the government, Mark H. Beaufoy, the Gladstonian candidate, being elected by a vote of 4,069 against 3,489 for Hope his Conservative opponent. At the last election Beaufoy got 2,792 votes and Gent-Davis, the Conservative candidate, 3,222. At the general election of 1885, before the split in the Liberal ranks on the question of home rule, the Conservative candidate was elected by a vote of 3,351 against 2,991 for his Liberal opponent. Here then is a Conservative Constituency completely lost to the Government, and that at a highly critical period.

The second delegation of North Shore Shore lumbermen failed in its mission, which was to secure a reduction in the rate of stumpage, the provincial government having absolutely refused to comply with this unreasonable sectional demand. The government deserve credit for this, and it should be fully accorded to them, by all who have the interests of the province at heart, irrespective of politics.

We publish elsewhere an interesting letter on the subject of harbor improvements from a correspondent who has made a study of the matter, as well as of the Union scheme. The suggestions made in this letter are worthy of attention and study, and many of them seem to be excellent.

A writer in the Sun this morning, who dates his letter from Carleton, states that there were not more than 200 rate payers present at the meeting which passed the resolutions against union on Thursday evening. With regard to the talk of the meeting in reference to increased taxation, he says:—"Say your correspondent is assessed on $1100. Adding 27 cents on the hundred I would pay under the new scheme $2.97 more than I do now. But deduct the difference in poll tax between the east and west side, and the net increase would be but $2.47 under union. By the scheme we are allowed $60,000 to be spent on our streets within five years. This, we would be sure of, but under the present fossilized system, judging from past mismanagement of our streets, we might wait 50 years or longer before having our streets put in decent condition." It is quite possible, that in view of arguments like the above, the opposition to union in Carleton may not be so strong as is generally supposed.

There are people in St. John who are already saying that if Carleton is to be a stumbling block to the union of St. John and Portland, it would be best to let Carleton go, first securing the control of the harbor to the united city. These people may be quite wrong, but they voice the opinions of many who are tired of seeing Carleton exercise an influence on the affairs of St. John, altogether out of proportion to its population or wealth.

Union in Reality.

TO THE EDITOR OF THE GAZETTE.

SIR,—For some time past while conversing with many of the citizens of Portland on the subject of the union of the two cities I have been impressed with the thought that while a union of the two cities is very desirable in many ways the general feeling is that to bring it about something must be done to more closely unite the business portions of the sister cities in such a way that their interests would be more nearly alike than they are at present, and there seems to be but one opinion among the citizens as to the plan which would bring this about.

The general plan existing in the minds of so many to whom I have spoken on the subject seems to be somewhat as I will try to give it below.

First, more wharf accommodation is needed for the expected increase in the trade of the port.

Second, something must soon be done to shorten the distance from St. John to the central part of Portland and Indiantown and at the same time to overcome the barrier to traffic caused by the railway crossing at Mill street, (which crossing will become much more of an obstruction as soon as the Short Line is opened,) and third, the rapidly increasing railway business of the I. C. R. and N. B. R., to which the C. P. R. will soon be added, calls for a large increase of yard room to provide sidings for the loading and unloading of cars; and this yard room must be in a central location.

That all these improvements are urgently needed is an already acknowledged fact, but the first two more particularly concern the two cities.

According to Mr. Perley's report it seems that the necessary or contemplated wharf and dock accommodations for steamships, etc., the cost would be about $500,000, were the work to be done between the Reed's Point and Ballast wharves while equally good accommodations could be got in the sheltered and easily accessible cove between North wharf and Rankine's wharf for $345,000 or $155,000 less than if the work was done in the lower part of the harbor on which so much money has already been expended to very little purpose.

Although very little has been written about it, it is generally conceded that the upper portion of the harbor appears to be the natural outlet and inlet for the trade of the two cities both by rail and vessels and more especially this portion between the North wharf and Rankine's. All that is needed to make room for seven or eight large steamers to load and unload here is to have about three or four hundred feet of wharf built to connect the St. Helena and Rankines' wharves, and then the erection of a pier from 500 to 700 feet in length running from the outer corner of Rankine's wharf towards North wharf, the enclosed space and slips to be dredged out and the railway extended along the front of the wharves and pier. With this done, the large area of mud flats between Acadia street and Mill street could be filled up by degrees and laid out in streets, which would soon be built up, (Portland's growth at present being retarded for want of room in central location), and in a short time the business portions of the sister cities would be interlocked, and instead of being divided by mud flats, around which they now have to travel to reach each other they would be united in every sense of the term, and the interests of both would be more nearly alike than can possibly be the case as things stand.

