

THE EVENING GAZETTE

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ST. JOHN, N. B., WEDNESDAY, MAY 1, 1889

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

THE HARVEY-SALISBURY LINE.

There is a sensible old maxim that there is no great loss without some small gain, which ought to give the people of St. John some comfort while awaiting the outcome of the construction of a railway from Harvey to Salisbury as a government work.

When the short line project was originally before parliament, at the time Sir Leonard Tilley was finance minister, the Halifax people made strenuous efforts to have the line through Maine to the North of Monhegan Lake, so that it might enter New Brunswick near Woodstock, from thence follow the New Brunswick railway to Fredericton and so on to Salisbury and Moncton.

Mr. Wood of Westmorland, read from Hansard of 1885 and commented thereon to show that the St. John members had then supported the very line they were now opposing.

Mr. Jones of Halifax, said the agreement with the Canadian Pacific was against the interest of the Maritime provinces, and would be a great disadvantage to the province.

Mr. Skinner made a gallant fight for St. John yesterday, and although unsuccessful, deserves the thanks of the people of this city and county, for his efforts in their behalf.

Another consideration should afford St. John some comfort and make the building of the Harvey and Salisbury line less of an evil than it first appears.

The Board of Trade meeting yesterday afternoon was one of the most exciting and also one of the most significant gatherings ever held in this city, and the resolutions passed were an brilliant protest against the unfair treatment that St. John has received from the government of Canada.

ment, we cannot shut our eyes to the fact that the railway project of yesterday were passed too late. It was known ten days ago in St. John that the Harvey-Salisbury line was to be built as a government work, yet no steps were taken by the Board of Trade to call together to voice the opinion of the commercial men of St. John the moment it became known that such a scheme as the construction of this railway by the government was likely to come before Parliament.

It is not until St. John elected an annexationist in Parliament and allowed its position as the city of the Legislature that its reasonable requests were disregarded.

The closing scenes of the Washington Inaugural ball in New York seem to have been so disgraceful a character as to disgust even the daily press of New York which is not too particular in such matters.

Mr. Charles W. Welton said that the building of the Harvey-Salisbury line by the government, would add force to the feeling in St. John in favor of annexation.

Mr. Skinner seconded the amendment in a strict party speech, and Mr. Skinner stated that as the house had committed itself to this road it became the members to see that the Canadian Pacific was not given the privileges denied to other lines.

Mr. Skinner stated that as this road was to be built to take away traffic from St. John, he would oppose any enlargement of its usefulness, and would therefore vote against giving the Grand Trunk company equal rights with the Canadian Pacific.

The resolution was then adopted, and the Short Line bill was rushed through its final stages.

The house after some debate accepted the senator's amendment to the anti-combines bill, Clark Wallace stating that while he did not approve of the changes, he knew half a loaf was better than no bread.

The senate's act relating to bills of lading was agreed to without dissent, and in supply on the West India and South America steamship subsidy bill, Hon. Mr. Foster's amendment was

being gathered as to the lines in which trade can be probably carried on, and as to what are the best ports in those lines. When that information is secured the government would arrange for groups or routes to be taken.

Mr. Jones, of Halifax, opposed the vote, arguing that sailing vessels can do all the trade with these countries.

Mr. Skinner said he had been instructed by business men that the regularity in trips was a necessary factor in developing trade with South America and the West Indies.

Mr. Jones followed in support of the bill, speaking largely on the lines laid down by Mr. Skinner.

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