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THE EVENING GAZETTE

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SHIP BROKER'S VIEW The Globe of Saturday evening contains an interview with Mr. Robert Thomson of the firm of William Thomson & Son, in which he expresses views adverse to placing the harbor in commission.

Mr. Thomson undertakes to say that if St. John harbor is placed under a commission, to meet the interest and other expenses, vessels, fisheries, tug boats, lighters, exports, imports, etc. must be largely taxed. Mr. Thomson takes much pains to say that he is not in a position to predict what the commission will do in the way of increasing our port charges. We do not believe that under a commission our port charges will be increased.

Mr. Thomson is simply making an assertion which he has no means of justifying. In Montreal, which he represents as being enormously expensive, lumber has to pay 10 cents per thousand superfeet. Mr. Thomson said that the deal shipments of John to Europe last year amounted to 107,000,000 superfeet. This total \$2,000,000 came by schooner from the Bay of Fundy, 10,000,000 from the intercolony, 30,000,000 from Mr. Gibson's mill up the St. John River and \$2,000,000 from our city mills. Mr. Thomson asserts that if the deals are towed here at a Montreal Mr. Gibson will save \$1,000,000 on the Montreal or his railway. This will cost him at least a dollar a thousand, but it will enable him to save ten cents in St. John. The up the Bay deals will all go to West Bay it seems or Spencer's Island. Mr. Thomson should know that both Spencer's Island and West Bay are open roadsteads fit only for the accommodation of the old Norwegian tugs which go there to load. From twenty to thirty millions are annually shipped from these ports, but they are simply the product of the mills in that vicinity and the shipments cannot be materially increased. No large ship could lie in West Bay with safety or could venture there under present conditions. The lighterage fees to West Bay are very little less than the freight to St. John and ten cents on a thousand feet of deals will ever enable West Bay to compete with this port.

A CONTRAST.

If the harbor is placed in commission this city will be in a position to retire \$300,000 of the city debt, which now pays 6 per cent. interest or \$300,000 thus relieving the taxpayers of that burden. Under the commission \$250,000 will be expended in the purchase of private wharves and harbor improvements which will involve with the sum paid to the city an outlay of \$500,000. The total interest charge will be \$40,000, so that the Commission starts with an advantage over the city of \$100,000 a year. Its other works with a harbor revenue equal to that of last year the contract being in the position of the city and the position of the Commissioners would present the following:

Table with 2 columns: Under the Commission, Interest Charge. Values: \$27,000, \$1,000.

Should the harbor be placed in commission to-morrow we have a guarantee of \$250,000 to spend for improvements. What guarantee have we that a single dollar will be spent if the harbor is not put in commission?

A CRUSHED BARNACLE

Mr. Hurd Peters thinks that an expenditure of \$117,000 will make our harbor quite perfect and give all the accommodation that is required. Mr. Peters is, as usual, wrong but let us admit for the sake of the argument that he is right. If only an expenditure of \$117,000 is needed this last much better be made by harbor commissioners than by the Common Council. The harbor commissioners will pay \$50,000 of our city debt for which we pay 6 per cent interest and the government will only charge them 4 per cent for the advance. Thus an expenditure of \$117,000 on the harbor by the Commission and by the city, with a gross revenue equal to that of last year will yield the following results:

Table with 2 columns: By the City, Gross Revenue, Interest Charge. Values: \$27,000, \$1,000.

Thus it will be seen on the programme laid out by Mr. Peters there would be \$10,000 a year more money available for harbor expenses under a Commission than under the city's management. Mr. Peters is a crushed barnacle.

TO THE PEOPLE OF PORTLAND.

Good people of the North End, you had on Friday evening an opportunity of hearing Mr. John Elias Blackney McCreeley, alias Ananias, discussing on the harbor commission question and endorsing the report of Mr. Hurd Peters, city engineer, as the true solution of all our difficulties with respect to the harbor. Mr. Peters, instead of placing the harbor in commission, proposes that the Council shall expend either \$27,000 or \$117,000 at Reed's Point.

As Portland men interested in the improvement of the North End, you will naturally ask what Mr. Peters and McCreeley propose to do with your part of the harbor. They propose to do nothing, but to leave it to be filled up with seaweed and mud as it is at present. How do you like the Peters-McCreeley programme? Your choice lies between it and Harbor Commission when you vote to-morrow.

TO THE PEOPLE OF CARLETON.

You will observe that in the famous Hurd Peters scheme for harbor improvement the only place thought worthy of consideration is Reed's Point wharf and that Carleton has no place. There are no wharves to be built there by the corporation, and no improvements will be made in that quarter if Mr. Peters is to be taken as a guide. Yet this person who professes to care for the interests of Carleton so much contempts it in the way of his scheme for harbor improvement.

MONTREAL UNDER A HARBOR COMMISSION.

The newspapers opposed to placing the harbor in commission have had a great deal to say in regard to the high port charges of Montreal, but every one knows that without the harbor commission Montreal would never have come to anything as a port. The harbor commissioners have made Montreal one of the great ports of the world. The figures below of arrivals and departures of sea-going vessels to foreign ports at Montreal, for three years tell their own tale.

Table with 2 columns: Arrived from Sea, Departed for Sea. Values: 1887, 1888, 1889.

Montreal and Acadia Line, fortnightly to St. John's Newfoundland.

Besides these, there are numerous steamers trading to the port which do not belong to any regular line.

St. John without a harbor commission and with much greater natural advantage has only one line of ocean steamships and will probably lose that if the harbor continues under the management of the Common Council.

