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POOR DOCUMENT

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is the serial story of the year, and ortrays real life as it is today.

The Evening Gazette.

READ THE WANTS
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You can get a want in the GAZETTE for TEN CENTS a day.

VOL. II.---WHOLE NO. 319. ST. JOHN, N. B., MONDAY, JUNE 3, 1889. PRICE TWO CENTS

AUCTION SALES.

MECHANICS' INSTITUTE.

Return Engagement by request of
ARTHUR REHAN'S
Splendid Company.
In the Famous Comedy Successes.
For Three Nights only — TUESDAY June 4th,
"NANCY & CO."
WEDNESDAY, June 5th.
"7-20-8."
THURSDAY, June 6th.
LOVE IN HARNESS.
Both Plays presented with the same care and attention as at DALY'S THEATRE, New York.
SOCIAL EVENT OF THE SEASON.
Evenings of Delicious Merriment. During this engagement carriages may be ordered at 10.30.
Reserved Seats 50 & 75c, Balcony 50c, Gallery 25c.
Reserved Seats on sale at A. C. Smith & Co's.

BOARDING.

BOARDING—A few single gentlemen can be accommodated with board at 49 Mecklenburg street, pleasant rooms, nice location. Apply on the premises.

WANTED.

WANTED—A strong active lad that has had some experience in the tin business. Apply to A. G. Bowes & Co., Canterbury st.

WANTED—The people to know that Jones, the instalment man, keeps only at 36 Dock st., and has no connection with any other concern.

FOR SALE

FOR SALE—The pleasantly situated House, 134 Britain near Sydney st., containing 9 Rooms, W. C. &c. Terms easy. For particulars apply to H. J. PITTS, 179 Union St.

TO LET.

TO LET—Two Houses, on King St. East, Nos. 219 and 221, containing all modern improvements. Will be let at a moderate rent for the present year. Apply to CHAS. PATTON, corner of Princess and Pitt street.

TO LET—DWELLING HOUSE, No 274 Princess street, formerly occupied by G. J. Chubb, Esq. Possession given immediately.
ALSO—DWELLING HOUSE, No 272 Princess street, at present occupied by C. A. Palmer, Esq. Possession given about 1st June, Rent low to good tenants. Anything that may be required to put the houses in thoroughly good order will be done. Apply to E. & R. McLEOD, Barristers, Ritchie's building.

HOUSE TO LET, partly furnished, 244 King street, west, (east.) Large yard and garden. 10 rooms, with all modern improvements. Gas and water.
Also a Building on St. Davids st, suitable for workshop. Apply to MRS. H. ROBERTSON, 224 Kinkwick street east.

TO LET—The UPPER FLAT in house Guilford street, Carleton, lately occupied by C. A. Shanper. Apply to A. H. DeMILL, Palmer's building.

TO LET—House known as "The Ferns," on the Bay Shore, near Carleton. Apply to A. H. DeMILL, Palmer's building.

TO LET—A pleasant and convenient Flat, six rooms, 218 Duke st. Apply at premises.

TO LET—The residence of the late Mrs. Robert Jardine, on the Marsh Road, one mile from the city, known as Woodside, with Stable, Barn, Garden and 23 acres land. Apply to JOHN BOYD, Market Square.

FOR SALE, OR TO RENT—From 1st May next, pleasantly situated Brick House, No. 90 Hazen street, at present occupied by K. Shives, Esq. House contains 11 rooms, with bath room, gas and water; good yard in rear; location finest and most desirable in the city. For further particulars apply to FRANK W. MULLIN, care American Rubber Store, 65 Charlotte street.

TO LET—A DESIRABLE SELF-CONTAINED Tenement, No. 161 Waterloo street, containing 10 rooms, with all modern improvements, bath room, arranged for hot and cold water; also good sewerage. For further particulars, apply to T. Youngclaus, City Market Clothing Hall, 61 Charlotte Street.

TO LET—No 169½ Queen street, now occupied by Mr. Chas Ledford; six rooms, including bath room. May be examined any afternoon. E. T. C. KNOWLES, 107 Prince Wm. street.

TO LET—The COTTAGE situate in Lancaster belonging to the Estate of the late John Clark; contains ten rooms, with china closet, bath room, hot and cold water, and water closet; frost-proof cellar; hot air furnace, etc, etc; also Garden with apple trees, currant bushes, etc. House will be let separately or with Farm containing 70 acres in good state of cultivation. Will be let for one or more years. Enquire of W. W. Clark, Mayor's office. W. W. CLARK and J. A. CLARK, Executors.

