

THE EVENING GAZETTE

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Editor and Publisher JOHN A. BOWEN.

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ST. JOHN, N. B., SATURDAY FEB. 1, 1890.

For the Latest Telegraphic News look on the First Page.

ST. JOHN WILL BE THE TERMINUS.

The Globe last evening was much comforted by the publication of a paragraph from the Toronto World in which the proposed East Atlantic service terminating at Halifax was condemned, and in which it was stated that the people of Ontario should be as willing to employ the port of New York as the Americans are to travel from the Niagara river to St. Clair across Canadian territory.

The Globe adds that the admission of a new official announcement of the abandonment of a scheme which was warmly advocated by Tories everywhere? The Globe adds that the admission of a new World favoring New York as a shipping port is rather significant. This is the spirit in which the Globe has always dealt with Canadian interests. Nothing gives that paper so much delight as the discovery of something that is likely to injure Canada and to benefit the United States.

The Toronto World is no more entitled to speak for the government of Canada than the St. John Globe is, nor are its views on that or any other subject of any particular importance. It is not improbable that the fast line scheme will fail for the present or be postponed until a later period, and it may be that it will be very considerably modified, but that we will eventually have a fast service between the Maritime Provinces and the British Islands, admit of no doubt. Moreover, we think that the port which will be selected as the terminus of the service, will be not Halifax, but St. John. We are well aware that such a result would be very distressing to the Globe, but we think it is a matter of course. Nevertheless, the reasons for this belief are not far to seek. The principal one is the fact that the Canadian Pacific railway, which supplies the shortest route to the West, does not display the slightest disposition to go to Halifax, St. John being a much more convenient and available point for its operations. Besides, St. John harbor is much more easily approached than Halifax and is much safer to enter. It is 200 miles further from Liverpool than Halifax, but it is 275 miles nearer to Montreal and Toronto. Taking all things into account the balance of advantages is largely with St. John, and it only remains for to place it in a proper position to accommodate the business that will come here.

THE DOCK SCHEME

Now that an engineer has been selected for the purpose of examining the plans brought here by Mr. Leary, it is to be hoped that there will be no further delay in this matter. The position of the dock is accurately stated in The Gazette, yesterday, and as Mr. Leary has carried on his agreement with the Council to place before them full plans, we think that the decision prior to the 1st of February, and now only awaits the judgment of a competent engineer upon them, a conclusion should soon be reached.

We presume that Mr. Holt the gentleman selected as one of the members of the Commission which have every confidence and whose decision in regard to the cost of these matters will be considered final.

The necessity for these harbor improvements being carried on with so much promptness as possible makes it proper for the Council to prevent any unnecessary delay. There is no reason to think that a handsome subsidy from the province will be available as the government, although none of their supporters were returned from St. John, are still disposed to give such assistance as they can to the scheme. We are glad that the government grants have not been made contingent on the government ticket being supported in St. John, as was at one time thought or feared, because, while there may be some increase in the number of their candidates were treated here, still it is more generous to more just for them to consider the interests of the province at large and of this seaport in particular.

As there is no doubt of the government now being sustained in the legislature, we think that a sufficient grant from the province to carry out these plans is as good as assured. We presume the Dominion government, which is also expected to contribute will not be found wanting. We hope to be able to announce in a comparatively short period that the work on the Carleton dock and harbor improvement scheme has been commenced, and is being prosecuted with that vigor and energy which characterizes the progress of all the enterprises in which Mr. Leary has been engaged.

THE ALLEGED SHORT LINE

The fact that there is no mention of the Harvey-Sallybury line in the estimates is a pretty good proof that it is not the intention of the government to proceed with that work. This is something that everyone in St. John will be well pleased to know, because nothing has done so much to prejudice the people of this constituency against the government as the proposed short line. St. John was to be side tracked for the benefit of Moncton and Halifax. St. John is the natural and proper terminus of the Canadian Pacific Railway. It is a port open all the year round, and available at all times for freight traffic, so that to carry a line from Harvey to Moncton for the purpose of avoiding St. John and taking all freight direct to Halifax would have appeared very strange.

We trust that this proposition scheme, which would have involved the govern-

ment in an expenditure of \$4,000,000 or more, will never be revived. It is a road which no one wanted except a few people in Moncton and Halifax, and which would have been an example of extravagance that would have resulted in other demands being made upon the treasury for roads equally lacking the essential requisite of a good business basis.

