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ST. JOHN, N. B., SATURDAY, FEBRUARY 27, 1892.

PRICE FIVE CENTS.

AND STILL THEY COME.

FURTHER EXAMPLES OF CRESTS BORNE BY CITIZENS.

The Horse and What it Signifies—How the Valiant Sir Knight Rolloed on the Fiddle, the Stag and the Gymnastic Griffin to the Front.

The horse was a valuable adjunct of the sir knight of old. Without it, he was apt to be as inoperative as a justice of the peace without the consolidated statutes.



could do when the boys called him names or chalked F O O L in big letters on the back of his sheet iron summer duster, was to clench his mailed hand and fling forth defiance by saying:

"An by my halidom, ye varlets, had I my trusty steed and lance, I would do battle with thee to thy death. Out upon thee for base hirelings of a cowardly catiff.

The boys of those days would be no more crushed by words than are the street arabs of this generation. Perhaps they would even reply "Oh, come off! Go sell yourself to Lantaulum for old junk! Gimme ten cents and I'll blacklead yer helmet," and other phrases equally disrespectful to a warrior who had solemnly sworn from work, and constituted himself one of the champions of chivaldom.



It was very different when the knight was mounted on his charger and armed with his picroarous, peavies, carving knives and cleavers. If anybody presumed to affront him then, he put his lance at rest and charged along the street to the terror of small boys, dogs and ladies who were out shopping.

The knight loved his horse, and usually had it clad in an iron blanket, which was warranted fly-proof. When the faithful creature died the hide was tanned and the shoes made into souvenir brooches.

The body was converted into canned corn-beef, while the bones went to the fertilizer factory.

The first crest displayed herewith shows the crest the knight bestowed on his horse. It is a cross-section of an improved stable, as designed by one of the leading architects of the day. The plan is very simple.

The next device represents an ancient instrument of music, and the symbolism of it is that those who dance must pay the piper who furnishes the music as well as the engraver who hunts up the crests. It means too that there is sometimes a good deal of hollowness where there is the most noise made

in society. The motto "O fid del Styrz." means that the sporting of crests is growing in popularity. It is just the language an ancient knight would use if he were in the habit of getting invitations to swell affairs in St. John.

The third crest shows a stag's head with the motto "Vince Malum Bono," which may be said to mean that we can overcome evil with good by putting out a first-class article of domestic make. The crest is quite "heady."

Next in order is an escutcheon showing a variety of instruments of torture used by sir knights who had the title of D. D. S. after their names and drew the teeth of unfortunate captives who were placed in chairs for the purpose. The motto "Secundum Artem," signifies "Teeth extracted without pain."

The last device is that of a ferocious looking brute with wings like an enraged gander and claws like a belligerent tom-cat. It is walking along the top of a fence, balancing itself on one hind leg, and doubtless caterwauling at the top of its voice. It would not be so fresh about it if somebody fired a bootjack and up-ended it. It has creepers on its feet, which seem to be an improvement on the old style of "soldier-skates."

Yet the animal is not a winged cat, but a hippograph, or a graphostyle, or a griffin, or some such fabulous beast. It is just as well it does not exist now. Fancy a young man about town meeting one of them on his way home early in the morning. He would think he had them bad. The motto, "Probum non Poenitet," means that the reprobate does not repent.

No wonder the knights of old wore boiler-plate clothes when animals of that kind were prowling around the country. Let the world rejoice that the ferocious creature is a back number, and is not, like the crests of the butcher, the baker and candlestick maker, liable to be sprung upon society at any moment.

THEY HAD GRIT IN THEM.

A Girl and Two Boys Make a Long Journey on Foot.

From Montreal to Quebec, following the highway, is a distance of about 200 miles. It is a long journey, under the best of circumstances, but when made on foot, with the thermometer below zero at times, the experience is such as few would covet.

Such a journey was made this winter by a girl of 20, and her brothers, age 16 and 18 respectively. They were Welsh immigrants, who had come to Canada to make a home for their aged mother, whom they left behind. Reaching Montreal early in the winter, they sought in vain for work, and at last decided to go to St. John.

Late in January, destitute of money, they started on foot, and for thirteen days travelled the snowy roads, resting at night on the floors of cottages to which they were given admittance. In all but two instances the food and shelter they got was given them by French habitans, and at only one or two houses was shelter refused them.

In Quebec city they sought shelter at the police station with a view to resting before starting on their journey. When they learned that 546 miles still lay before them they began to feel discouraged.

It was doubtful if their shoes would hold together for that distance. In the meantime they came under the notice of the St. George's society and were given a passage by train to this city. They reached here last week and were looked after by the Rev. R. Mathers and aided in getting situated. With such grit as they have shown, they are likely to succeed.