TO LET—In the Domville Building, large and small ROOMS, centrally located remember, pleasant and comfortable small families can be accommodated. Enquire of A. L. SPENCER, on the premises.

TO LET—From first of May next, the commodious premises, No. 163 Germain street, at present occupied by W. Malcolm Mackay, Esq. This is one of the best finished and most centrally located dwellings in the city; has hot and cold water, gas and other conveniences. May be seen on Tuesday and Friday afternoons from 3 to 5. Apply to W. J. DAVIDSON, 87 Water street.

TO LET—From first of May next, the premises on Sydney street, at present occupied by Chas. G. Turnbull. May be seen on the afternoons of Wednesday and Thursday of each week. For rent and other particulars apply to W. J. DAVIDSON, Water street.

TO LET—Brick Store, Corner Portland and High sts., Portland. A good stand for grocery store, provisions and country produce. John Connolley, Corner Portland and High sts.

TO LET—Lower flat of the house 25 Exmouth street, six rooms, modern improvements, hot and cold water. Apply on the premises.

Removal Notice.

JAMES S. MAY & SON,
Merchant Tailors,
HAVE REMOVED TO THE
Domville Building, Prince Wm. St.,
premises formerly occupied by the Bank of Montreal, and are now ready for business.
Stock Complete for Summer Trade
and will be added to from time to time with the Latest Incoming Novelties.

T. PATTON & CO.,
Waterloo, near Union,
Are now showing
House Furnishing Goods in every variety;
Dress Goods in all the leading shades;
Wool Henrettas, Cashmeres, Merinos, Serges, Grenedines, Fancys &c.
May 3.

NOTICE.

I hereby given that all communications in respect to matters affecting the Department of Indian Affairs, should be addressed to the Honorable E. Dewdney as Superintendent General of Indian Affairs, and not as Minister of the Interior, or to the undersigned. All officers of the Department should address their official letters to the undersigned.

L. VANKOUGHNET,
Deputy Superintendent-General of Indian Affairs.
Department of Indian Affairs,
Ottawa, 11th May, 1889.

JUST OPENING,

A fine assortment of
CHILDREN'S CARRIAGES
Styles, Quality and Prices warranted to suit. Give us a call before purchasing.

HUTCHINGS & Co.
Mattress and Bedding Warerooms,
101 to 107 Germain Street.
Agents for the Celebrated Ideal Washer.

WEATHER INDICATIONS—Fair, slightly warmer, southerly winds.

HUNTER, HAMILTON & MCKAY, 97 King St.

On the following recommendation we bough all our lace curtains:

"They are strong and Serviceable."

Will you buy yours on the same recommendation?

Why not!

WALL PAPERS.
I have just received another large lot of new Goods of all grades, borders to match, also, a large variety of plain and decorated window shades.
F. E. HOLMAN, - - - 48 King Street.

DANIEL & ROBERTSON.

NEW ARRIVALS LAST WEEK IN MAY.

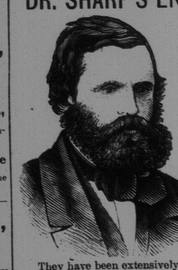
A very fine assortment of

LADIES WHITE AND COLORED COLLARS AND CUFFS;
FASHIONABLE SHADES OF RIBBONS;
DRESS GIMPS AND SETTS TO MATCH GOODS;
JERSEYS IN ALL THE NEW COLORINGS.

LONDON HOUSE RETAIL.

KEDEY & CO.,
DRY GOODS.
First sale has been a grand success at their new store,
213 UNION STREET.
Next to the Corner of Waterloo st.
A few ends of those cheap Summer Silks left, at 30 cents. Call early if you wish one. K. & Co.

DR. SHARP'S ENGLISH TONIC BITTERS.



These well known and unrivalled BITTERS, prepared by a peculiar and elaborate Chemical process, from rare plants and herbs, and entirely free from all mineral, acid, and other noxious ingredients, have been found the most useful in Dyspepsia or indigestion, Diseases of the Liver and Kidneys, and Irritability of the Bowels.

In all cases of Debility; whether arising from illness, fatigue, or other causes, they prove eminently serviceable and afford invaluable benefit; and, being devoid of all spirituous and other injurious stimulants, may be given with happiest effects to *young children*, correcting in them the tendency to the generation of worms, and other Bowel complaints.

