

FIRST-CLASS HELP
Can always be secured by inserting a Want Advertisement in the Gazette.

The Evening Gazette is Growing in Circulation more rapidly than any daily paper East of Montreal.

The Evening Gazette

The Evening Gazette is the Largest daily paper in the Maritime Provinces.

WANTS. TEN CENTS is all it costs you to advertise for anything you want.

PRICE TWO CENTS

VOL. III.—WHOLE NO. 540.

ST. JOHN, N. B., FRIDAY, JANUARY 31, 1890.

COMMERCIAL BUILDINGS

A offering rare inducements until further notice for outdoing all previous advertisements. Grey Flannels for Men and Boys...

J. W. MONTGOMERY, 9 KING STREET.

As to Linens and Cottons. The first we treated of in our next column. The latter demands but little attention.

The clearing rate of dress goods and other cloths is now in progress. We have not more than this parting notice for them...

HUNTER, HAMILTON & McKAY,

GLASS AND PUTTY. McCAW, STEVENSON & CO'S PATENT "GLAZIER" DECORATION.

F. E. HOLMAN, 48 King Street.

THE VERDICT.

KEDEY & CO., 213 UNION STREET.

SHARP'S BALSAM. Favorably known for upwards of forty years it has become a household name.

HOREHOUD ANISE SEED.

SHARP'S BALSAM MANUFACTURING CO., CONNOR & DINSMORE, Proprietors, Saint John, N. B.

1889. XMAS. 1889. Beautiful Brass and Copper Tea Kettles;

SHERATON & SELFRIDGE, 38 King St., Opposite Royal Hotel.

BOUDOIR CALENDAR. An exquisitely decorated daily remembrance, with quotations specially suited for ladies...

J. & A. McMillan, 98 and 100 Prince William St., St. John, N. B.

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

DAVID CONNELL. Horses Boarded on Reasonable Terms.

Horses and Carriages on Hire. Fine Fit-outs at Short Notice.

SECOND EDITION.

February Sale of Corsets. We are closing out broken lines of Corsets at VERY GREAT REDUCTIONS IN PRICE.

SPECIAL ROOM FOR LADIES. LOT 1 AT 25c, LOT 2 " 75c, LOT 3 " \$1.00, LOT 4 " \$1.50, LOT 5 " \$2.00.

THE VE WAIST, in White and Drab, Reduced to 60 Cents Each.

MANCHESTER, ROBERTSON & ALLISON.

COFFEE.—Our Mocha and Java mixed stands the test; VINEGAR.—Best English Malt; CHEESE.—"Edam," Round Dutch; PRUNES.—"Spinx" brand, Stewing; DATES.—Best Persian; PEAS.—French, two grades.

JARDINE & CO, SAINT JOHN, N. B.

The old fashioned conventional patterns in Hamburgs, Flouncings and Allovers bought every year by so many houses...

DANIEL & ROBERTSON, LONDON HOUSE RETAIL.

W. F. & J. W. MYERS, MACHINISTS.

RICHARDSON'S CHALLENGE STEERER.—RUSSELL'S FRICTIONLESS PUMP.

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LOCAL MATTERS.

For additional Local News see last page.

SCHE. KEE is having her mast put in. No Business.—There was no business at the police court today.

THE ONE DISTRICT FROM THE FIFTH. Mrs. C. C. Black, of Amberst, recently sold for the Cumberland Stock Improving Company...

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WAS. WARRICK'S REVENGE.

SHOOT HER ALLEGED BETRAYER OF THE SUNDAY SCHOOL.

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THE LOYAL RESOLUTIONS.

How the Vote was Taken and Who did not Vote. (Correspondence of Montreal Gazette.)

The members were called in, it being the evident determination of both sides of the House to leave no loophole for politicians to creep out of. The result was that every member present voted in favour of the resolution, which was ordered to be engrossed and sent to Her Majesty.

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DEFAULTER SILCOTT.

