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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

SUBSCRIPTIONS.

THE EVENING GAZETTE will be delivered to any part of the City of St. John by Carriers on the following terms:

ONE MONTH	35 CENTS.
THREE MONTH	$1.00.
SIX MONTHS	2.00.
ONE YEAR	4.00.

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ST. JOHN, N. B. THURSDAY, SEPT. 12, 1889.

HARBOR IMPROVEMENT.

The defeat of the scheme for placing the harbor in Commission must not be taken as an indication that the people of St. John are ready to abandon all their hopes of future harbor improvement. The electors having declined to transfer the control of the harbor to a Commission, must be regarded as willing to assume the responsibility of making such harbor improvements themselves as are demanded by the necessities of the case. What these improvements are, there is no difficulty in ascertaining for they have been reported upon by the Engineer of the Dominion Government, Mr. Henry F. Perley, who recently made a survey at the instance of the Board of Trade. Mr. Perley proposed three schemes for harbor improvement in his report which was presented to the Common Council in January last, and he gave estimates of the cost of each which we will assume to have been correct. The three schemes, briefly stated were as follows:—

1. To build a wharf 715 feet long and 100 feet wide on the harbor line from Reed's Point wharf towards the end of the I. C. R. pier, with which it would be connected by a drawbridge 80 feet long. This wharf would have a depth on the outer face of 26 feet at low water, spring tides and of 25 feet in the inner face, to be obtained by dredging. Mr. Perley's estimate for this work is $337,500, and is calculated as follows:—

Wharfing	$ 245,000
Dredging	50,000
Drawbridge	15,000
Rails to Corporation Pier	7,500
Sheds, turntables &c.	20,000
Total.	$337,500

This wharf would give accomodation to four steamers each averaging 350 feet in length.

2. To build a prolongation of the Long wharf, North End, southwardly a distance of 500 feet into the harbor, and to dredge to [illegible] of 30 feet on both faces. This would [illegible] accommodation to two steamships [illegible] size, vessels like the [illegible] of Rome. [illegible] vided as follows:

Wharfing	$ 255,000
Dredging	20,000
Rails, etc.	5,000
Sheds, turntables, etc.	15,000
Total.	$295,000

3. To build a wharf at Sand Point on the harbor line, southerly towards the Beacon, enclosing the present wharf and extending to a length of 1000 feet. This wharf would have a depth of 30 feet at low water and would accomodate three steamers of moderate size or two very large ones. The estimate of cost is $254,000 divided as follows:—

Wharfing	$ 207,000
Dredging	25,000
Excavation	2,000
Rails &c.	5,000
Sheds, turntables &c.	15,000
Total	$254,000

The territory ceded by the city at Sand Point for terminal facilities is 1600 feet in length, and a wharf of that length, on the harbor line would cost about $410,000. Such a wharf would accomodate four large steamers or three of the very largest size, and most people are of the opinion that it would be better to build a wharf 1,600 feet long in the first place, even if it was somewhat in advance of the requirements of business.

Mr. Perley treats these three separate schemes as rivals of each other, and gives the preference to the first, which we have described. In our opinion, however, they ought to be regarded not as rivals, but as essential parts of a comprehensive scheme of harbor improvement, and the city should consider itself bound to carry them out, as they can be dealt with. Each has its own peculiar advantages The wharf from Reed's Point to the government pier would form the natural terminus of the Intercolonial railway and the increasing business of that road would in time keep it fully occupied. The Intercolonial will become in the course of a few years the medium of a much larger St. John business than it has at present. The Central Railway will bring it a large lumber and coal traffic. The Central Railway will tap the Grand Trunk's proposed line from Edmundston to Moncton, a line which in our opinion is certain to be built, and will give us a competing line to Quebec. The Central will gradually extend to the Miramichi and we shall see lumber brought over it for shipment at St. John from the Miramichi district, in winter certainly, and possibly in summer also. Thus all the wharf accommodation that can be had north of the present I. C. R. pier will be needed by that railway.

The extension of the Long wharf, or some similar improvement of the harbor facilities of the North End is equally necessary. Now that Portland is a part of the city it must be treated as such and advantage taken of its fine natural position. Its watter front is admitted to be the safest portion of the harbor and it is only a matter of wharf building and dredging to make it the best. If we are to have large steamships coming here of the Umbria class the Long Wharf extension would seem to be the proper place for them to lie at, and this wharf would also be the best for the reception or shipment of West India freight such as we hope to see go by regular liners at no distant day. The Portland section of the harbor must not be allowed to fill up, according to the programme outlined by Mr. Hurd Peters, but must be utilized and improved.