FOR FEMALES these Bitters are peculiarly suitable, giving tone and vigor to the system, and imparting new strength to the frame, which *protracted nursing* or other exhausting causes may have impaired.

They have been extensively and successfully used by the Medical Faculty, many of whose most distinguished members in New Brunswick, Nova Scotia, the United States elsewhere, have given ample testimony in their favor.

These Bitters produce a feeling of buoyancy, removing depression or melancholy, and hence are of great value in the treatment of Mental and Nervous affection. They produce a healthy flow of the secretions, and should be used by all who suffer from

DEPRESSIONOF SPIRITS, SLEEPLESSNESS.
NERVOUSNESS, LOSS OF APPETITE,
And all kindred complaints.

Everybody knows that Sharp's Balsam of Horeround and Aniseseed is the best cough medicine ever offered to the public.

Everybody ought to know that Sharp's English Tonic Bitters cannot be too highly commended for the diseases they are recommended to cure.

The sick should not delay a moment in procuring and using these bitters. Sold wholesale by T. B. Barker & Sons, St. John, and at retail by all druggists. The price is reduced, so as to come within the means of all, to 75 cents per bottle. PREPARED BY
Sharp's Balsam Manufacturing Company, St. John, N. B., to whom orders may be addressed.

F. W. WISDOM,
Mill, Steamboat and Railroad Supplies, 41 Dock Street, St. John, N. B.
IMPORTER AND DEALER IN
Rubber and Leather Belting, Rubber and Linen Hose, Lace Leather and Cut Lacing, Cotton Waste and Steam Packing, Lubricating Oils, Mill Files, Emery Wheels, Emery Cloth and Emery, Wrought Iron Pipe, Cast Iron Water Pipe; Steam, Gas and Water Fittings, Steam Pumps, Steam Gauges, Injectors, Bolts, Nuts and Washers, Babbit Metal and Antimony, Steam and Hot Water Heating supplies.
Lowest Quotations Gven on Special Supplies.

SHORT LINE.

HOW IT WAS BUILT AND WHO BUILT IT.

John Henry Pope's Long Struggle to Reach St. John.

To-day witnesses the completion of the railway system of St. John, the beginning of which took place almost thirty six years ago, on the 14th September, 1853, when the first sod of the European and North American railway was turned somewhere in the Valley, near the old Intercolonial depot. At that time there was not a mile of completed railway in New Brunswick, and St. John had to depend on the river, on the great roads and on the sea for her means of communication with the onside world. The sea we still have, and it always must be utilized for heavy traffic, but the roads and the river have become antiquated as means of conveyance and the railways have taken their place. St. John has now become the centre of six great lines of communication: viz the Shore Line with its connexions present and prospective, giving us the business of the western end of our own Province and of southern and eastern Maine; Western Extension which now connects us with all the cities of the United States. The eastern extension of the Intercolonial which joins us with the railway system of Nova Scotia. The northern Intercolonial and the Northern and Western railways which bring the business of the North Shore to our doors. The northern section of the New Brunswick railway which unites us with our own up river country, and gives us an alternative route to Montreal, and finally the Short Line which is opened today by which we are brought into rapid communication with Montreal and the whole of Western Canada. We may improve these six great lines of communication somewhat by shortening distances and by the building of branch lines, but it ought to be understood by every inhabitant of St. John that, so far as the main results are concerned, the railway system of New Brunswick is practically completed today and that we cannot hope for anything better than the means of transit which we now possess. St. John has become a great railway centre, and has all the facilities at its command for extending its trade in every direction, and it only remains for our people to make the most of the advantages they possess.

After Confederation, when it was certain that the Intercolonial Railway would be carried round by the North Shore, the people of St. John became interested in various plans for the remedying of the wrong that was done to this city by the construction of this great interprovincial highway by a route which was the longest possible for all southern and western New Brunswick. One of these projects was the line completed last year by the St. John River Valley to Rivere du Loup, the other was the Short Line through Maine by Lake Megantic the opeaing of which we witness to day.

