

THE EVENING GAZETTE, SAINT JOHN, N. B., MONDAY, FEBRUARY 18, 1889.

THE EVENING GAZETTE

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THE EVENING GAZETTE

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ST. JOHN, N. B., MONDAY, FEB. 18, 1889

BRIEF DATES FOR ST. JOHN.

The coming summer is likely to be one of great business activity in St. John, the beginning of a new era in respect to railway matters which will make or mar our prospects. We believe that the result will be favorable to our interests and go far to realize the hopes of those who are predicting a great future for this city. For the first time in its history St. John will begin to enjoy the benefits of the natural advantages which it possesses in its situation to Montreal. Today any St. John man who desires to go to Montreal must make a journey of 75 miles going round the arc of a circle and the same time to make it in, even in summer, is 23 hours. Next summer the distance will be reduced to 50 miles and the time to 15 hours. A Montreal man will be able to leave that city at 6 o'clock in the evening and be in St. John at 9 o'clock next morning. This elimination of more than 200 miles of travel between St. John and Montreal cannot fail to be attended with the most important consequences. The journey instead of being looked upon as a serious affair, will be no more thought of than a run from St. John to Halifax, and he will be a bold man who will venture to say that with such splendid facilities for travel, St. John and Montreal can have no natural business relations with each other. That miserable cry which has been so often and so vainly repeated, "St. John is too far from Montreal as to be worth the trouble," will be a thing of the past.

NOTE AND COMMENT.

The talk between Fredericton and Vancouver yesterday over the wires was an interesting event, but we cannot say that the conversation was of very high character. The Hon. Mr. May, Opposition leader, expressed the wish that, the people of St. John could take a peep at their gardens and fields, as yet unmanicured by frost. Mayor Haes of Fredericton could not do so, but he would be glad to see the Hon. Mr. May if he would come to St. John. The Hon. Mr. May said that he would be glad to see the Hon. Mr. May if he would come to St. John. The Hon. Mr. May said that he would be glad to see the Hon. Mr. May if he would come to St. John.

HERE AND THERE.

Mr. Labouchere says that Queen Victoria saves more than \$5,000,000 per annum from the City of London. A newspaper man has been turning over the files of the Paris Gazette. He has found a list of names of persons who were executed by guillotine during the Revolution. The list is very long and contains many names of persons who were executed for political offenses. The list is very long and contains many names of persons who were executed for political offenses.

OUR RAILWAY CONNECTIONS.

The fact that St. John is rapidly becoming a great railway centre, is one that must force itself on the attention of every person who takes a glance at any recent map of the Province. We have been so much accustomed to look upon railways as having, in many directions, injured the trade of St. John, it is difficult for us to appreciate the fact, that they may now become of the greatest benefit, and make more besides. When the St. Stephen people pushed what is now part of the New Brunswick Railway to Woodville, they cut off from St. John a large part of the up river trade, which the Intercolonial was built by the Nova Scotia, the trade of that important section of the Province was mainly lost to us, and so substantially cut off for years. But more recent railway enterprises have cured, to a large extent, the injury done to St. John by the route of the Intercolonial and the loss of a part of our up river trade. The completion of the bridge across the river at Fredericton brings St. John almost as near to the up river country, by rail as St. Stephen. The same bridge gives us an alternative route by the New Brunswick Railway and the Northern and Western to Chatham, somewhat longer than the Intercolonial, but opening up a new and important tract of country. The Central Railway will bring the coal mines of Grand Lake within an easy distance of St. John, and gives access to a piece of territory comparatively little known. A continuation of this line from Little Creek, by way of Gaspeaux River and Cain's River, to the Northern and Western, would give the shortest possible line to Chatham, New Castle, and the North Shore generally, and would doubtless bring a large amount of heavy freight to St. John in winter. The Megantic line westward to Montreal, giving us the shortest possible route to Montreal, is likely to entirely change the position of St. John as a railway centre in the course of the next two or three years. If our citizens are alive to the advantages which will be thrown in their way presently, there will be no opportunity for the enemies of St. John to preach their thirder sermons of woe and ruin.

LITTLE BASTIA TO THE FRONT AGAIN.

Little Bastia Wiman, the apostle of Commercial Union, has been interviewed by a representative of the New York Herald in regard to his proposed bill, for the purpose of increasing the duty on certain articles imported into the United States from Canada. Little Bastia delivered himself on the subject as follows: The effect of this bill will be to increase the duty on Canadian products on their admission into the United States, to an extent that will almost paralyze the Canadian export trade to this country. In the single article of eggs, which are now free, Canada has become a great exporter, and fourteen million dollars have been sent to the United States within the last year. The proposal is now to tax thirty-five cents on each dozen. There is not a farmer's wife throughout the length and breadth of the Dominion but will feel the effect of such a tax, and the sting of retaliation which the bill carries with it is more widespread and effective than anything that has occurred. It is true that Canada has been the victim of the tariff, but nevertheless it is greatly to be deplored.

RAILROAD RATES IN MAINE.

At Augusta, Me., Feb. 16, 1889.—Senator Haines' bill to regulate railroad rates in Maine is still in the hands of the committee, and no decision has been reached as to what will be done with it. While it is a measure that affects the Grand Trunk and Boston & Maine railroad systems it is practically a blow aimed at the Maine Central which controls nearly the entire railroad system of the state, and which under its enterprising and judicious management, has done so much to develop and promote the industrial and material resources of Maine. The friends of the bill of course, false. The people of Canada are not in need of any stimulus to their loyalty they are not in favor of murdering their fellow citizens. It is not in the least proper for the future ruler of the British Empire to visit Canada his father did in 1801, and Canada would give him a right royal welcome.

FEELING IN FAVOR OF UNRESTRICTED RECIPROcity.

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