For the new street to bring the upper part of Portland nearer St. John, and to overcome the railway crossing obstruction all that appears to be required is a bridge from the corner of Mill and North streets, having a very slight incline and running from there to about where Messrs. Kirk and Daniels office stands at the upper end of their mill, where the bridge would end on a level, very little higher than the wharf is at present, and from thence the street could be filled in giving a gentle up grade till Main street is reached at the corner of Main and Acadia streets, or opposite the Bell Tower, this course giving a perfectly straight street with easy grades and at a comparatively small cost. Then Camden and High streets could be extended to meet the new street at Kirk's office while Chapel street might be carried through across the new street to join Mill street at Portland Bridge, and Portland Market, if she wants one, could be erected in the central location at the rear of Messrs Kelly and Murphy's carriage factory.

And lastly with respect to the increase in yard room required by the different railways where goods may be loaded and unloaded in a central portion of of the city, there seems to be no better place than the area between Portland bridge and the upper portion of Long wharf, known as Fisher's pond, which could be filled in and turned into an excellent yard for car sidings. Any one who may think that increased yard room is not needed should visit the I. C. R. yard and see for themselves. Although there are sidings far about 150 cars they are all in constant use and are generally so crowded that to get at an empty car the shunters have very often to move twenty or twenty-five cars, and were it not for the good management of Mr. Robt. Irvine and his assistants, those heavy cars to load and unload, would often be at a loss for room to work.

With these improvements made and railways to be built by the owners of Long Wharf property extended along to connect all the wharves between the York Point Railway wharves and the Rankine property the facilities of both cities for discharging and loading vessels and cars with all kinds of freight in the very heart of the united city would be unequalled.

These, with a few minor improvements and the bridge connecting Portland and Carleton, would tend to make the cities one in every respect and a larger one than all three were they united as at present.

I merely place these suggestions before you in the hope that the subject may be fully discussed by those of both cities who can do so in proper shape.

Hoping that Portland will make herself heard, I am yours for Solid Union.

SOLID UNION.

Portland Mar. 15th. 1889.

The New Health Regulations.

TO THE EDITOR OF THE GAZETTE.

SIR,—The new regulations of the Board of Health have been published and will doubtless be effectual in stamping out epidemic from our midst, if they are universally applied. This qualification is just where the trouble will likely arise in my opinion. I do not wish to be understood as imputing to any official of the Board of Health, motives of any unworthy kind yet as the majority of cases of scarlet rash now unhappily in the city are not among the poorer classes, so called, but in the families who are of our wealthiest citizens and able therefore to secure for their sick every necessary or luxury their condition may require, it may be said that wealth has weight, in the most favored official circles as well as outside of them. In other words, unless firmness and impartiality direct the enforcement of these regulations, there is the possibility of the rich being favored in a way that would just as possibly be denied to a poor man, if death should visit them, in respect to the time of interment and other details.

The board of health in another regulation, provides that in every case of death a permit for burial shall be procured from them before such burial takes place. In reference to this regulation it might be well if the board had informed the public whether or not there would be any charge in connection with their permit. If furnished free of charge, such fact should be made known at once, by giving public notice to that effect. Such a notice would contribute largely to having the provisions of this regulations the better observed. These permits ought to be furnished free of charge. Such expenses as attend a death in a family are heavy enough at best, and as a permit for digging a grave in the cemetries is necessary (and must be paid for too) it would be rather harsh treatment; particularly in the presence of an epidemic, if the unhappy relatives should be obliged to pay, and extra charge for a permit from the board of health.

To those who are wealthy this might be no objection, but to the poor man it becomes a serious matter. I believe this is an oversight on the part of the board and I hope to see them speedily announce that there is no charge imposed for the permits they furnish.

Yours etc. OBSERVER.

SYDNEY WARD.

SAINT JOHN, N. B., Feb. 12, 1889.

We the undersigned residents and voters of Sydney Ward in the city of St. John N. B. would nominate Wm. Lewis Esq. of said ward to represent us in the Common Council as alderman and pledge ourselves to do all in our power to secure his election.