While the Western Extension Railway from St. John to Bangor was under construction, a charter was obtained from the Maine Legislature to authorize the building of a line from Mattawamkeag, or some other point on what is now the Maine Central, to the boundary of Maine and the Province of Quebec, with a view to a short connexion with Montreal. The persons incorporated by this charter were mostly directors of the European and North American Railway for extension westward, and included Thomas R. Jones, the late Alexander Jardine, E. R. Burpee, the late William Parks, and Mr. Jewett of Bangor. The charter had three years to run and it lapsed by non user. The times were unpropitious for the construction of a work of such magnitude; no one in St. John had any money to spare for such an enterprise, and nothing came of this attempt to connect St. John with Montreal by a short line. But the idea was not allowed to die out; the people began to talk of a short line as the only solution of the problem of making this the winter port of Canada, and a man able and willing to help them accomplish this appeared upon the scene in the person of John Henry Pope, the late Minister of Railways, who died just on the eve of the accomplishment of this work to which he had devoted so much time and labor.

In 1871, after the line from St. John to Bangor was opened, Mr. Pope came to St. John to see the Hon. Thomas R. Jones. He had then commenced his line of railway from Lennoxville in the province of Quebec, which was intended to terminate at the Maine boundary near Lake Megantic. He talked with Mr. Jones in regard to getting help, by stock or otherwise in St. John, to enable him to complete a through short line to Montreal, but it was concluded after giving the subject a good deal of consideration, that nothing could be done at that time to forward Mr. Pope's views. Mr. Jones said to him that as he had only started his road he might have difficulty in reaching the borders of Maine. Mr. Pope replied that he was determined to push the work, and to this determination of Mr. Pope the completion of the line to-day is mainly due. Work on the International Railway, as Mr. Pope's line was termed, advanced slowly. Its total length from Lennoxville in the province of Quebec to the boundary of Maine is only 81½ miles, but it took a good many years to build it. The International Company was composed of Mr. Pope and a few energetic individuals who recognized the importance of the work they were doing; among them being Mr. Ives, E. R. Burpee, and Frank Wilson of Bangor. The capital stock authorized was $1,500,000 of which $1,111,050,000 was subscribed and paid up. The government of the Province of Quebec subsidised the road to the extent of $399,122 and the Dominion government gave it $156,800, or $547,922 altogether in government subsidies. To this must be added $225,000 subscribed tots share capital by muncipalities. Bonds were issued to the extent of $848,261, and the total cost of the railway and rolling stock was $1,286,521.

While the construction of the railway was going on Mr. Pope undertook the work of obtaining a charter from the State of Maine.

This as a task of no small magnitude for there was a determination on the part of some of the Bangor people to make the sale of the unprofitable Bangor and Piscataquis Railway, at a large price, one the conditions of obtaining the charter. This road extends from Oldtown on the Maine Central, to Greenville on Moosehead Lake, a distance of 77 miles, not much more than half of which could have been utilized for the through line to this city. The charter was finally obtained without this undesirable adjunct, and arrangments were made to obtain assistance from the government to complete the work. In 1884 the Parliament of Canada granted a subsidy of $170,000 a year for fifteen years for a line of railway connecting Montreal with the harbors of Saint John and Halifax, by the shortest and best practicable route. In 1885 an additional subsidy of $80,000 a year, for twenty years, and an increase in the term of the former subsidy to twenty years, giving $250,000 per annum for that period was authorized by Parliament to any company building a line of railway, from the south bank of the St. Lawrence opposite Montreal [to the harbors of St. Andrews, St. John and Halifax, via Sherbrooke, Moosehead Lake, Mattawamkeag, Harvey, Fredericton and Salisbury.

The International Company's line from Sherbrooke to the Maine boundary was completed in July 1887. Prior to that the International Company had applied to the government for the subsidies offered for the construction of the Short Line, and they having agreed to conform to the necessary conditions and requirements, a contract with them for the performance of this work was authorized by an order in Council of 19th. November 1885, and the contract was executed on the 14th. December of the same years, they agreeing to complete a line of railway from a point on the south bank of the St. Lawrence at or near Caughnawaga, about nine miles above Montreal, to connect with the Intercolonial Railway at Moncton by the first of July 1889. The Intercolonial Company subsequently sold their interest in this contract to the Atlantic and North West Railway Company, and the latter were accepted as contractors by an order in council dated 13th November, 1886. The Atlantic and North Western company, having powers under their charter to enter into arrangements for crossing the State of Maine, obtained from the Maine Central railway company, running powers for ninety-nine years over the portion of their road between Mattawamkeag and the boundary of New Brunswick. This arrangement was accepted by order in council dated 30th Dec. 1886.