NOTE AND COMMENT.

Harbor of St. John is in a much worse condition now than it was seven years ago. Our wharves are seven years older and have not had the advantage of many repairs since then. Little or no dredging has been done and the depth of water at our wharves is considerably less than it was seven years ago. The harbor instead of being a source of revenue to the people of the city has been a ruinous burden which has added fully two dollars and a half a year to every man's tax bill, and raised the rate of taxation fully 6 per cent. In this state of affairs to continue to be is it to be brought to an end by placing the harbor in commission. Let the taxpayers of St. John ask themselves whether they will vote for continuing the control of the harbor in the Common Council at a cost to them of \$13,000 a year, without any improvement in our harbor facilities, or transfer the control of the harbor to a commission relieving themselves of its burden and giving us such harbor improvements as are imperatively demanded.

Every enterprising merchant, who is endeavoring to build up the trade of St. John, is in favor of harbor commission and will vote to-morrow.

THE FOX AND THE RABBIT.

"I never," said a Fox to a Rabbit one day. "This story they often relate in the south—'The skin on the rabbit's back is so soft and smooth, and so much to be desired. And he threatened him severely with wild oaths to be sure to visit each other which changed to be high."

Below we give the gross revenue of the harbor for the past seven years, and the gross sum that the harbor has cost the city to own during that period.

Table with 2 columns: Gross Harbor Revenue, Loss in seven years. Values: \$105,400.

Thus during the past seven years or since the act was passed placing the harbor in commission the ownership of the harbor has cost the city of St. John \$105,400, every penny of which has come out of our taxpayers.

A good many people who admit that the harbor cannot be managed by the Common Council say they would prefer to place it in the hands of a local Commission appointed by the Common Council and the Board of Trade. There are, however, two objections to this plan; first the Common Council could not transfer a local commission to the harbor, and second a local commission could not raise money on as favorable terms as the commission which will have the proposed Dominion government behind it.

If any one desires to see a sample of the work of Mr. Barnacle Peters as an engineer, we would refer him to Horsewell street, where a notable exhibit is viewed. When Mr. J. H. Pullen desired to rebuild after the fire, he went to Mr. Peters for the street plan, and got from that official what was placed in the line. On that line, Mr. Pullen placed his house, and afterwards discovered that the line Peters had given him, was four feet to the south of the true line, which accounts for Mr. Pullen's house being removed four feet.

The destructions which have been arising against Harbor Commission because at Montreal they make a charge of 10 cents on each 1000 superficial foot of lumber, do not seem to be aware that in St. John the rate of wharfage on lumber is also 10 cents per foot. The report is given in both parts is precisely the same.

Every sore-head and political demagogue is opposed to placing the harbor in commission. Will you vote with the ranks who are opposed to the harbor, or with the enterprising who are ahead business men of the city, who are in favor of Harbor Commission?

Citizens of St. John who are desirous of continuing to have a harbor for the privilege of allowing the trade of the port to fall into decay will vote No to-morrow.

We have great pleasure in informing the public that there is no intention to remove St. John harbor up to Ottawa or to change the course of the St. John river. The harbor and river will both remain right here.

Ellis has no objection to sell the whole Dominion of Canada to the Yankee, but he opposes the sale of the harbor to a commission composed of St. John men.

Bills, the enemy of St. John, is opposed to harbor commission. This is sufficient reason for every good citizen to vote for commission.

If the working men of St. John vote their taxes reduced, they will vote Yes to-morrow.

What has the Common Council done in fifteen years to improve the harbor of St. John?

If you want to be on the side of progress and economy vote Yes to-morrow and save the trade of the port.

It is only by voting for harbor commission to-morrow that we can have the harbor of St. John improved.

A correspondent of The Forest and Stream writes that he recently observed a very cunning and ingenious trick of a crawfish (or crayfish) for catching flies. "Sitting on top of a muddy pond, or 'horror' pit, over the surface of which many small flies were swimming about, I observed that the crawfish came to the surface near the water's edge, and, turning over on the side, he probably touching bottom, with claws and legs spreading about in the water, he assumed the exact semblance of dead creatures floating on the water. In a few seconds flies would alight on the apparently dead crawfish, and as soon as one got into the proper position these flies were suddenly and instantaneously, when fish and flies would disappear together under the water. In a few seconds more he would appear on the surface and go through the same maneuver, with the result, there were, perhaps, two or three dozen of them in sight at the same time, and all industriously engaged in the fly catching game."

He Hurrah'd for the Twelfth Mass. "Hurrah hurrah!" shouted a veteran, as he collected at the manager's table to play a selection. "You must be quiet," said one of the others, raising up to him. "Not much I mean," said the veteran, "not when that is played. I used to belong to that regiment, and I'll shout for 'em as long as the Almighty gives me breath."

"Your regiment. What do you mean?" asked the usher, as the crowd wanted to hear the result of the disturbance. "That's what I mean," said the veteran, putting his finger on the programme. "There's the Twelfth Mass. That's no regiment. The old Twelfth Mass regiment! We fought from Bull Run to Five Forks."

It was only when he was convinced that it was a piece of church music that he would consent to be quiet.—Detroit Journal.

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

A person and corporation entitled of the Maritime Bank of the Dominion of Canada of their claims, duly attested, to the liquidator of the said bank, John N. B. within three months of the date of this notice. Price of the said claims, \$100,000.00. The said person may be had at application to the liquidator, J. B. McLEOD, Liquidator of the Maritime Bank of the Dominion of Canada, 22 Charlotte Street, St. John, N. B., 7th July, 1890.

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