As Moving Day Approaches.

The Anglin house, Waterloo street, was sold the other day for \$3,000. Its assessed value was \$5,000 and it cost not less than \$15,000 to build it. In the same way other real estate in St. John has been sold at much less than its value during the year.

A High Priced Barber.

A young immigrant went into a Prince William street barber shop, the other day, and had his hair cut. The barber charged him 80 cents, evidently under the impression that he was a sailor who was anxious to spend money as fast as possible.

WANT TO INVESTIGATE.

HALF OF THE COMMON COUNCIL ON A COMMITTEE.

What the Aldermen Say They Intend to Do and what They May Do—Figures which Ought to Have a Deep Interest for the Citizens.

On the 3rd day of July, 1891, the common council considered a report under which, if adopted, there would be a reduction of \$10,000 in civic salaries. The result of the debate was that \$75 was taken from the salary of the assistant grand director of police affairs, Capt. Rawlings, while the other \$9,925 remained as before.

The suggestions of PROGRESS that more economy is desired in civic affairs have again aroused the aldermen to a action, and they have started to solve the problem. At a recent meeting of the council, Ald. Lewis offered a resolution that a committee of thirteen be appointed "to consider a possible way to reduce the rate of taxes on the people, and if possible to bring it down to one dollar a hundred, with reasonable time for consideration."

The committee held its first meeting Tuesday, the mayor being chairman. The other members of the committee are Alds. Allen, Barnes, Baskin, Blizard, W. A. Chesley, Kelly, Lewis, McGolderick, McLauchlan, Nickerson, Seaton, Shaw and White.

Three of these gentlemen represented the treasury board, while the remainder consisted of five each from the board of public works, and the board of public safety. Ald. Lewis, the father of the new scheme for retrenchment and reform, had a long resolution or series of resolutions, which he had not succeeded in getting on record in the council, but which he found useful for purpose of reference. They covered a great deal of ground and touched on a variety of subjects, including, of course, harbor improvements.

A small but interested audience during a portion of the proceeding consisted of two leading officials who stood in the lobby outside the committee room. The door was shut, but the trams was open. There were several suggestions at the outset to effect the desired saving by a reduction of salaries. One proposition was to make a reduction of 20 per cent. on all salaries above \$1,000 and of 10 per cent. on all between \$1,000 and \$600.

It is also a part of the committee's plan to find what, if any, officials are superfluous. That was the duty of the committee of last year, but when the report was taken up in the council, section after section was struck out until the whole report was knocked away like a row of nine-pins, the Rawlings section standing in solitary insignificance. There did not appear to be any superfluous officials, and every man seemed to be earning his salary. It was pretty well understood before the report came up that the sweeping changes proposed would defeat the whole motion. Every official felt as safe before the meeting as he did afterwards.

To reduce the rate of assessment from \$1.47 to \$1.00 is a pretty heavy contract. To talk of effecting it by a reduction of salaries is utter nonsense. The assessment for 1891 was \$378,000, and of this warrants to the extent of \$121,600 were issued for the departments. Even if the latter could be wholly done away with, there would be \$257,000 to be raised, and the \$1 rate could not be reached. The salary list is about \$80,000, and only a portion of this can be touched by the council. Were it possible to make reduction of 20 per cent. on the whole of it, there would be a saving of no more than \$16,000, while 10 per cent. would mean only half of that sum.

It must be quite plain to the committee that, while economy in the salaries is desirable, there are a good many other leaks to be stopped before the rate of assessment is reduced.

The following figures show the progress of the city debt since the union. On Dec. 31, 1880, it was \$2,748,242; " " 1885, " 2,333,702; " " 1891, " 2,902,902.

The was a reduction of \$14,610 in 1890, by debentures paid and redeemed, but

there was an increase of \$69,000 last year by the issue of new debentures for various purposes.

The departments went behind some. The fire department retrograded to the extent of more than \$5,000, while the ferry steamers did so to the tune of more than \$12,000. There was a special assessment for the latter to the amount of \$5,000 which should be added to the debit balance for 1891. Just how the departments stood at the close of the year is shown by the following table:

Table with columns: Amount Warranted Year 1891, Account, Dr. Balance Cr. Balance Year 1890, Dr. Balance Cr. Balance Year 1891.

The fire department account does not include the new engine house, and the street account does not pertain to the highway to Indiantown. The latter has cost pretty nearly \$100,000 up to the present time.

It may be that the committee will recommend some changes in salaries, but nobody supposes the results will be proportionate to the ideas some of them entertain. Then the council must pass on the matter, and it will not be the present council, unless the people have such faith in the aldermen as to invite them to continue their work of reform for another year.