FOUND IN TERREBONNE, QUEBEC WITH THE THIBBALT FAMILY.

He says he is not so much blame as he had advanced his estate's payee. Nearly every member of the House and received notes as receipts.

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Subscription: ONE MONTH \$1.00, THREE MONTHS \$2.50, SIX MONTHS \$5.00, ONE YEAR \$10.00

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The longest steamship afloat is the City of New York of the Inman line.

Her length is 580 feet, so that she could lie at Mr. Leary's 700 foot pier and have plenty of room to spare.

And as two warehouses with a united length of 640 feet and a floor area larger than our market building would be on the pier beside her, it is to be presumed that her cargo could be accommodated.

Mr. Leary's two 600 foot piers and they would have plenty of room. At the 300 feet pier a steamer of the size of the Scandinavian or Navigator of the Allan Line could lie and at the 250 feet pier a large ship or a West India steamer.

Thus Mr. Leary's scheme provides for the accommodation for three first-class ocean liners, five freight steamships and a West India steamer at one and the same time, or nine steamships in all, and this number would be increased to 12 if there were all freight steamers of moderate size.

We do not believe that the Inman or Cunard liners have any better accommodation in New York than this.

With this system of wharves and dock St. John is in a position to do any transit trade that offers and with a man of Mr. Leary's energy as owner of these terminal facilities there need be no doubt that they will be fully utilized.

It is very desirable that this important matter should be pushed forward with out any unnecessary delay for the interest of the city, and of every individual who has to make a living here are deeply involved in it.

NOTE AND COMMENT.

The Prince Edward Island election has gone in favor of the government, although their majority will probably be a small one, and there is some doubt whether a Provincial Secretary is elected or not.

The estimates this year are framed on a tolerably large scale aggregating \$47,774,948, which is about \$80,000,000 more than the total amount of the balance and the largest item in the latter account is for Canada which has already cost the Dominion an enormous sum and promises to cost much more.

Mr. Ellis telegraphed from Ottawa to his paper in regard to Mr. Mulock's loyalty resolution, as follows:— Mr. Laurier's declaration that he did not entertain any relations with the Dominion of Canada is a declaration of a man of honor, who is not a party to the work of the Dominion. This committee report to the Council on that day as follows:—

On consideration of the whole matter your committee are of the opinion that the proposed dock is a valuable and desirable improvement and it is recommended that this city guarantee a subsidy of \$100,000 for the construction of a dry dock and wet dock, as proposed.

When it comes to vote in the House of Assembly for an additional grant to our dry dock scheme the six St. John opposition members will have an opportunity to express their opinion on the subject. St. John is clearly entitled to a grant of \$100,000 for the improvement of its terminal facilities.

Although the country is in the midst of a severe winter, the public money spent on great roads and bridges and by roads and bridges is not far from being increased. It is by the road grant of last year had been divided according to population St. John's share of it would have been \$100,000.

It is not clear that the amount received by this city for the purpose of the road grant is as large as it should be. It is suggested that the amount received be increased to one-third of that sum.

The same sum of \$100,000 would be paid to this city for the purpose of the road grant. It is suggested that the amount received be increased to one-third of that sum.

Mr. Leary's scheme of docks, wet and dry, is a valuable and desirable improvement and it is recommended that this city guarantee a subsidy of \$100,000 for the construction of a dry dock and wet dock, as proposed.

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cheapable to capital include \$110,000 for Kingston graving dock; \$100,000 for Cape Tormentine harbor; \$60,000 for the channel between Quebec and Montreal, and \$60,000 for Port Arthur harbor.

The estimates for public buildings in Nova Scotia include \$12,700 for Annapolis post office, and \$20,000 for Sydney public building. New Brunswick gets \$5,000 for Dalhousie post office, and \$1,000 to the repair of buildings in St. John.

Quebec gets \$20,000 for buildings; Ontario, \$212,875; Manitoba, \$36,000; the territories, \$34,000; British Columbia, \$18,000; and \$428,200 will be spent upon Ottawa public buildings.

