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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:

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The Subscription to THE GAZETTE is payable ALWAYS IN ADVANCE.

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We insert short condensed advertisements under the heads of Lost, For Sale, To Let, Found and WANTS for 10 CENTS each insertion or 50 CENTS a week, payable ALWAYS IN ADVANCE.

General advertising $1 an inch for first insertion and 25 cents an inch for continuations. Contracts by the year at Reasonable rates.

ST. JOHN, N. B., FRIDAY, SEPT. 26, 1889.

THE BOARD OF TRADE AND THE HARBOR.

The committee appointed by the Board of Trade several months ago to consider the whole question of harbor improvement presented their report yesterday and it is to be considered at a meeting of the Board which will be held on Thursday next. The members of the committee appear to have taken a great deal of pains to inform themselves as to the condition of every wharf in the harbor available or likely to be made available for steamships, and their report therefore contains a great deal of valuable information, but in the matter of making recommendations for harbor improvements the committee appear to have been weighted down by a sense of responsibility and reluctant to suggest any costly works. We must except from this, however their recommendation that the Common Council build a combination railway and carriage road bridge from Carleton via Navy Island. This scheme, which would probably involve an outlay of a million dollars without adding in the least to the accomodations for steamships in our harbor, they think ought to be built by the city, but they oppose the construction of the wharf suggested by Mr, Perley from Reed's Point to the government pier. They also oppose the extension of Reed's Point wharf southward as suggested by Mr. Hurd Peters. But they are only deterred by the consideration of the great amount of money involved from recommending the construction of a canal from the harbor to the basin above the falls, which they would convert into a huge wet dock at a cost of $1,000,000.

While we have the highest respect for the gentlemen who wrote this report, both individually and in their collective capacity as a committee, we think it is open to severe criticism on several grounds. There is running through it a disposition to pass by the obvious and easily accomplished means of improving the harbor and to driftaway into a region of speculative improvements such as the Navy Island Bridge, the wet dock above the falls and the loading of grain into vessells by gravitation. The committee express their belief that the needful facilities for the reception and shipping of grain can be conveniently and inexpensively provided by making use of the high elevations attained by railway on both sides of the harbor, for construction of warehouses, for storage, when needed, and for delivery into lighters by gravitation, and thence by floating elevators to the holds of the several vessels. They do not, however, tell us at what points they propose to load these lighters with grain, and they do not enter into calculations to show that it is cheaper to load grain by gravitation into a lighter and thence carry it into the hold of a vessel by means of a floating elevator, than it would be to transfer it from the cars to an elevator on the wharf and then let it descend by gravitation into the hold of the vessel. We would respectfully remind the committee that in a harbor, where the tide rises and falls 28 feet, there is a good deal of gravitation available, even on the wharves.

The only practical recommendation made by the committee to the city is that which relates to the extension of the new corporation pier. They ask the city to take steps to acquire the right of property on all that part of the wharf surface west of Water street, from Reed's Point north to and inclusive of the McLeod property and to build a wharf on the line of the pier north to the extreme limit of the McLeod property, and two warehouses corresponding to the length of the wharf. They also recommend that the corporation construct, own and control railway connexions with said warehouses from all points. The committee thus describe the properties which they propose to improve in the manner indicated:

Next north comes the Corporation pier, the first stretch of which is about 435 feet. This pier is at present occupied by the Digby and Annapolis steamer, the Furness line of steamers and other vessels. The whole of this front would be required to accommodate a steamer like the Vancouver. Thus only one large steamer can be placed here. This pier is without proper warehouse or railway connection. The surface wharfage of this section from river front to east side of Water street, 435 feet long, has a breadth varying from 120 feet at the south end to 208 at north, and which as one whole, in your committee's view, is too limited as regards space for necessary warehouse and railroad yard room. A very considerable portion of this surface is in the hands of private owners. This section will be well adapted for the uses to which it is now applied when proper warehouse and railway facilities are added.

The second stretch northward of the corporation pier, including Pettingill's wharf and slips to the north line of corporation property, is about 290 feet; to this should be added the McLeod wharf property, 270 feet. These two properties having a united front of say, 560 feet, are capable of being arranged as one front, extending back to east side of Water St. and, if to Prince William street, about 350 feet.