Prior to this on the 14th June, 1886, after the survey of the line, an order in council was issued apportioning the total subsidy of $250,000 a year for twenty years as follows: For the section from the River St. Lawrence to Lenoxville $71,100 a year. For the section between Moose River, near the boundary of Maine, and Mattawamkeag $115,500. For the section from Harvey station to Salisbury $63,400. The section between Lenoxville and Moose River had been already provided for by the Dominion subsidy previously granted.

By orders in council of the 3rd September 1886 and 24th May 1887 the location plans for the distance between the St. Lawrence at Caughnawaga and Lenoxville, passing through the towns of St. Johns, Farnham to South Magog, thence going to the North of Lake Magog, the whole length of this section being 101½ miles, were approved.

The Atlantic and North Western Railway Company, having under their charter power to construct a bridge across the St. Lawrence near Lachine, submitted to the government for approval the plans for such a structure, to be placed about a mile below the entrance of the Lachine Canal, and about nine miles above Montreal. These plans having been favorably considered from an engineering point of view, and also with regard to their effect on navigation, were approved by order in Council dated 1st. April 1882, which was subsequently modified by an order dated 14th. Nov. 1885. The bridge, which has since been completed is of steel, with stone piers, having two spans of 408 feet each, two of 269 feet each, and eight of 242 feet each. The central 216 feet of each of the two channel spans allows a height of 60 feet above ordinary summer water level. The spans are on the Cantilever principle, like the railway bridge over the falls here.

The portion of the road between the St. Lawrence and Sherbrooke, and also the portion from Moose River to Mattawamkeag having been practically completed, were inspected, and on Dec. 31st, 1888, an order in Council was passed authorizing the payment of the annual subsidy applicable to them, which was $186,600.

By an indenture dated the 6th December 1886, the Canadian Pacific Railway Company obtained a perpetual lease of the line and interests of the Atlantic and North-West Railway Company. Such in brief is the legal history of the Short-Line which is opened for travel to-day.

Arrival in St. John.

The I. C. R. depot this afternoon was the scene of considerable bustle and excitement. About 2 oclock the crowd began to gather to witness the arrival of the first train over the short line. Some of the crowd were attracted by the hope of seeing a grand display, and business men by the desire to know for certain that the rapid communication, the 18-hour system, from Montreal to St. John was at last consummated. Prominent men and men of all classes were at the depot, and the only damper on their ardor was the fact that the train was almost an hour late.

The Short line train left for Halifax at 4 o'clock in charge of Conductor Kelly. The I C R engine No. 148, with Driver Turner at the lever is expected to take the train through by 11.30 this evening. If she gets through on time the run from Montreal to Halifax will thus be made in 26 hours and 45 minutes.

Masonic Hall Company.

The annnual meeting of the New Brunswick Masonic Hall Company was held in the Masonic Hall this afternoon. The report of the president showed that the estimated receipts together with the balance on hand would be ample to meet the expenditure for the ensuing year.

The secretary treasurer's report showed the Company had paid off $200 of its floating indebtedness during the year and that there was a balance on hand sufficent to meet immediate liabilities.

The following board of directors was then elected W. F. Bunting, W. J. Logan T. V. Ellis, I. McNichol, C. Masters, T. W. Robertson, H. Duffell, R. T. Clinch, W. B. Wallace, T. A. Godsoe, H. J. Thorne, W. W. Allen, I. D. Short, Geo. Blake, E. McLeod, B. R. Stevenson, Thos. Walker M. D.

At a meeting of the directors Dr. Thos. Walker was elected president, T. A. Godsoe vice president, and W. W. Allen Secretary Treasurer.

SECOND EDITION.

WELL DONE.

Arrival of the first Short Line Train from Montreal.

IT IS A FEW MINUTES LATE, BUT GETS HERE ALL THE SAME.

The Distance Accomplished in 18 Hours and 40 Minutes.

SHERBROOKE, June 4th.

The Short Line leaves the St. Lawrence at Caughnawaga near Montreal and thence runs by St. Johns, East Farnham, Magog, Sherbrooke, Lenoxville, Cookshire, Scotstown, Spring Hill and Lake Megantic to the Maine boundary, a distance of 196 miles. Up to this point the line runs through a country which is in the main, well settled and the work of construction has not been difficult. Megantic is the end of one division, where there is most beautiful scenery, with its silvery lake and background of mountains. Megantic has grown greatly since last fall, and presents quite an enterprising appearance. Car shops and a water station are located there. Large saw mills are in operation, and it has a large hotel. The population has increased to about 1500 since the road was built. This is 15 miles from the Maine line. At the line a telegraph office and section house are located, with a water station and one log cabin. The first station in Maine is Beatties which consists of an extensive mill, a boarding house, the custom house, a shanty building, the telegraph office in a log cabin and two or three houses. A large lumber business is done there.