The sum of \$150,000 will be voted for dredging and \$180,000 to lay a cable from the North Shore to Antigonish.

The grant for steam communication with the Magdalen Islands has been dropped. The vote for communication with Grand Manan has been increased to \$40,000, and the grant for similar service between Canby, Port Hood, and the repair of buildings in St. John increased to \$25,000.

The grant for West India steamship service is increased from \$50,000 to \$85,000.

Langelier, of Quebec, complained that the Intercolonial train service between Levis and Campbellton is unsatisfactory.

In reply, Sir John Macdonald said he was aware that there was very considerable delay in the service, but that the railway committee of the privy council had directed that it be improved.

Hon. Messrs. Chapeau and Dewdney have been appointed members of the railway committee of the privy council.

McNeill, of St. Peterburg, has resigned the rights of farmers, and therefore he has signified his intention of asking for a committee of the house to consider the Intercolonial train service between Levis and Campbellton.

As already intimated, the Liberals intend to assail the Franchise Act. This question was fully discussed by them in caucus yesterday and the speaker, Mr. Elgin, gives notice of the following resolution: That in the opinion of the house the electoral Franchise Act ought to be repealed and that it is preferable to revert to the system of utilizing for elections of this house provincial franchise and voters list.

The usual sessional deputations have commenced in the division of government in regard to changes in the tariff. Several arrived today wanting lines and twice taken off the feet, and for a change of duties on buttons, and the same on machinery.

Without interviewed the minister of public works today, asking for a heavy cone light to be placed at the foot of Mather's island, parish of Sheffield, and that four high water be erected on interval half of Mather's island.

Sir Hector informed him that he would consider the matter, and if found practicable would have improvements asked for.

Delton McCarthy, in conversation this evening, said his Northwest bill will probably be a success, and that he had not done it did not think it would be discussed there. He hoped to arrange for a convenient day on which the bill will come for a second reading.

Several members, representing rural constituencies, met today to discuss the report on fresh meats, which they were to present. Those present were Messrs. Coughlin, McKay, Carpenter, Marshall, Brown, Roome, Smith (Ontario), Pope, Davis and Clonon.

They both park and best increased, and will be satisfied with an increase in duty on all kinds of pork to two cents per pound. It is now one cent and a half, and two cents on other kinds. It was decided to wait on the finance and customs ministers at an early day to press for a change at this point.

Mr. Coughlin, in a speech, said that the Orange incorporation bill, introduced today, is as nearly as possible a copy of the bill incorporating the Foresters, which passed the house last year. Mr. Coughlin also stated that the bill was introduced in order to provide for the province or dominion jurisdiction have been avoided this time, and that the house will have the incorporation to decide upon. He expects the bill will pass with a good majority and does not expect much opposition, in which case the province will not take time to speak on the measure, but if opposition is shown they are prepared for full discussion.

THE GRIPPE. An Interesting Article on the Disease. Facts Going to Show that it is Not a New Disease, and that it is Not a Mystery. Have no Fear of Mistaking With Others Where it Prevails.

There has been a discussion in a French medical society as to whether the recently prevailing, but not wanting, disorder should be called the grippe or the dengue. But the French word "grippe" and the Italian "influenza" are now too strongly entrenched in the popular favor of disfavor to be dangerous from any rival. The disease is now perfectly well known to be but a repetition of a very ancient epidemic.

The journal of one of the medical papers it is that the first man who had the "grippe" was Agrippa. It has been variously known under different scientific designations which it is unnecessary to enumerate here.

The New York Medical Journal published an account by Dr. Henry Macdonald of epidemics of influenza from 1510 to 1880. Statements about disease in former ages are usually looked upon with suspicion, and where these statements attempt to convey statistical information the suspicion is justifiable.