Having here a front of 560 feet and a depth of 208 feet, including Water street, there is only limited space for warehouse, railway tracks and roadway. Here also is the deepest water, where least dredging would be required. The last named properties, as one, would accommodate vessels of the capacity of the Atlantic steamers proposed to be subsidized for Canadian Mail service.

The carrying out of this plan would give the city almost 1000 feet of wharf front from the south end of the new pier to the north end of the present McLeod property. At present the city is able to use 435 feet of this wharf front, but the remaining 125 feet which is built, is and always was useless, owing to the bungling of the city engineer who let the wharf be built with a corner on it. The Monticello now uses the southern part of this wharf and pays $2,500 a year for its use, and there is room enough for a moderately large vessel north of the Monticello. The improvement proposed by the committee would give, including the 125 feet now useless, an additional wharf frontage of 560 feet, which if dredged to a depth of 30 feet would accomodate the largest staamship afloat or two small freighters. By removing the Monticello to another wharf there would be one steamship berth 435 feet long, and one 560 feet long so that a freighter of the largest class and a liner as big as the City of New York could be accomodated at the same time. If this wharf had railway connexions and sufficient warehouses it would improve our position very decidedly, yet we must take leave to doubt whether it would be sufficient to test the question of the availability of this port as the winter port of Canada, for it is clear that heavy goods coming by the Canadian Pacific, which have to pay bridge tolls and also tolls over a short section of the Intercolonial before they reach tide water, will be heavily handicapped as compared with goods shipped from a suitable wharf on the west side.

The committee say nothing in regard to the cost of this property, now in the hands of private owners, and the improvements upon it, but the expenditure involved as compared to the benefits to be obtained from the construction of the wharf proposed will be an important element to be considered. The McLeod property is valued at $24,000 by the assessors, but, if wanted by the city, probably could not be purchased for less than $50,000. For the other private properties to be bought probably $50,000 would be asked so that we would have a very respectable bill for land damages to begin with. Then there would be 440 feet of wharf face to be built which could hardly be done, together with the filling up of three slips, for less than $130,000. The two warehouses each about 400 feet in length could certainly not be built for less than $50,000, so that when the cost of the extension was made up it would look something like this:—

Land Damages	$100,000
Wharf Construction	135,000
Warehouses	50,000
Dredging	20,000
Railway Connexions	20,000
	$325,000

This estimate does not include an elevator. We have put down $20,000 for railway extension because that is involved in the terms of the committee's report, and we do not believe the corporation can get the railway to the new pier and pay the land damages for less. The reader will perhaps observe in considering this estimate that the improvement suggested by the committee of the Board of Trade which practically adds only 440 feet to our wharf frontage will cost within $12,500 of as much as that recommended by Mr. Perley between Reed's Point and the I. C. R. wharf which would add 1430 feet to our available deep water wharf frontage. Yet the committee condemn Mr. Perley's plan and offer their own as a better substitute. These criticisms are offered not for the purpose of condeming altogether the committee's plan, but in order to show its weak points. In our view while it would be costly, if carried out it would very inadequately fulfil the conditions requisite to make our harbor the winter port of Canada.

NOTE AND COMMENT.

We publish elsewhere an account of the experience of an Ontario man in Dakota, one of those who were induced to go there by the high encomium bestowed on that territory by Messrs Blake, Cartwright and other Grit leaders. The Ontario man found Dakota a very different place from what these politicians represented it to be, and now he is about to take up land in our own Canadian North West which certain Grits have done so much to malign and decry.

The man from Penobsquis yesterday, undertook to consure the committee of the Board of Trade for delaying their report on the harbor, and as usual contrived to put himself very much in the wrong. To outline a scheme of harbor improvement is not a matter to be disposed of hastily, and while there may be serious dissent from the conclusions reached by the committee, no one will deny that they are entitled to the thanks of the people of St. John for the time they have bestowed on this matter.

The Globe last evening attacked Mr. Krigbs of the Toronto Empire for making mention of the St. John fog, in his account of his visit here, and takes occasion to remind him that St. John is one of the finest cities in Canada. The readers of the Globe may thank THE GAZETTE for the fact that their favorite paper has ceased to decry St. John and now speaks of it in such flattering terms. We are glad that the educational process introduced by us has had this result.