At Caswell station which comes next are the large lumber mills of Caswell and French. A side track runs to the mills. At Hale's Stream there is a water station and then the road skirts Alteau Pond for five miles. The next station is Jackman and beyond it is Long Pond. Here is a water station with a capacity of 40,000 gallons, and a pumping house. There is also a section house and telegraph office here and a station will be built immediately. The railway runs along the margin of Long pond for eight miles and for several miles along the Moose River. The distance from the boundary to Greenville on Moosehead Lake is 68 miles.

There are many trestles and bridges on this part of the line, and several quite sharp grades. The road runs along by Moosehead lake for several miles. Mastery Notch, as the name would indicate, is a most wild and rugged scene. Here is located a water station, the tank having a capacity of 40,000 gallons. The road is laid with 60 pound rails. The steepest grade is 1 foot in 100, and the sharpest curve on this part 4 degrees, while on this line from Greenville to Mattawamkeag the sharpest grade is 6 degrees.

A union depot will be built at Greenville, a short distance from the depot of the Bangor & Piscataquis railroad. The Canadian Pacific crosses the Bangor & Piscataquis on a trestle 552 feet long and 40 feet high. At Eagle's stream a crew is at work ballasting a small trestle, and beyond is a cut through the solid rock about 30 feet deep and 50 feet long. At Wilson's stream is an iron and wood trestle 900 feet long and 118 feet high. From this bridge, there is a most superb view. One can look down on the tops of the trees, and large objects below look like specks. The road follows Wilson's streams for some distance, going through several cuts and valleys, which must have made a vast outlay of money in the building. From the train one looks down on one side into a valley, through which runs a winding stream, and beyond high mountains, covered with trees of many shades of green. The track then runs along by Greenwood pond, a pretty sheet of water. The road runs near Boarstone mountain, a most singular mountain, resembling in shape a huge pebble. At Ship pond siding a water tank will be put in. At Ship pond is the longest and highest trestle on the line. There is spread before the eye one of the grandest sights. The beauty of the scene rivals the wonderful Rocky mountain scenery. Ship pond is more properly a lake, nestling at the foot of Boarstone mountain and surrounded by high chains of hills. On the other side of the cars can be seen a deep valley surrounded by another chain of mountains. The iron trestle from which this view may be obtained is 1405 feet in length and 120 feet in height. At Brownville there has been a great boom since the introduction of the the road, and buildings are going up very fast. A depot is being built and will soon be completed. In this building is the office of Asst.-Supt. Van Zile, who will have charge of that division, the telegraph office, etc. A four-stall engine shed has been built, and another one of five stalls will soon be built. A fine iron turntable has been placed in front of the engine shed, and near by is a large water tank. The railway owns 40 acres of land, and the division headquarters will be located there. A hotel has been erected near the depot and partly finished, while other buildings will soon be begun. The place is very favorably located for a town site, and it is expected that it will attain quite a large population before long. The Katahdin iron works road crosses at this point. A trestle at Pleasant river, 578 feet long, with an iron span 150 feet long. Another pumping station is located here, Schoodic lake is the next point of interest, where more cuts are encountered through the rock, and in other huge fills. At Seboosis lake is a 130 foot through iron bridge, a fine structure, and near which is a water station with a capacity of 40,000 gallons. About half a mile before reaching Mattawamkeag is passed the last trestle bridge, and this is a fine structure. It is a through iron bridge 562 feet long. This bridge is over the Penobsbot river. Connection is made with the Maine Central railroad at Mattawamkeag. The roadbed is in an excellent condition, especially for a new one, and little work will be required to put it in first-class order. One drawback to the rushing of business was the scarcity of gravel banks, making it necessary to haul from long distances the gravel required in ballasting. The roadbed is wider than is usual on railroads, giving good drainage and a place for the snow to pile up. The roadbed is better between Greenville and Mattawamkeag than from Greenville to Megantic, but the latter part is in good shape. A few small trestles still remain to be built to replace temporary structures.

The road has been very costly, but it is, as completed, a credit to its builders.

