



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

General advertising 25 cts an inch for first insertion and 20 cts each inch for continuations. Contracts by the year at reasonable rates.

ST. JOHN, N. B., TUESDAY, OCT. 22, 1889.

HAS OUR HARBOR CHANNEL CHANGED SINCE 1844?

The remarkable variation between the channel into St. John harbor as it actually is, and its condition as laid out on the Admiralty charts has led to a good deal of speculation in regard to the cause of so important a discrepancy. It is quite clear, either that the survey made by Lieut. Harding and Kortright in 1844 was grossly inaccurate, or that the channel into this harbor has been altered and improved very materially during the past 45 years. We believe the latter alternative to have been the case, for reasons which we shall now state, and which we think our readers will regard as conclusive.

The first chart of St. John harbor which is available is that made by Champlain in 1604 but it is not sufficient detail for any value with regard to particular soundings. In 1643 Thomas Gorges of Piscataway, writing to the authorities of Boston with regard to Champlain's survey of Fort Labrador describes Champlain's ships as lying to the South West of Partridge Island which he says is the only ship channel. This would seem to show that the West Channel was regarded as the main channel at that date. The survey of this harbor made by G. C. Bruce of the engineers in 1761 shows that the West Channel was then regarded as the main channel for it is so marked in his chart. The course into the harbor west of Partridge Island, as laid down on his chart, is almost a direct line north and south and the least depth of water is 2 1/2 fathoms, 16 fms. This occurs due west of the most northerly point of the island and distant from it about 200 yards. The chart published by the Board of Trade shows a 14 feet water on the same spot at the present time. East of the island a course is shown on Bruce's Chart on which there is 18 feet of water directly north of the island reef from which it bends westerly into the course of the west channel, the depth at no point less than 16 feet. The same chart now gives a least depth of 22 feet of water, as may be seen by reference to the Board of Trade's publication. Here is a gain of four feet. But the general increase of depth north of the island is much greater than this would indicate. Where the soundings in 1761 were 21, 22, and 24 feet, they are now 22, 24 and 26 feet, and this over a very large area.

About the year 1780 Capt. DesBarres made a chart of St. John harbor which was published in his famous collection of charts under the name of the Atlantic Neptune. It shows a channel west of the island with a least depth of 18 feet, this channel lying towards the Carleton shore, but no channel at all east of the island. A course is, however, laid down close to the island on the east side, where at one point there is only 9 feet of water and further to the eastward another course is laid down with a general depth of 12 feet. It is quite clear from this chart that the east channel was never used by large vessels at the time this survey was made 110 years ago.

In 1818 a chart was published by Anthony Lockwood from a survey made by him or under his direction. This survey shows the east channel to be the main channel. West of the island a bar is shown 200 yards across with 9 feet of water upon it midway between the island and the point of Fort Buffin and 12 feet close to the island. North and south of this bar the depth is 18 and 24 feet. East of Partridge Island a course is shown with a least depth of 18 feet right into the harbor. No shoals or knolls such as are marked on the Admiralty chart of 1844 are to be found on Lockwood's chart, but that does not prove that they did not exist for the soundings are comparatively few.

The Admiralty chart of 1844 professes to have been largely corrected in 1865, and to have been subjected to small corrections in 1870 and 1880. It shows the bar across the west channel as 800 yards in width with a least depth of 10 feet, the course which a vessel entering the harbor by that channel would follow. The chart published by the Board of Trade gives a least depth in the west channel of 11 feet, and indicates a course on which a least depth of 15 feet is to be found.

We have already considered fully the changes shown in the East channel since the survey of 1844 and need not again repeat them in detail. It is sufficient to say in general terms that a number of shoals and knolls with very shallow water as shown on the chart of 1844 no longer exist, and that a vessel entering St. John harbor need no longer follow the zig-zag course laid down on the Admiralty chart, on which there is in some places not more than 12 feet of water, but can follow a course that is almost perfectly straight with a least depth of 21 feet at dead low water, spring tides, or of 24 feet at mean low water.

It is quite evident from this recital of the history of St. John harbor that the east channel which formerly was so much obstructed by shoals as to be avoided by large vessels, has owing to the narrowing of the harbor by the construction of wharves or from other causes become at least 5 feet deeper than it was a century ago, if the chart of Capt. DesBarres is to be accepted as an authority. That it has become much deeper than it was in 1844 we have the best of evidence, unless the Admiralty survey of 1844 was all wrong which is hardly probable. We therefore may confidently expect that the construction of new

wharves, especially of the extension of the Sand Point wharf will still further increase the depth of the east channel. There can be little doubt that when the time comes, as it surely will come, that a wharf is constructed from Sand Point to the Beacon, a depth of 30 feet at dead low water can be obtained in the east channel with but little trouble, and when once had can be maintained without expense.