If the Canadian Pacific people desire to increase their business in the Maritime Provinces it will be well for them to see that the rates they give for freight are lower than those that have heretofore prevailed on the Intercolonial. The flour rates from Ontario to St, John by the Canadian Pacific are now the same that the I. C. R. charges and the rates to Halifax are as low as to St. John although it is 277 miles further. Are the I. C. R. authorities carrying flour from St. John to Halifax for nothing, or how?

A correspondent of the Telegraph points out how $12,700 may be saved in the Legislative expenditure by reducing the pay of members of both houses to $4 a day and limiting the session to forty days, and by amalgamating the offices of Attorney General and Provincial Secretary and of Surveyor General and Chief Commissioner of the Board of Works. These suggestions may be good ones, but there is no reason why they should not be carried out in connexion with the abolition of the Council and if so, at least $20,000 a year would be saved.

HERE AND THERE,

A Variety of Interesting Items from a Variety of Sources.

Prof. Newton estimates that 400,000,000 meteors fall to the earth annually.

Jean Ingelow, the poetess, has written a novelette. The public did not suspect that Jean would so far forget herself.

Black silk petticoats are the rage for street wear where the toilet is severely black. These Frenchy skirts are made the length of the dress and flounced with two or three ruffles of Spanish or silk guipure lace.

A Texas man, who was innocent of crime, was sent to prison for twelve years. He thought himself forsaken by Providence, but as the officials did not oblige him to cut his hair, he came out with it hanging down to his knees, and a dime-museum man gives him $40 per week for a year. How little we know what is for our own good!

Ladies and gentlemen desiring to put each other out of existence will be pleased to learn that a new and powerful poison has been extracted from the blood of the salamander. The salamander, little can't have it," said the attorney. "Please give me one," said the young miss, and as she cast a longing glance at the dispenser of the pipe she touched the limp bangs which hung over her forehead. The man knew then that she wanted the pipe stem to curl her hair, and gave her a broken pipe. It is said that she had been one of the number of those rescued at the stone bridge only twenty-four hours before, and probably was in want of something to eat, but the sight of a "hair curler" was of more consequence than bread.

Shiloh's Vitalizer is what you need for Constipation, Loss of Appetite, Dizziness, and all symptoms of Dyspepsia. Price 10 and 75 cents per bottle.

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J. HARRIS & Co.,

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Paradise Row, Portland, St. John.

NEW BRUNSWICK FOUNDRY

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Railway Car Works,

MANUFACTURERS OF

Railway Cars of Every Description,

"PEARLESS" STEEL TYRES,

CHILLED CAR WHEELS.

—ALSO—

Steam Engines and Mill Machinery

The Improved Lowell Turbine Water Wheel, Ship Castings, Pumps, Bridge and Fence Castings, etc., etc.

Portland Rolling Mill,

STRAIT SHORE, PORTLAND.

Tapered and Parallel Bars for Ships' Knees Nail Plate, Hammered Railway Car Axles, Shafting, and shapes of all kinds.

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MANUFACTURERS OF

Fine Carriages, Sleighs, Track Sulkies, etc., etc.

Repairing in all its branches promptly done.

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ST. JOHN BOLT and NUT CO.

Manufacture mild STEEL RIVETS fully equal, if not superior, to the best Scotch Rivets.

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PORK, BEEF &C.

35 Barrels S C C Pork,
25 do Extra Plate Beef,
25 do Beans,
50 fine new Cheese,
200 Bags F F Salt,
37 Cases Canned Clams,
12 do B Beans,
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20 do Lunch Tongue,
30 do Evap Apples.

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Sickles and Reaping Hooks;
Clout Nails, Iron Wire Cloth;
Ratchet Drills, Brass Butts with Brass Pins;
Horse Clippers, Dish Covers;
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Pad Locks, Chest Locks, Drawer Locks;
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Black Sheet Iron, Plate Glass.

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AMERICAN EYE SALVE.

Dr. J. Pettit's Great American Eye Salve,
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Night Stove and Food Warmer,
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Nurse Bottles from 10 cents up.

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Orders may also be left at the National 22 Charlottestreet.

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.

