

PROGRESS.

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THEY GOT THE LETTERS.

AND THE INSPECTOR ALSO GOT AN INVITATION TO LUNCHEON.

How the Resources of Civilization were Utilized to Secure the Blake's Mail-Jack and Dick Got their Love Missives and were HAPPY.

"By invitation, Post Office Inspector King lunched with Admiral Hopkins aboard the Blake yesterday," was the announcement of one of the morning papers on the Tuesday following the arrival of the flagship in St. John.

Now nobody supposed that the genial inspector or any other citizen was likely to lunch with the admiral in his own cabin without an invitation, so that part of the statement was somewhat superfluous. What did excite curiosity, however, was why there had been a special invitation to this official to assuage his appetite in such distinguished company. In the language of the vernacular, the inspector seemed to have a big pull on the admiral, and this belief was greatly strengthened, when the crowds of common people who went aboard in the afternoon, found the quarter-deck roped off and Inspector King as its only occupant. According to one of the papers, his "Napoleonic figure was seen in the St. Helena attitude as he gazed wistfully into the waters, as it mentally calculating how many good edible fish were swimming around the Blake at that particular moment."

When Admiral Hopkins was interviewed by PROGRESS in Halifax, last week he omitted to make any mention of Inspector King, an omission which was no doubt an inadvertence, as it seems he was under considerable obligations to our distinguished fellow citizen, but for whose extraordinary precautions, at least six of the crew of the Blake, would have had to wait until Monday before getting the love letters which were placed in their hands on Sunday. This is how it is said to have happened.

When the Blake dropped anchor in the harbor on Saturday, Inspector King was among the spectators at Reed's Point wharf, and he lost no time in springing into a boat, going alongside and tripping lightly aboard. He had an idea that the Blake not having been near a post office for twenty-four hours, the admiral would be worried about the news from home. In view of the recent complications in Siam, it was possible there might be despatches of importance on the way from England, and the inspector doubtless, felt there was a responsibility on his shoulders that might affect the future of the British nation. For aught he knew, there might be orders for the Blake to go to Siam, Senegal, Taylor's Island or Quaco Beach without an hour's delay, and though this would be a grievous disappointment to the people of St. John, he determined to do his duty.

So he sent in his official card, and was admitted to the cabin, where he made his mission known. There was an English mail due at New York, he said, and it was to reach St. John Sunday morning. He had no doubt the admiral was anxious to get his letters, and he, the inspector would see that he did so without an hour's delay, for he would employ all the resources of postal civilization to accomplish so important an object.

The English letters for the Blake would, of course, be addressed to Halifax, so it would be necessary to catch them on the fly and hold them at St. John. Only an inspector with a great head and a genuine zeal for England's welfare, would have ever thought of such a thing. The officers of the Blake were deeply grateful, and it is quite possible that before the inspector left the ship the friendly relations between the navy and the civil service were further cemented by a fraternal libation.

When Mr. Woodrow, assistant postmaster, got his instructions as to what was to be done, and what was not to be done about any of the Blake's letters that came to the St. John office, his mind went back to the time of the Trent affair, when there were rumors of wars in every breeze that blew. Animate by the example of the inspector, Mr. Woodrow resolved to do his duty, even if he had to stay home from church on Sunday.

In order to secure the letters addressed to Halifax, it would be necessary to meet the train on its way to St. John, and overhaul the English mail. This responsible duty was delegated to Chief Railway Mail Clerk Ryan, who went to Vancoboro for the purpose, sacrificing a night's sleep and rest, in his loyal efforts.

All the arrangements having been completed, the zealous inspector left orders that the mail matter for the Blake should be sent to his house, and he would attend to its delivery. Then he went home to sleep the sleep of peace, while the outward bound train shrieked through the cuttings and rumbled over the bridges with George Ryan aboard, fully alive to the responsibility of his midnight mission.

There was just one thing the inspector had not arranged for, beyond peradventure of failure, and that was the arrival of the

steamer at New York. It failed to connect with the train due here on Sunday, and so Mr. Ryan had his long journey for nothing, and lost his sleep without any opportunity to distinguish himself.

There were some letters for the Blake in the post office Sunday morning, however. There were six of them, and all were for the ordinary sailors. There is a suspicion that they were from Halifax, and were possibly love missives to Jack and Dick from the girls they left behind them. There was not as much as a postal card for the admiral or any of the officers.