Daniel McDermott,	Wm. T. Pratt,
William McDermott,	W. J. Halsin,
Bernard McDermott,	Henry Harvey,
John Woodburn,	Geo. W. Belyea,
William Lowe,	Daniel Mulherrin,
Michael Clancy,	Chas. King,
Chas Daley,	Henry King,
Mathew McGuiggan,	R. B. Emmerson,
Patrick Killan,	Andrew Pauley,
Thomas McGuiggan,	John Elsmore,
James McGee,	John Crane,
Geo Stack,	A. J. Armstrong,
Mr McAnulty,	C. H. Maxwell,
Thompson Lavers,	James Hawkes,
John McCabe,	Thomas Stone,
Thomas Littlejohn,	C. E. Harding, Jr.,
Neil Hoyt,	Patrick Connelly,
Geo C Lavers,	John McGoldrick, Jr.,
S R Catharine,	J. Russell Armstrong,
John Condon,	A. C. Jardine,
Edmund Duffy,	C. H. Leech,
George Garland,	John Kee,
Thomas Traynor,	John Thompson,
Samuel Denham,	R Harbour,
Richard Evans,	A Armstrong,
John Halpin,	A G Staples,
John Wordly,	E Rodgers,
Robert Dalton,	A McDermott,
Alex. Kearns,	T Frederick,
John Riley,	Robert J Haley
Derish Woodburn,	Daniel Hares,
Daniel J Driscoll,	Wm Daley,
Wm. McKinney,	James Daley,
Wm. Quinn,	James Bennett,
James McGinney, Jr.,	Alfred Cline,
Seth Scribner,	James Stackhouse,
Danial Hanlon,	J Peters,
A. Secord,	W L Mackey,
C. Stevens,	James Miller,
Peter Traynor,	Robert Wills,
John F. Ashe,	Wm Humphries,
Daniel Bridgeo,	Wm Creiz,
" do Jr.,	

To the Electors of Sydney Ward.

Gentlemen,

In compliance with your requisition asking me to allow myself to be put in nomination as a candidate for Alderman at the approching election, I beg to say that although the matter is not of my seeking I am entirely in your hands and will accept with pleasure your flattering nomination. A glance at the names of your requisition convinces me that you intend to carry the election, and I am content to leave the result in your hands as urging you that if elected my best efforts in the future as in the past will always be put forward in the interest of this City and Sydney Ward in particular. I have the honor to be yours etc.

WILLIAM LEWIS.

PUBLIC NOTICE.

NOTICE is hereby given that the Commissioners appointed under the act of the general assembly 51 Victoria, Chapter 52. Intitued "an Act to provide for a Commission to enquire "and report with a view to the union of the Cities "of Saint John and Portland, in the City and "County of Saint John" have this day filed, in the office of the Common Clerk of the City of Saint John, a copy of their completed scheme, which is open for public inspection.

Also that the Commissioners have fixed

TUESDAY, the 19th day of March, instant,

as the day upon which the vote will be taken under the said Act.

Dated the fifth day of March, A. D., 1889.

B. LESTER PETERS, Common Clerk.

St. John, N. B.

Public Notice.

NOTICE is hereby given that the Commissioners appointed under the Act of the General Assembly, 51 Victoria, Chapter 52, intitled "An "Act to provide for a Commission to enquire and "report with a view to the union of the Cities of "Saint John and of Portland, in the City and County of Saint John," have this day filed in the office of the City Clerk of the City of Portland a copy of their completed scheme, which is open for public inspection.

Also, that the commissioners have fixed TUESDAY, the 19th day of March instant, as the day upon which the vote will be taken under the said Act.

Dated the sixth day of March, A. D. 1889.

JOHN F. GODARD, City Clerk.

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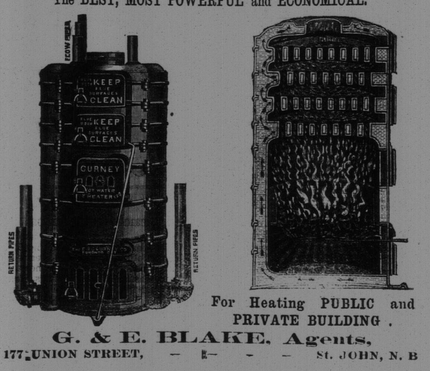

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