JUST LIKE MONTREAL.
We publish elsewhere an extract from the Montreal Star containing an interview with a high official of the Dominion line of steamships in regard to the fast trans-Atlantic line. We invite the attention of our merchants to this interview as indicating the views of Montreal steamship men in regard to the ports of the Maritime Provinces. These men, it seems, would like to ignore Halifax and St. John, and to run a line from Boston to Montreal in summer and to Boston in winter. It is a serious matter that they would allow a fortnightly freight line, but the passenger service must go to Montreal and to Boston.

We will say nothing of the want of patriotism involved in this proposal, because that is so manifestly obvious that it is not worth mentioning. We should like to know the Montreal people desire to build up Boston at the expense of St. John and Halifax? Why should they drive their trade into channels which are likely to be obstructed at the mere whim of the Congress of the United States, which considers that its chief mission is to place impediments in the way of Canadian commerce. Boston has no advantages whatever over St. John in any respect except the trifling one of being nearer to Montreal by rail about 90 miles, or 23 hours' run of an express train. On the other hand St. John is nearer to Liverpool by 200 miles than Boston is so that in point of time there would be a saving of at least eight hours over Boston for steamers coming here with passengers.

That Canada has many active enemies even among the residents of her own cities is very evident. Newspaper men without principle, think they cannot serve their Yankee masters better than by abusing Canada. This is shown by a recent attack on the Lake St. John region of Quebec which appears in the shape of a Montreal despatch to the New York Herald.

MISREPRESENTING CANADA.
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COAL.
\$3.85 SOFT COAL
W. L. BUSBY,
Acadia Picture Stove Coal.

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Office 120 Prince Wm. Street, SAINT JOHN, N. B.

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facture a little importance for himself by posing as a candidate for this county, but dollars which he obtained from it, he has not yet repaid.

of Dramatic Interest.
Le Chat Noir, a theatrical paper published in New York, criticising Salvin's "Samson" and the players, says of Mr. Favett: "Perhaps the best piece of work on the stage outside of Salvini was that of George Lawrent in the character of Samson's father. If I remember correctly, this is a young man who has been the habit of playing the heavy villain of melodrama. That he should represent the quivering anxiety of such a white-headed old Israelite as Menahem is a suspicious proof of a most unusual versatility in him."

French low shoes of bright red leather are worn at the theatre with empire toilets, and the effect is just a little startling.

Across the Atlantic.
The following is a full list of the Atlantic crossing for the month of October. The following is a full list of the Atlantic crossing for the month of October.

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GROCERS, ETC.
New Hams; Chestnuts; Cooking Pears.
STEWART'S GROCERY,
16 Germain street.

SAUSAGES.
On and after Saturday, 14th inst., we shall be able to supply all demands for our justly Celebrated Sausages.

PIANO.
THE MENDELSSOHN ORGAN.
Thoroughly Constructed,
Attractive in Appearance,
Resistant in Tone,
Unsurpassable in Price,
Fruity Warmed.

BISCUITS.
Soda, Sugar, Pilot, Wine, Champagne, Graham, Oyster, Grod, Italian Mince, Sorvato, Coconut, Jumbles, Mills, Arrowroot, Life Nuts, Sugar, Water, Park, Albert, Marie, Desserts, Biscuits, Colonial, This Abernethy, Ostego, Macaroni, &c.

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RECEIVED AT OAK HALL, THURSDAY, OCT. 16TH. ANOTHER LOT

Children's Handsome Suits.
New lot REEFERS and OVERCOATS with and without Capes.

SCOVIL, FRASER & CO.,
Cor. King and Germain Streets.
ESTABLISHED 1832.

G. F. THOMPSON & SONS,
White Lead, Paints, Pure Putty, Dry Colors of all kinds, Whiting, Ochres, &c., &c.

THE MOST PERFECT HOT WATER HEATING.
GURNEY'S BOILER & NEW RADIATOR.

Encourage Home Manufacture.
Maritime Varnish and White Lead Works.

JAS. ROBERTSON,
Manufacturer of all kinds of Varnishes and Japans. White Lead, Colored and Liquid Paints and Putty.

HATS.
FURS! FURS!!
1889. SEASON 1889.

We are now Complete in Stock of every description of Furs, including LADIES GAPES.

Robert C. Bourke & Co.,
61 Charlotte st., St. John, N. B.

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Livery and Boarding Stables,
Sydney Street, St. John, N. B.

DAVID CONNELL,
Horses Boarded on Reasonable Terms.

SIMEON JONES, BREWER.
BOTTLED ALE and PORTER.

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