The people in St. John who have been alarmed at the proposal to build this road will now be satisfied that the government has no design of doing anything that will injure this port, or which would hinder it from being what it properly is the great winter port of Canada, and the port in fact all seasons for the intrastate trade.

STILL GOING AHEAD. The friends of THE GAZETTE will be glad to learn that the circulation of this paper for the month of January was the largest in its history. Leaving out of consideration all extra orders, the street sales by the newsmen, were largely in advance of any previous month.

Our street sales for December were by far the largest in the history of the paper, yet the street sales for January exceeded them by 7 per cent.

In September last THE GAZETTE was doing splendidly, yet our street sales for January exceeded the sales for September by 18 per cent.

In May last THE GAZETTE was having quite a boom, but our street sales for last month were 88 per cent. greater than they were in May.

In January, 1889, THE GAZETTE made a fine showing, but the street sales for last month were considerably more than double what they were in the previous January. To state the case accurately, the increase in street sales in January, 1890, over January, 1889, was just 109 per cent. No other paper that ever was published in St. John has been able to show such a record as this.

Messrs. Baird and Weldon had a lengthy interview with the minister of justice today in regard to the proposed amendment to the Copyright Act. The American duty on ice is 10 cents per barrel, while the Canadian duty is 15 cents, so St. John business men and manufacturers want duty made the same as the American. This, the business men think, will prevent congress increasing their duty on the article, and as this is one of the growing industries in the maritime provinces and its exports to the States are yearly increasing, any increase of tariff is not "wanted."

At Mr. McCarthy's request, Wednesday 12th February, was fixed for discussion on the second reading of his anti-French bill.

The house went in committee of supply and considered the estimates, passing the appropriations for the management of the public debt and for civil government. On the appropriation for the railways department, Sir John Macdonald paid a high compliment to Chief Engineer Schreiber. He said that he was very careful of the public revenue, for Sir John was aware that Schreiber had incurred a good deal of unpopularity in that connection.

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THEIR IDIOSYNCRASIES.

HELL WAS SOFTER SOME LITTLE ODDITIES OF AMERICANS.

The Undertaker's Confession - Pennell, Illinois Justice of the Peace and His Marriage License. (Copyright by Edgar W. Fry.)

Ooo Roo.

A lawyer in the parlor car of a west-bound train yesterday showed me a copy of a curious document illustrating the crude sense of early times in the west, and also the light and velvet touch with which social laws were administered when the country was new. It was a copy of a kind of marriage license. It is a document which I would say, filed in 1825 in the county house at Peoria, Ill., and reads as follows:

"To all the World, Greeting: Know ye that John Smith and Penny Myers is hereby united to get together as married folks, any where in Copeland's county, and when my command I would say, filed in 1825 in the county house at Peoria, Ill., and reads as follows:

"Know ye that John Smith and Penny Myers is hereby united to get together as married folks, any where in Copeland's county, and when my command I would say, filed in 1825 in the county house at Peoria, Ill., and reads as follows:

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would soon be along. So I went to the window with my valise containing my working clothes and asked for a ticket. Reluctantly the salesman tore one off and showed it to me. The train came just then, and I got nervous, for I could not find any change. The train went away, and still I did not discover any change anywhere. The ticket man told me to go away and give those who had money a try. I went away.

You know how earnestly you feel in the shadow of an iron post and against the bag. Slowly and carefully, yet earnestly, I went through the garbage as people came along and looked over my shoulder to see what kind of clothing I had. I did not find any money, but I came near being arrested twice while ascertaining the fact.

I got back to my room at the hotel in a hurried manner and, clutching wildly at my hair, wondered what to do next. I could not ring for a messenger, or I could not get my key. He cried and said he had nothing to eat all day. I believed it. He looked like it. I felt in my vest pocket and found a tin of soap. He said that he sold at the same price. Then I told him it was all I had.

"My poor boy," said I, "you have as much money to-night as I. I will walk the streets together. I am a victim to the dress suit. Also the other suit. I look hungry but I am not. I cannot even call a messenger. No matter how small his hand might be, I could not call him. He would sleep in a coal box, you know. You can take the front side or will, just as you choose."

"What's your business, boss?" murmured the lad. "I returned this evening here at One Hundred and Twenty-fifth street."