Carleton's interests must not be neglected in any scheme of harbor improvement. that the corporation may adopt, and Carleton is possessed of advantages for Short Line traffic which no other section of the city can boast. We therefore regard the construction of a deep water wharf with suitable wharves and elevators at Sand Point as an absolute necessity, and as if possible more urgently demanded than either of the other improvements which Mr. Perley suggests. The truth of the matter is that until improvements are effected at Sand Point we cannot command any heavy freight traffic by the Short Line. It will be observed that in Mr. Perley's estimate there is no sum put down for elevators, but the building of at least one elevator at a cost of say $50,000 will be necessary at that point.

Grouping these three schemes of improvement together let us see what the making of our harbor what it ought to be is likely to cost. Mr. Perley's estimates are as follows:

Reed's Point Extension	$337,500
Long Point Extension	295,000
Sand Point wharf	254,000
Elevators, &c.	50,000
	$936,500

Add to this sum $20,000 for extending Pettingill's wharf, and $50,000 for rebuilding Reed's Point wharf and I will bring up the expenditure necessary for harbor improvements to a round million dollars. These improvements will give us the following wharf accomodation for steamships, in addition to what we already possess:—

At Reed's Point	4 steamships	each 350 feet	long
At Long wharf	2 "	" 500	"
	1 "	" 200	"
At Sand Point	3 "	" 330	"
At Pettingill's	1 "	" 330	"

Making a total of eleven steamships, two of the largest size, that would be provided for by this comprehensive scheme of harbor improvement at a cost of $1,000,000. From this must be deducted the berth occupied by small steamships at the south face of Reed's Point wharf which would be no longer available. This berth is 180 feet in length. The total length of harbor front added by the proposed improvements, would be 3250 feet, from which deducting the 180 feet destroyed at Reed's Point, we have left 3070 feet. The estimate of cost at Long wharf does not include any sum for the acquisition of private property, no estimate being given in Mr. Perley's report.

The expenditure of a million dollars for harbor improvements may appear a large sum to those who have regarded the report of Mr. Hurd Peters as the embodiment of all human wisdom, but if we expect to put our harbor in first class condition and give each section of the city an equal chance of improvement the expenditure must be faced. St. John has reached a crisis in her history when all our hopes of [illegible] this great [illegible] or realized at a large outlay at the expense of our taxpayers. There is now no middle course. St. John must either make its harbor fit to accommodate large ocean steamships, or be content to sink to the status of a second class port, only capable of accomodating vessels engaged in the deal trade.

NOTE AND COMMENT.

It looks now as if the London strikers were likely to win. Subscriptions are flowing in quite freely and some of the wharfingers are yielding to the demands of the men. The pay they ask for, 6d an hour, is not large when it is considered that their work is intermittent and that many of them are only able to obtain work about half the time.

Many years ago when it was proposed to run the rails to the river front at St. Louis in order that freight might be transferred easily from the steamboats to the cars, it was objected that this improvement would throw twelve hundred draymen out of employment The improvement was not made, other cities like Chicago did what St, Louis refused to do and the latter city lost the trade it had enjoyed. The draymen who had been employed in trucking goods from the steamboats to the cars disappeared. Then the cars were brought to the river front but it was too late, the trade was gone never to return. Shall it be thus with St. John?

The Telegraph modestly claims the credit of having defeated the harbor commission and modestly adds that the views it expresses are always right. For many years, when the Telegraph was edited by the late William Elder, it advocated placing the harbor in commission in the strongest terms, and in the most persistent fashion, The Telegraph therefore could hardly have been right then if it is right now. The Pendosquis man probably means to say he is always right, and that he is a much abler man than Mr. Elder was and more capable of conducting the Telegraph. It is the old story of the living jackass kicking the dead lion.

We publish elsewhere a letter from Rev. George Bruce explaining his motive in publishing a letter in the Globe on harbor commission the evening before the election. Mr. Bruce probably has learned since then, that the Grits in St. John made the question a political one, and that the great canvass against the commission used among the Grits was "shall we put the harbor into the hands of a Tory government." With the exception of a few enlightened Liberals like John McMillan the entire opposition party in St. John voted against harbor commission. No doubt if Mr. Bruce had known the true situation, he would have refrained from taking any public part in the contest.

At Westfield on Monday Mrs. McGovern was thrown from a carriage and died in about two hours afterwards. She leaves six sons and four daughters.

THE LONDON MURDER.

ARE THERE TWO MURDERERS IN WHITECHAPEL?

Significance of the Latest Tragedy—Whitechapel Only Apathetic.