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

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

TENDERS FOR DEBENTURES!

THE Commissioners of the "General Public Hospital" for the City and County of Saint John, will receive tenders until, 12 o'clock noon, the first day of October next, for Ten Thousand Dollars, in Debentures of Five Hundred Dollars each, bearing interest at four per cent per annum; payable half yearly by coupons attached. Debentures to run forty years. By authority of Act. of the General Assembly of New Brunswick, Chap. XXXI, 1889. Tenders to state the rate of premium and the amount required.

Saint John, N. B., September 9th, 1889.

W. BAYARD,
President,
tel. Board of Commissioners G. P. Hospital.

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You can have your Clothing put in good Order by sending them to

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Repairing, Pressing and Altering a Specialty.

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600 Dozen Lead Pencils,
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200 Reams Cap and Note Paper.

Just Arrived.—Inspection Invited.

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Receiving by Boat, Tuesday, Thursday and Saturday,

PEACHES,
PEARS,
BANANAS,
WATERMELONS &c.

TAYLOR & DOCKRILL

MR. H. W. CRUIKSHANK,

Foot of Golding street, and Old Burial Ground, has in stock,

A splendid collection of double and single HYACINTHS;
EARLY WHITE ROMAN HYACINTHS;
SINGLE TULIPS in a great variety of colors;
LARGE FLOWERED NARCISSUS, double and single; six varieties; best sorts for pot culture.

All of the above bulbs have been selected with great care and are warranted to be First-class.

Also in stock, CHRYSANTHEMUMS, PRIMROSES, BEGONIAS, ROSES, and a variety of other Flowers suitable for winter blooming, and a splendid variety of MAIDEN HAIR and other Ferns.

Just What is Wanted by all men exposed to cold weather.

I have imported direct from Austria Real Leather Jackets, Flannel Lined, worth three Cardigan Jackets for warmth and durability.

We have the largest and best stock of Fall and Winter Clothing in the City, consisting of Mens', Youths' and Boys Overcoats, Reefers and Cardigan Jackets.

A superb stock of Suits, Pants and Vests at a remarkable Low Price.

Fall Underwear in Abundance.

A choice lot of Neckties, Shirts, Collars, and Cuffs.

Just received direct from England, Scotland and Ireland, a splendid line of Suitings, Pantings and Overcoatings which we will make up at the Lowest Cash Prices.

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Extra Value.

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A large stock of Ladies and Gentlemen's fashionable

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THE BEST PLACE IN TOWN,

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CURES PAINS—External and Internal.
RELIEVES Swellings, Contractions of the Muscles, Stiffness of the Joints, Sprains, Strains.
HEALS Bruises, Scalds, Burns, Cuts, Cracks and Scratches.
BEST STABLE REMEDY IN THE WORLD.
CURES Rheumatism, Neuralgia, Hoarseness, Sore Throat, Croup, Diphtheria, and all kindred afflictions.

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JAMES S. MAY & SON,

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premises formerly occupied by the Bank of Montreal, and are now ready for business.

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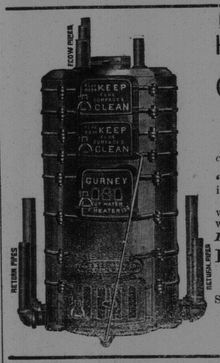
MIXED PAINTS, in Tins, all ready for use, warranted to dry quick, and of best quality

We don't say our Paints are the best in the world; but we do maintain they are far superior to the most of the stuff called paints, which is now on the market.

141 Princess street, St. John, N. B.



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Don't have any other but Gurney's.

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Stoves, Ranges, Scales, Furnaces, Registers Cast Iron Fittings &c.

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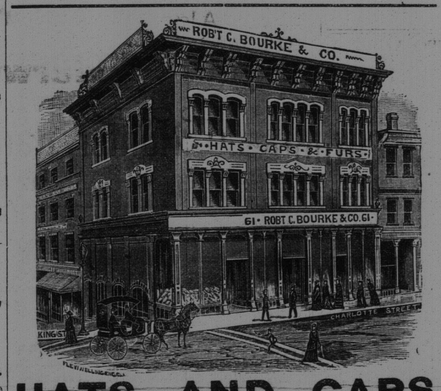

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