But people who suffered from the epidemic of 1510 were nearly as able to describe their symptoms as the sufferers of the present day. There is a great similarity in the descriptions of the epidemics of 1510, 1567, 1580, 1610, and of the many that followed during the last and the present century. The medical accounts of the more recent visitations are perhaps more valuable, since these outbreaks were better observed and reported than the earlier ones. The account given by Jory of the prevailing catarrhal fever of 1843 is particularly interesting and shows the similarity of that epidemic to that from which we have just suffered.

"It is here," says Jory, "in the city of New York, as cities always abound in the exciting causes of epidemics, that the disease seems to have its stronghold. The population agrees, indeed, to have experienced an almost universal attack, neither age, sex, nor any condition in life being exempt from its invasion. In the airy habitations of comfort and affluence and to the hovel of wretchedness its visitations are equally made."

The fact that the disease in 1843 visited ships in mid ocean showed that it was epidemic in character. The fact that it prevailed on the ocean, where, owing

to the equable temperature, catarrhs are little known, showed that it could not have been due to ordinary atmospheric vicissitudes, but was peculiarly adapted to occur under certain laws. This conclusion was further substantiated by the two facts that the malarial epidemic in the tropics is not accompanied by catarrhal affections, and that it was attended with a greater depression than in proportion to the severity of the catarrhal symptoms.

In accounting for the causes of the epidemic the same authorities say that, while it is a phenomena abroad in descriptions many of the descriptions of re-occurring visitations assign, either as precursor or attendant sign, extraordinary vicissitudes of weather, thick fogs, fogs, or easterly winds, and diseases of a similar kind among horses, dogs, and cattle. Short in his "History of the Air," says that "thick, foggelling fogs preceded by some days the epidemic catarrh of 1667."

"According to the same authorities, the influenza of the spring of 1753 appeared in France immediately after an offensive fog more dense than the darkness of Egypt." At this time in Edinburgh, just before the disease attacked the men, and running from the nose in horses were universal. The epidemic of 1755 in France was ushered in by thick fogs and cold, and in the same attack in England, Dr. Anthony Folger says, was preceded by an outbreak of the disease among dogs and cats. There was another outbreak of the same kind in 1783, which was general. Of this epidemic Dr. Parr says that he was affected by a cold near Greter and St. Peterburg, immediately before the following striking fact: "On a cold night the thermometer rose 30 degrees Fahrenheit, the next morning it fell to 30 below zero, and the influenza was then taken ill with the influenza."

Concerning the contagious character of the epidemic, the present opinion appears to be very like that which Jory promulgated in 1843. This is, in brief, that the disease furnishes strong evidence of contagion, but that contagion is not essential to its propagation. There are many evidences of contagion. Inquiries concerning one of the epidemics, instituted in ten towns in England, showed that in seven instances the first cases presented themselves in houses visited by persons who had arrived from affected places. On the other hand, there are facts which are inexplicable on the theory of contagion, as, for instance, the extraordinary rapidity of its diffusion over a large tract of the earth's surface, where being accounts of its having attacked the whole Kingdom at once.

The epidemic of 1810 Jory says: "It attacked at one and razed all over Europe, not missing a family, and scarce a person." The fact that the disease was so rapid in its diffusion, and that it was so general in its occurrence, is a strong evidence of contagion. The fact that the disease was so general in its occurrence, is a strong evidence of contagion.

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THE MYSTERY OF A HANSO CAB.

By FERGUS W. HUMB.

After telling his last woman, and having her visitors in doubt, the man referred to belonged to an animal or to a human being. Mrs. Sampson cracked away down stairs to get things ready.

CHAPTER I. It was a bright, sunny day, and the sun shone down on the city of Saint John. The streets were filled with people, and the air was filled with the sound of wheels and hooves.

CHAPTER II. Mrs. Sampson was a woman of middle age, with a kind face and a gentle voice. She was the wife of a man who had died some years ago, and she had been left with a young child and a small amount of money.

CHAPTER III. The Hanso cab was a small, dark-colored vehicle with a canopy. It was driven by a man who was known to the people of the city as "the Hanso driver." He was a man of middle age, with a kind face and a gentle voice.

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