LONDON, Sept. 10. Thousands of Londoners daily take the trains of the Great Eastern railway at Fenchurch street, which rises above the grade of the populous thoroughfares in Whitechapel, and on a level with the housetops crosses the Thames. Below London bridge the masonry of the railroad structure has cut up the street below into irregular sections, which end in blind alleys against the arches on one side, and start abruptly from the stone piers on the other, leaving gloomy recesses and deserted courts in the centre of a densely populated slum. The higher arches of this steam roadway are rented to contractors, coal dealers and junkmen. Lower down they are boarded up to a height of 10 or 15 feet, and where the stone trestle is lowest the empty spaces under the arches are used as receptacles for garbage, and during the daytime as a playground for the squalid children of the wretched tenement houses in the adjoining streets. As a consequence of its location, Pinchin street in Whitechapel, running alongside and partly under the railroad structure, is at night deserted and silent in a centre of a neighborhood teeming with the vilest of the human dregs of London. Cable street, one of the main arteries of travel in that part of the city, intersects Pinchin street just below on an intermediate arch, and a block to the westward Leman street, a great mercantile thoroughfare, runs from Whitechapel road to the river, and from it Back Church lane abuts upon the railroad masonry. A gloomier spot, or one better fitted for a tragedy, may not be found in all London.

Early this morning a police officer whose beat is through this lonesome district detected in the growing light what seemed to be a human body under one of the lowest of these dark arches, and turning the light of his bullseye lamp upon it a terrible and sickening sight was disclosed. Lying breast downward upon the ground was the nude trunk and arms of a woman's body.

THE HEAD AND LEGS

had been severed and carried away, if indeed, the tragedy had occured on the spot, and a battered and bloody chemise was thrown over the corpse. The policeman blew his whistle, a signal for the murderer to get out of the way, and, after abundant time had elapsed for any one to escape from the neighborhood the police formed a cordon around the spot and a search was made, with the result that three drunken sailors were found in a state of alcholic coma under the next arch whose condition effectually exculpated them from any complicity in the crime. The reporters were carefully excluded from the spot, and the usual marvellous assinity of the London police force brought to bear on the case. The result is this—the ninth murder within a period of 18 months in Whitechapel remains as great a mystery as the other eight.

This part of London is teeming with detectives and policemen. A base ball player could throw a stone from the spot where the Berner street murder was committed by Jack the Ripper Sept. 30 last year to the arch where the body was found this morning, and from the arch he might throw another stone into the Leman street police station, and yet, right through these swarming detectives and policemen, somebody had brought that dead body and thrown it under the arch, [illegible] spot, and the head and arms taken away. The only reason for doubting the sanity of the first theory is that the police hold to it. The body is evidently that of a young woman between 20 and thirty years of age, and there is absolutely nothing about it in its mutilated state to give the slightest clew to its identity. The hands are not those of a working woman, but there are no marks on the fingers by which it could be conjectured whether or no she had ever worn a wedding ring. She was undoubtedly one of the unfortunates who patrol the streets of Whitechapel, But this is evidently not one of "Jack the Ripper's" crimes, and neither was that artist responsible for the previous murder in Castle alley on July 16 last.

The terrible significance of this morning's discovery is that it reveals the fact that there are two series of murders being committed by two separate thugs, under the eyes of the police, in the heart of London today. An instance is

THE FOURTH TRAGEDY

in which only the trunk of a woman's body has been found, and the head and limbs not discovered. The first was found in Rainham, where it had been thrown up by the Thames, three years ago; the second was the body found on the embankment near Charing Cross soon after; the third was the trunk found in Battersea Park last spring the legs of which were afterward cast up by the Thames. In these three instances the bodies have remained unidentified and the heads have never been found. The present case will doubtless be identical, as the prevailing theory is that this murderer bludgeons his victims and then severs and burns the heads, throwing what other members he is unable to dispose of otherwise into the Thames. Four undetected murders, therefore, lie at the door of this savage. The seven murders in which abdominal lacerations occurred between April 3 and Nov. 9, 1888, may be attributed to the Ripper, and the one of July 16 last to a vulgar imitator of the Ripper. In all there have been 12 murders, in circumstances which should render the perpetrators unusually easy of detection, but to whom the police have not the slightest clue.

The London newspapers picture Whitechapel in a state of panic-stricken excitement to-day. Whitechapel, however is in a state of torpor. The people have become so accustomed to these tragedies that they cease to excite anything more than a mild interest and a vague wonder in the minds of street walkers as to which one will be taken next. When your correspondent visited Pinchin street under the railway arch at midnight to-night, a crowd had gathered about the police cordon which, for some inscrutable reason is drawn about the spot where the body was found. Numbers of women lay asleep on the sidewalk, and others were talking and jesting with the policemen, but the great body of men, women and children only stared apathetically at the black hole where the trunk was found and perhaps found a species of gratification in conjuring up the probable details of the crime in their morbid imaginations. The police are as much in the dark now as they were when the body was found this morning, or when the 12 other bodies were found on 12 other morning.