In accordance with orders these six letters were sent to the inspector enclosed in an official envelope bearing the superscription "On Her Majesty's Service." The inspector received them, but instead of sending them to the ship by a messenger, he took them aboard himself, and no doubt Jack and Dick were very glad to get them. Doubtless, the inspector expressed to the admiral his regret, that circumstances beyond his control, prevented a more liberal supply of letters. By this time, no doubt, the admiral began to think that the inspector was an uncommonly obliging official, and that it would be about the proper caper to invite him to luncheon on Monday.

The English mails via New York came to hand the next day, the admiral got his letters and the inspector had his luncheon. So all's well that ends well.

Postmaster Hanington also had some honors done him when he visited the Blake on Monday afternoon. He was allowed to depart by the port gangway, while everybody else had to go by the starboard gangway.

One of the good stories told in connection with the cruiser's visit here is somewhat ruffling in the memory of the dignified rector invited to dine with the Admiral. He was seated next to an entertaining officer—one of the first on the ship—who in course of the conversation spoke of a recent trip to the World's Fair, which, quite naturally turned to the sometimes peculiar enterprise of the American press. Commenting upon the great dailies of the republic and their methods, the newspapers of the province came in for a share of the company's attention which gave the rector an opportunity to deprecate the attention to small things, to trivial detail, paid by the newspapers, and the absence of the best quoted opinion of the English press.

The officer agreed in part with the remark but thought the failings complained of rather common to newspapers in smaller cities but, he added "You have an excellent paper here, PROGRESS, that I see quite frequently."

"Y-e-e-s" rather hesitatingly replied the rector, who, it may be remarked has no particular liking for this paper, "but don't you think it somewhat trilling at times?"

"I have always thought it a most entertaining paper," was the officer's frank reply, and, probably to the relief of the rector, the conversation then turned to another subject.

THE BALD HEADS WERE THERE.

But They Were Not Labeled, and Failed to Create a Sensation.

The report was current on Monday that an enterprising medicine firm intended to do a unique and startling advertising feat that evening. There was a show billed at the opera house, the advertising placards of which left the impression that nature or art, or a combination of both, had endowed the lady artists with a generous supply of limbs, a large area of which would be visible to the purchasers of tickets.

Thereupon the happy thought came to the medicine man who devises advertising novelties that it would be a good scheme to have his remedies made known to the afflicted through the opening of the traditional bald headed men who always attend respectable shows where limbs are a feature. Thereupon he put out his energies and succeeded in getting no less than eleven bald men who, in consideration of a money consideration and champagne supper, agreed to file in the opera house take their seats in front and reveal to the audience a large letter on the back of each of their heads, the line being so arranged as to spell out the name of one of the medicine company's specialties. At the last moment, however, some of the bald heads began to fear the fun that would be showered on them, and so the scheme was abandoned.

There were bald heads there, though, and they sat in front also, but they were not of the party which had been secured for advertising purposes. On the contrary they represented the tone and culture of the military and civil division of the Union Club, and they were quite innocent of any joke until somebody discovered that they were all in a group and pretty well up in front. They made the discovery themselves as soon as anybody, and their friends have been asking them about it ever since.

Some of them claim to have been disappointed at the show.

New Books in McArthur's Exchange Library 50 King Street.

KNOCKED IT IN THE HEAD

THE COUNCIL MAKES QUICK WORK OF MOORE STREET.

Months of Toil on the Part of the Promoters End in a Defeat—"Progress" Sat Down on the Scheme, and the Council Acted on Its Advice.

After all the pulling and hauling there has been in regard to Moore street improvements, and all the nursing, the scheme has had at the hands of the Kelly-Chesley combination, the council sat down on it with a dull thud at the meeting on Thursday. The world seemed very dark to the North End contingent for a time, and the proceedings closed by a declaration of war on the part of Ald Kelly.

The requisite thirty days notice having been given, Ald Kelly moved for the issue of bonds to the amount of \$2,000 for Moore street improvements. There has already been spent \$400, which will now be charged general revenue, and \$1,600 more was desired. There has been a current impression that in the course of the work at least \$1,000 in addition to this would be needed. In the meantime many of the council have been scared by the Tax Reduction Association into an idea of economy in general and in regard to Moore street in particular. It will be remembered that the disclosures in regard to the latter scheme were the direct means of starting the Association into existence and enough of the alderman remembered this fact to kill all chance of the required two-third vote being obtained. There were, however, twelve who did vote for it. They were Messrs Kelly, W. A. Chesley, J. A. Chesley, Christie, Lingley, Vincent, Connor, McCordrick, McCarthy, Barnes, and McKevelly.