But even if the committee, formed so suspiciously late in the year, is not an ante-election dodge, and even if the members are retained in office for another term, there is much beyond the salaries to call for their attention. Some salaries they cannot touch, and some they should not touch if they could. There are officials who get too little as well as some who get too much. In the meantime there is plenty for the committee to "investigate."

WILL TAKE THE ORPHAN'S PART.

But Not in the Peculiar Way it was Taken by the Mortgagee.

There appeared to be a great decrease in the value of real estate on Winter street, when a house and lot were sold there not long ago. The property cost \$1,100 a few years ago, and it had been mortgaged for \$700. It was purchased by the mortgagee for the ridiculously small sum of \$500.

The former owner of the property died awhile ago, leaving a daughter, a young woman with no knowledge of the ways in which business should be done. She had nobody to advise her or to see that the sale by the mortgagee was carried out so as to leave anything for her, and so the man went about the business to suit himself. He advertised the sale in the Weekly Telegraph, which however valuable it may be for country circulation, is not commonly perused by the citizens of St. John. As a consequence, while the mortgagee knew the sale was to take place, the general public was ignorant of the fact. Hence he had no competition and secured a great bargain. The orphan girl left her home and went to live with a neighbor.

Since then the affair has preyed seriously on the girl's mind, so much so that the fear of her friends have been excited. Some of the neighbors, indignant at the way things have gone, have taken the matter in hand and retained a lawyer, with a view to having the sale set aside and substantial justice done. The outcome of the matter will be awaited with interest.

Lots of Work for Officer Stevens.

The news that the I. C. R. had decided to have only one policeman at the depot after March 7, caused some surprise here this week. The depot is not a place that can take care of itself, and even with two policemen some very active duty has to be performed. As trains arrive at and leave the depot at all times of the day and night, it is necessary for an officer to be on hand about 20 hours out of the 24. Officer Stevens will have to follow the example of a city officer, and take his bed to the depot.

SAY NO TO RODNEY SLIP.

THE COMMON COUNCIL WILL DECIDE THURSDAY.

What is To Be Done—Give the Subsidy to the C. P. R. and Let it Do the Work—Reasons Against Rodney Wharf and in Favor of Sand Point.

At the special meeting of the city council next Thursday, called to consider the issue of bonds for harbor improvements, one of three things will probably be decided upon:

Either to place the improvements and elevator at Sand Point at an estimated expense of from \$100,000 to \$150,000,

Or to place them at Rodney slip at an estimated expense of from \$200,000 to \$300,000,

Or to give the city subsidy of \$2,500 a year to the Canadian Pacific railway and memorialize the dominion and provincial governments to do likewise, on the condition that they make the improvements.

PROGRESS has pointed out again and again that this city is in no condition at present to make a large expenditure in this direction. It is only the great necessity of harbor improvements that has brought about their consideration again, and the question that stares the representatives of the people in the face is how can the most suitable and best located improvements be obtained for the least money?

Of the better site there is no question. Sand Point is by all odds the site for any work that is to be done. In the comprehensive article published in PROGRESS a short time ago this was shown beyond a doubt. It is not necessary to go into detail again in that direction, but the facts may be recalled,

First, that the extension of Rodney wharf 300 feet into the harbor will so narrow the outlet of the river St. John that the current will be tremendous.

Second, that it will be absolutely dangerous for any large ocean steamer to attempt to cross the harbor in the narrow channel proposed with such a current.

Third, that the channel from the East to the West side will be constantly filling up and necessitate continual dredging to keep it clear.

Fourth, that there is every probability that it will have to be excavated in a great part through rock and therefore be very expensive.

Fifth, that the Canada Pacific railway, without whose co-operation any improvements will be worthless, has no approach to Rodney wharf, and that if such are provided they will be a great expense to the city and even then of the most inadequate nature.

Sixth, that while the proposed wharf improvements will provide berths for four steamers, the warehouse accommodation will not be more than sufficient for one steamer.

Seventh, that there is no good chance to erect an elevator at this point.

Eighth, that the expenditure as calculated by competent contractors will be nearer \$300,000 than \$200,000.

These are but a few of many good reasons why Rodney wharf is no place for the proposed improvements.

On the other hand, at Sand Point the Canadian Pacific railway terminus and wharves are found; there is a splendid opportunity for steamers to approach in deep water, there is but little dredging required, there is a good chance for an elevator at a minimum of expense, there is plenty of room for enlargement if the business warrants it, there is far less money required and that, after all, in the event of the city doing the work, is very important. Just how important can be seen from the taxation article in another column. The people have no right or wish to be burdened with a quarter of a million of additional debt when the taxes are increasing so rapidly and the bonds of the corporation unable to bring par. PROGRESS trusts that the aldermen will lose no time next Thursday in saying No to Alderman Shaw's proposition. The citizens will expect them to say No to the Rodney wharf idea in any event, but more particularly since it is so much more expensive and so less desirable in every way to Sand Point.