MATTAWAMKEAG, June 4.—All on board for St. John was the cry of Conductor John E. Cunningham at 8.30 last evening as the Short Line train from Montreal was about to start. The train consisted of an engine, baggage car, a combine emigrant sleeper, and smoker, first class and the elegant sleeper, Calgary.

There were twenty-three through passengers to St. John eight of them being on the sleeper, viz—Herbert Philips of the Rock Island railway (formerly of St, John); J. A. Phin of Brantford. Ont,; John E. Richards of London, Ont,; Richard M. Ranson, of Kidderminister, Eng., and staff representatives of THE GAZETTE, San, Globe, and Telegraph.

F. P. Brady, assistant superintendent of this division, from Montreal to Lake Megantic, accompanied the train as far as Sherbrooke. The engine which brought the train from Montreal was driven by James D. Wells, who had one of the C. P. R. Company's best locomotives.

Only a few persons were at the Montreal station to see the train start, and comparatively little interest was manifested by Montreal people in the opening of this great highway between the East and West. Leaving Montreal the train was run at a speed of 45 miles an hour without the slightest jar or discomfort. Schedule time was made until late in evening St, Johns being reached at 9.30 and Farnham at 9,55, when owing to hot boxes about half an hour was lost, This time was made up with exception of twelve minutes when Mattawamkeag was reached. The older portions of the road in Quebec are in fine running order and the new portions are smoother than would be reasonably expected, in a new road. The scenery along the line is grand there not being a mile without a pretty picture.

Leaving Montreal the line runs to Sherbrooke over the old South Eastern tracks, but the road has been practically re-built and shortened somewhat. The Waterloo and Magog road was also purchased and re-built by the Canadian Pacific. The International (Pope's) road has also been utilized. This brings the road to the Main boundary where the new work really begins. In the building of the Short Line, the Canadian Pacific have constructed one of the best roads on the Continent. It has been built with the idea of hauling heavy freight and passenger trains. The grades are easy and there are no bad curves.

The dumps are from two to three feet wider than ordinary and the bridges are all iron and thoroughly built. At present the running time is about 25 miles an hour, but this will be cut down in a short time, so that passenger trains will run between St. John and Montreal in 15 hours. Of course one sees very little of the road after leaving Montreal, but awakening early in the morning the train is in the very heart of the Maine wilderness; no human habitations are to be seen and the only sign of life are observeable in the deserted woods, where there are none, but it will not be long this way. Already capitalists are engaged building mills, and in a few months there will be several mills in full operation. The distance from the Quebec boundary to Mattawamkeag is 155 miles, and in this distance there are but three stops, Moose River or as it is now called Jackman, Greenville Junction, where the line crosses that of the Bangor or Piscataquis and Brownville, the most easterly divisional headquarters of the Canadian Pacific, and the crossing place of the Mount Kathadin railway. The railroad is some distance from the present village, but in all probability there will be a new village grow up about the railway. Already operations have been commenced on a new round house and repair shops. A large building for the superintendent's office is under construction. A large amount of work will have to be done at Brownville, which will be the most important place on the line for the present at least. Too much cannot be said of the beauties of the scenery along the route. There is scarcely a mile without some choice view. The road runs along by the water most of the time in the Maine wilderness, some times it is a brook, or perhaps a lake or pond, as they call all lakes in Maine. The road has been an expensive one to build. There are dozens of heavy rock cuttings, and numerous trestles and a great deal of heavy fillings. The work of construction was practically completed last fall, but a large amount of ballast had to be done this spring. The ballasting is all completed now. The road is in the best of order. The rails are of Dowlais steel, 60 pounds to the yard, ties are the best and the rolling stock will be quite up to the standard of other parts of the road. There are several bridges and trestles, the most noteworthy of these is a trestle 1300 feet long and 120 feet high over a small brook called Wilson's stream. The gorge which is crossed by this trestle is very pretty and there is a grand view. A short distance from Wilson's trestle there is another trestle about as high.

The train was detained at Mattawamkeag for half an hour because of a hot box. At McAdam junction which was reached at 12.20 there was another delay of half an hour from the same cause.

General Manager Cram boarded the train at Mattawamkeag and will go through to St. John. The train was handed over by the Canadian Pacific Railway people at McAdam to the New Brunswick Railway and by them it will be transferred to the Intercolonial Railway at St. John.

THE GREAT FLOODS.

HARROWING DETAILS OF THE GREAT FLOODS IN PENNSYLVANIA

The Number of Victims Extends into the Thousands and Wide-spread Disease is Feared.