A new press has been provided for the Moncton Times by its enterprising proprietor Mr. H. T. Stevens.

Good Advice.

To be healthy and have lots of life and vim, be careful in diet, take plenty of sleep, and regulate the bowels, bile and blood with Burdock Blood Bitters, a sure cure for constipation, biliousness, dyspepsia, all blood humors, scrofula and all broken down conditions of the system.

SUNSET COX DEAD.

The Career of an Active New York Politician.

NEW YORK, Sept. 11.—Hon. Samuel S. Cox, member of congress from this state is dead.

Samuel Sullivan Cox was born in Zenesville, O, Sept. 30, 1824. His father was Ezekiel Taylor Cox, a member of Ohio Senate in 1832 and 1833. He attended the Ohio University at Athens and graduated at Brown in 1846. While in college he maintained himself by literary work and carried off many prizes.

He returned to Ohio to practice law, but laid it aside and went to Europe. On his return, in 1853 he became editor of the Columbus (O.) Statesman, and thereafter turned his attention to political affairs.

He attained the sobriquet of "Sunset" Cox from a gorgeous descriptive article which he wrote and published in the Statesman.

In 1855 Mr. Cox declined the proffered Secretaryship of Legation in London, but shortly afterwards accepted a similar appointment at Lima, Peru. Here he remained one year and returning was elected to Congress and served four continuous terms from Dec. 7, 1857 to March 3, 1865. He was Chairman of the Committee on Revolutionary Claims for three terms.

Mr. Cox was a delegate to the Chicago, New York and St. Louis Democratic Conventions of 1864, and 1876.

In 1866 he moved to this city and was again elected to Congress, and served four consecutive terms. He was a candidate for Speaker of the Forty-fifth Congress and, although not elected, served frequently as Speaker pro tem.

In this session he took upon himself the work of the new Census law. He was the author of the plan of apportionment adopted by the House, and also introduced and championed the Life-Saving Service bill that finally passed. He also brought about the raising of salaries of letter carriers, and granting them a vacation without loss of pay. He was one of the committee to investigate the doings of Black Friday, Federal elections in cities, the New York Post Office, and the Ku-Klux troubles. For years he was a Regent of the Smithtonian Institution.

In 1869 he visited Europe and Northern Africa, including Italy, Corsica, Algeria and Spain.

In 1872 he was defeated as candidate at large for the State, but the death of his opponent necessitated another election and Mr. Cox was again returned to his seat. He was re-elected in 1874, 1876, 1878 and 1880, making twelve consecutive years of service.

In 1882 Mr. Cox visited Sweden Norway, Russia, Turkey and Greece. In 1885 he was appointed Minister to Turkey, but returned in a year and was again sent to Congress.

Mr. Cox was an effective and humorous speaker, writer and lecturer. In addition to his journalistic work, he had published "The Buckeye Abroad," "Puritanism in Politics," "Eight Years In Congress," "A Search for Winter Sunbeams," "Why We Laugh," "Free Land and Free Trade," "Arctic Sunbeams," "The Three Decades of Federal Legislation," and others.

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35 Barrels S C C Pork,
25 do Extra Plate Beef,
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200 Bags F F Salt,
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12 do B Beans,
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The Largest Cigarette Manufacturers in the Dominion.

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In the matter of the Maritime Bank of the Dominion of Canada (in liquidation).

ALL persons and corporations creditors of the Maritime Bank of the Dominion of Canada (in liquidation) are hereby requested to present proof of their claims, duly attested, to the liquidators at their office, Bayard building, Prince William street, St. John, N. B., within three months from this date.

Blank forms of "proof" may be had on application to the undersigned.

P. McLEOD,
JAS. G. TAYLOR,
D. McLELLAN,
Liquidators of the Maritime Bank of the Dominion of Canada.

St. John, N. B., 24th July, 1889.

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Meals served at all hours. Cigars and Tobaccos the very best. Billiards and Pool.
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Will open in good shape on SATURDAY in our New Stand with a full line of latest importations of
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FALL'S TRADE,

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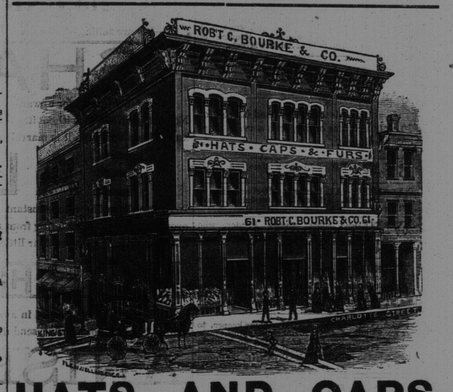

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