It would be better, PROGRESS thinks, for the city to give up the idea of making its own improvements, since it has not attempted to obtain any aid from either government. The friendly attitude of Mr. Blair on this matter can hardly be questioned. His speeches at the commercial exchange and the Board of Trade meetings were strongly in favor of harbor improvements, and it is quite probable that a strong memorial from the council and citizens asking the government to grant the subsidy to the C. P. R. or any other corporation undertaking the work would meet with a favorable reception. Neither should it be impossible for three good members, backed by the city council, to obtain at Ottawa what Mr. Leary was said to be able to get, and with such aid the C. P. R. would hardly need a second invitation to provide all the wharf accommodation necessary.

PROGRESS respectfully commends this idea to the attention of the aldermen from Victoria and Dukes wards who are said to be undecided in their views; to Alderman John A. Chesley and Christie of the North

End who should be independent of influence in the matter and to all good aldermen who have the interests of the city and economy more at heart than the support of a select coterie of spirits who have control of the public works department and seem to imagine that all power and influence are centered within their "ring."

What Mr. Timmerman Says. PROGRESS called upon Mr. H. P. Timmerman as the manager of the Atlantic division of the Canadian Pacific Railway, and asked him which site, Sand Point or Rodney wharf, was in his opinion the more desirable for harbor improvements. He said that he had not looked into the plans of either site, but from what he knew of the two locations he would certainly pronounce in favor of Sand Point. Regarding it from both land and sea approaches it was without doubt superior to the Rodney wharf location.

Mr. Timmerman went further and said that from their experience of Sand Point, from the wharves they have already built there, it was certainly admirably adapted for such a purpose. The water was deep enough for any steamer close to the bank, and the bottom was hard and firm, in fact a natural foundation.

He spoke briefly of the conclusion of the council to boost the bridge matter, saying that he did not think all the advantages were understood. The idea of the Canadian Pacific Railway was to reach St. John as cheaply as possible. This was impossible at present owing to the Cantilever tariff. With a bridge across the harbor at an estimated cost of \$250,000 (the C. P. R. bearing the other half), the annual interest charge would be \$1,000—less than the ferry deficit. The bridge would permit the Canadian Pacific Railway to come into St. John without paying toll and the merchants freights would be reduced just that much. The real burden of the bridge tolls comes on the St. John merchants after all, and local freight rates from the western and northern points of New Brunswick will always appear high so long as the cars cross a toll bridge.

Mr. H. D. Troop Speaks. Mr. H. D. Troop, as a large ship owner, was asked his opinion as to the two sites. He said he had not looked into the plans, but from what he knew of the Sand Point and Rodney wharf, he was in favor of the former, as a site for harbor improvements. PROGRESS will be able to give more information on this subject again.

Peace But Not Reconciliation. One of the city churches has lost three pewholding families since the first of the year. The trouble grew out of the demand of the clergyman that three boys of the three families should apologise to an official of the church association for alleged misconduct. The boys and their parents did not consider apologies in order, and it is understood some warm words were exchanged. One of the pews thus made vacant has been in the continuous possession of one family for half a century or so. The three families are not likely to go back, and the head of one of them, at least, has felt deeply aggrieved. Up to the date of his departure he had been an official of the Sunday school for nineteen years. As the matter now stands, there is peace but not reconciliation, nor any prospects of the latter.

Speaking of Crests.

"Talking of crests," said a man to PROGRESS, "I know of a clergyman who used to live in St. John, and who went to an engraver in order to have his crest hunted up and a die cut. On turning to the book the device proved to be a goose. The clergyman did not want a goose on his note paper, so he compromised the matter by ordering the engraver to lengthen the neck of the animal and convert it into a swan. This was done, and the clergyman bore away his crest rejoicing."

"Do you know," continued the citizen, "it is actually the case that people pick out crests belonging to some English, Irish or Scotch family, and adopt them for their own. I believe that at least one St. John man uses an earl's crest. What do you think of that?"

He Had Never Called There.

There is a story that a former mayor of St. John once enquired of a citizen if he could tell him where Sydney market slip was, and there is a suspicion that a few of the aldermen are a little mixed on their local geography at the present time. One of them declared the other day, that he wanted to know something about the way the public works department was carried on, and meeting Director Smith he said, "I have never made you a call, but I intend to do so some day." "All right," responded the director, "I am generally in my office from 9 to 11 every day." Then the alderman innocently enquired, "Where is your office?" and he did not mean it for a joke either. He had never been in the public works building.