JOHNSTOWN, Pa., June 3.—It is not a hackneyed utterance, to say that no pen can adequately depict the horrors of this twin disaster-holocaust and deluge. This morning opens up dark and dreary. Great drops of rain fall occasionally, and another storm seems imminent. Every one however, feels relieved that the weather still remains cool, and that the putrifaction of the hundreds of bodies that still line the streams and lie hidden under the miles of driftwood, and debris is not unduly hastened. This morning the peculiar stench of decaying human flesh is plainly preceptible to the senses as one ascends the bank of Stormy Creek for half mile along smouldering ruins of wreck, and the most sceptical now conceive the worst and realise that perhaps thousands of bodies lie charred and blackened beneath this great funeral pyre.

Searchers wander wearily over this smoking mass, and as occasionally suddenly a shout comes over the waters and the patient watchers on the hill realize that another ghastly discovery has been added to that long list of revelations that chill every heart and draw tears to every eye. From the banks many charred remains are plainly visible as the receding waters reluctantly give up their dead, and beneath every log or beam a skull or blaunched remnant of a rib or limb is found. Since 10 o'clock last night the fire engines have been constantly playing on the burning ruins. The chief sensation of the morning has been the united remonstrances of the physicians against the extinguishment of the burning wreck. They maintain with a philosophy that to the anxious searchers seems heartless, that hundreds if not thousands of lifeless and decaying bodies lie beneath this mass of burning ruins. "It would be better, they say, to permit nature's greatest scavenger, the flames, to pursue its work unmolested than to expose to further decay the horde of putrifying bodies that lie beneath this debris. Days will elapse before the rubbish can be sufficiently removed to permit the recovery of these bodies, and long ere that every corpse will have become a putrid mass. The stench that already arises is the forerunner of impending danger. The wanings of science were lost in the eager demands of those who sought the remains of those near and dear. The hope was again turned upon the hissing mass and rapidly the flames yielded.

It is almost impossible to conceive the extent of these smoking ruins. An area of eight or ten acres above the dam is covered to a depth of 40 feet with shattered houses borne from the resident centre of Johnstown and in each of these houses it is estimated were from one to 20 or 25 people. This is accepted as the data upon which data estimates to the number that perished on this spot and if the data be correct the bodies that lie beneath these ruins must run well up into the thousands. Adjutant General Hastings who has charge of everything stated this morning that he supposed there were at least 2,000 people under the burning debris and anywhere from 400 to 800 lost.

MRS Ogle the Western Union Telegraph Manager who died at her post will go down to history as a heroine. Notwithstanding the repeated notifications she received to get out of the reach of the approaching danger, she stood by her instrument with unflinching loyalty and undaunted courage sending words of warning to those in danger in the valley below. When every station in the path of the coming torrent had been warned she wired her companion at South Fork: "This is my last message" and that very moment the torrent engulfed her and bore her from her post on earth to her post of honor in the great beyond. The most destruction in a single house occurred at the Hurlbut Hotel. There were fifty seven people in the house when the torrent came down and of these only ten are living.

NEsEVAH, Pa., June 3.—This city is literally a city of the dead. The entire place is filled with corpses; at the depot 87 coffins are piled up on the streets and often boxes have covered the side walks. 193 bodies have been embalmed so far.

At every place the dead are strewn around. The cry is for more coffins, as the dead list is assuming appalling proportions. The State board of health will dredge the river to clean it of the dead and prevent the spreading of disease, with the proper appliances.

JOHNSTOWN, Pa.—Ex-Sheriff Dick drove seven Hungarians into the Conemagh river at Kernville this morning and kept them there until all were drowned. They were caught stealing from the dead bodies, and looting private buildings. The Sheriff says he will shoot, hang, or drown every Hungarian in Cambria County if necessary to put a stop to their fiendish lawlessness

FIRE FROM A SPARK.—A new schooner loading at Randolph & Baker's mill had her top-sail badly damaged and most considerably burned on Saturday. The fire was started in the top-sail by a spark from the mill.

MAST BLOWN OUT.—The schooner Llewellyn, which had her main-mast blown out while sailing down the river a week ago, has had a new mast put in and is ready for sea.

RING THE BELLS—Wednesday will be a happy day in North End. On that day 5 well known young men, including a doctor, a machinist, a grocer, and a druggist will take fair partners for life.

The Weather.

WASHINGTON June 3.—INDICATIONS—Fair slightly warmer, southerly winds.