"Well, why don't you tackle some of the boys?" "You forget my son," I said, "that this is after the lecture. It would not do now! Better so. Better so."

It was while we stood thus together, looking in at a restaurant, shivering together and feeling that republicans are a well remembered figure. It was our agent and treasurer. I hailed him. He passed.

"Why, I thought you had gone home an hour ago," he said.

"No," I had intended to, but I hadn't the money, and I had come along and you will let me have and charge up to me, so I will not have to work over any more?" You will see by this morning's paper that I am thoroughly responsible and fully able to identify myself. Five minutes later Riley and Carey, of The Century, and Maj. Bond came along and I myself conversing with me about money matters.

"That hour was like a nightmare, and it covered a whole lifetime. I got taste of New York without funds. It was only sixty minutes, but my hair-fall of it turned white in that time."

Speaking of our agent, Mr. Walker, reminds me that he has lost out for the post and me as the world if he were managing two lives of bees or bees or a pair of Siamese twins or Blind Tom and Mr. Crowley. He wakes us up, dresses us, puts us on the trains, gets us shaved, gets us up and into our landry."

"The next night he left a call for 7:30 a. m. for all three of our rooms. In the morning he woke and saw by his watch that it was 7:45. He rang his bell, and when the boy came he wanted to know what Mr. Walker rang for."

"I wanted to be called."

"Well, what do you mean by that?" "Well, I left a call and haven't been called."

"The boy couldn't understand that the call was for three rooms, and so looking sadly and sympathetically at Mr. Walker, he walked away."

Mr. Sam Harrison, an old hotel clerk at Wheeling, W. Va., was hit by a falling tile while going by a traveling man. He was only 7, and I called you this morning."

"I said the cool Sammel, trusting in Providence to get out of it somehow. Mr. Harrison thought, 'moment', and knowing the early train left at 6:00 a. m., he did not call you."

"You did not."

"I know better."

"So I know better."

"Well, I can prove that you don't."

"How?"

"Cause I never told you to call me at all."

Sometimes the sang froid even of a hotel clerk yields to that of the meek eyes commercial man.

You hear queer orders at hotels sometimes too. The other day a lady rang for a porter and he came and the boy was just opening it in answer to her call, and he had been hearing what she said, for her door was ajar.

"Did you ring, ma'am?" queried the boy.

"Yes."

"Well, you bring me a small piece of cheese, a pitcher of ice water and a mouse."

He brag them.

Bill Kye

Bill Kye

Bill Kye

Bill Kye

Bill K

SPECIAL MONTREAL ADVERTISEMENTS.

THOMAS FIRTH & SONS, (Limited), NORFOLK WORKS, SHEFFIELD, MANUFACTURERS OF CRUIBLER CAST STEEL. For Axes, Tools, Pipes, Dies, SPRING STEEL, LOCOMOTIVE TIRES and Mild Cast Steel Castings.

JOSEPH RODGERS & SONS, (Limited), NORFOLK WORKS, SHEFFIELD, CUTLERS TO HER MAJESTY. The Best Quality of Cutlery. Agents, JAMES HUTTON & CO., MONTREAL AND TORONTO.

OAK TANNED "EXTRA" Brand. BELTING The J. C. McLaren Belting Co. (Established 1856) MONTREAL AND TORONTO. Send for Illustrated List and Discounts.

MANUFACTURERS. 1838 Established 1828 J. HARRIS & Co. (Formerly Harris & Allen) Paradise Row, Portland, St. John.

NEW BRUNSWICK FOUNDRY -LTD- Railway Car Works, MANUFACTURERS OF Railway Cars of Every Description, "RAILWAY" STREET TIRES, CHILLED CAR WHEELS, Steam Engines and Mill Machinery.

ST. JOHN BOLT AND NUT CO. Manufacture mild steel RIVETS fully equal, if not superior, to the best Scotch Rivets. P. O. Box 454.

S. R. FOSTER & SON, MANUFACTURERS OF Cut Nails & Cut Spikes, Tacks, Brads, FINISHING NAILS, Shoe and Hungarian Nails, etc. GEORGE STREET, - ST. JOHN, N. B.

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HAREM (NOT THE SULTAN) CIGARETTES. I HAVE signed the services of a FIRST-CLASS CIGARETTE MANUFACTURER, who will produce a cigarette of the highest quality, and will guarantee satisfaction to those who use my articles.

ST. JOHN OYSTER HOUSE. No. 6 North Side King Square. OYSTERS, CLAMS, etc. 150 Blb No. 1 XXX P. E. L. Oysters, large and fat, 10 Blb Narrows Oysters, fine flavor, 7 Blb Chatham, fresh packed, 4 Blb Lepreux Clams, Sweet Dried, 10 Kegs Salted.

CIGARETTES. YILDIZ CIGARETTES. The Finest Turkish Cigarettes in the Market. TRY THEM.

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THE MYSTERY OF A HANSON CAB.

By FERGUS W. HUME.

SYNOPSIS. The Argus newspaper, Saturday, 24th Feb., contained the report of an extraordinary murder case. A cab driver, named Hanson, was charged with the murder of a young man, named John, who was found lying on the sidewalk of the city. The case was a mystery, and the public was interested in the details of the investigation.

Mr. Frisby, the day after Brian's arrest, had a conversation with his daughter, and wanted her to go to Yuba Yallock Station until the public excitement had subsided. But this Madge flatly refused to do so.

"I'm not going to desert him when he most needs me," she said, resolutely. "I've heard the facts of the case. He says he was there till 11 o'clock on Thursday night. 'Very probably' returned he at 1 o'clock on Friday morning. 'You must remember' - was when you were with him, that he was at 1 o'clock on Friday morning."

"I'm not prepared either to deny or to admit anything," she said. "I have no knowledge of the case, and I have no interest in it. I am a young girl, and I have no business to be mixed up in such a matter."

"You are a young girl," said the lawyer, "but you are also a young woman. You have a duty to perform, and you must perform it. You must tell me the truth, and nothing but the truth."

"I am not a young woman," she said. "I am a young girl. I have no duty to perform, and I have no interest in this matter. I am a young girl, and I have no business to be mixed up in such a matter."

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WAKEMAN'S WANDERINGS.

HE TAKES LA GRIPPE.

Cures fit with Cigarettes Made of Tobacco and Camphor and Becomes a Doctor. SANTIAGO, Spain, Jan. 13, 1890. The comforts for the inner man which we carry to the empty stomachs of our fellow creatures, are of a nature which is not always appreciated.

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AN AWFUL STORY.

By Judith Temperet.

We had spent a merry New Year evening and "tripped the light fantastic" till we were tired. As our party went to bed, I saw a shadowy figure in the doorway, and I was startled.

"You are a young girl," said the lawyer, "but you are also a young woman. You have a duty to perform, and you must perform it. You must tell me the truth, and nothing but the truth."

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RAILROADS.

INTERCONTINENTAL RAILWAY.

1899 WINTER ARRANGEMENT. 18 ON and after MONDAY, 24th Feb., the train of the Intercontinental Railway will run as follows:

TRAINS WILL LEAVE ST. JOHN. Express for Halifax and Campbellton. Express for Fredericton and Moncton. Express for Saint John.

TRAINS WILL ARRIVE AT ST. JOHN. Express from Saint John. Express from Fredericton and Moncton. Express from Halifax and Campbellton.

NEW BRUNSWICK RAILWAY CO. ALL RAIL LINES TO HASTON GATE. "The Short Line" to Montreal.

RETURNING TO ST. JOHN. FROM HASTON GATE, 6:00 a.m. From Carleton Place, 6:30 a.m. From Montreal, 7:00 a.m.

ARRIVE AT CARLETON. 6:30 a.m. - From Fredericton and points west. 7:00 a.m. - From Saint John and points west.

CANADIAN PACIFIC RAILWAY. ONE WAY COLONIST EXCURSION. TO THE PACIFIC COAST.

Shore Line Railway. ST. STEPHEN & ST. JOHN. Eastern Standard Time.

STEAMERS. International Steamship Co. WINTER ARRANGEMENT.

PURITAN PLUG CUT PLUG CUT SMOKING TOBACCO TOBACCO TOBACCO.

WEST INDIES. THE CANADIAN WEST INDIAN AND SOUTH AMERICAN STEAMSHIP CO.

TO PHYSICIANS. We have just received CARBOLIZED GAUZE, BOROLED, IODOFORM, SUBLIMATED.

PARKER BROS., THOMAS DEA. Market Square. 13, 14, 15 City Market.