Ald Robertson was present at the council, but was out of the room when the vote was taken. Ald O'Brien was not at the meeting, and Ald Lockhart was out of the city. Ald Wilkins had been confidently expected to support Ald Kelly, but he failed to materialize at this meeting. The rest of the council, including the mayor, recorded an emphatic nay.

The emphasis was not so marked as it might have been in regard to Ald Law. He felt constrained to vote against the motion, but he practically apologized to Ald Kelly for doing so. He said, in effect, that Ald Kelly had always stood by him and done a good deal for him and that he would like to support him now, but could not do it. Instead of being thanked for this deference to the great man, he was subsequently abused by Ald Kelly in brief but pungent terms.

The principal ground taken by the opponents of the scheme was that the work was not needed just now. Those who supported it took the view that it was a public necessity. Ald Christie pleaded fiercely but vainly against the prevalent opinion, but all his adjectives did not turn a vote. Ald Connor went upon the opposite tactics and made one of his gently persuasive addresses which was equally unavailing. Ald Vincent used the old argument about danger from fire unless the street was completed, while Ald McCarthy supported the measure because he honestly believed it to be a good one. Ald John Chesley had nothing to say, which was odd; neither had Ald Lingley, which was not odd.

When the result was announced Ald Kelly made the threat that in future he would not vote for one dollar for other street appropriations unless Moore street got a part of them.

Thus it happens that the only result of the Moore street matter up to date has been to stir up the citizens to form a Tax Reduction Association, while the scheme is knocked on the head by the council.

And just here it will be remembered that the Moore street disclosures made by PROGRESS were the means of awakening the citizens to their duty in the matter. Had nothing been said about the affair, it is probable the scheme would have passed the council. That it did not is one more victory for PROGRESS.

The Connollys were heard from at this session in the way of a letter protesting against the assessment for taxes to the amount of about \$500. They claim there was an "understanding" that their property was not to be taxed. The matter was referred to the board of works.

A number of weeks ago the treasury board was directed to appoint a committee on the petition of Mr. Seely, clerk of public works, for the restoration of the salary reduced on the day when the council got a panic of economy. The idea was that the committee was to personally enquire into the nature and amount of the work done by Mr. Seely, and as his salary was not paid out of assessment and its decrease could not lessen the taxes a cent, there was a prospect that justice would be done him. The committee did not do anything of the kind, but the board reported adversely, despite the openly expressed opinion of the chairman that Mr. Seely did more work for his salary than any official in St. John. The report was adopted without discussion, not one of the men who talked on the corners

of the injustice of the reduction having the courage to open his mouth. Probably they were afraid their economical intentions would be doubted.

A motion to appropriate \$1,000 for sanitary purposes was carried, though Ald Christie opposed it on the extraordinary ground that the refuse dumps were not in the proper places.

In digging at the Rockland road, some time ago, an old cannon which had been sunk to mark a boundary, perhaps a hundred years ago, was unearthed. It is of no possible use for anything except junk, but Major Andrew Armstrong felt it his duty to make a claim to it on behalf of the department of militia. The matter had been referred to the Board of Works, and that body reported against a surrender of the junk. This caused a good deal of discussion. Ald Shaw wanted the section referred back, Ald Baxter thought it would be well to hand the gun back. After a good deal of nonsense, the report was adopted.

That was about all the council did, worthy of mention on Thursday, but the defeat of the Moore street scheme was a bigger thing than the aldermen have done for some time past.

IN THE HALIFAX REGATTAS.

Some Inside Facts Which Have Not Been Known by the Public.

HALIFAX, Aug. 16.—The Lorne Club regatta came off on Saturday in good style. There was only one drawback to it. That was that the Wanderers' A. A. Club had not a crew in the four-oared lap-streak race. When the regatta was first mooted it was taken for granted that the red and blacks would, of course, be represented. In the Bankers' regatta on the North-west Arm the Lorne Club and Wanderers had met in the lapstreak race, but when the Lorne men held their regatta, strange to say the Wanderers were conspicuous by their absence. It was not so strange after all, however. The reason they were not in it is known to those immediately concerned but not to the public—not even to the sporting or athletic public as a whole.

In the Bankers' regatta, the Wanderers' crew was Frank Grierson, H. Oxley, George Tracey and A. Cogswell. They then defeated the "Lorne" crew in the four-oared lapstreak race. The boat they used is a first-class one, built by Williams, of Dartmouth. About the time of the race, the boat had been offered for sale, and pressure was brought upon the Wanderers' Club to purchase the boat for the use of crews, who, from time to time, might represent the club in aquatic contests. Some comment has been made on the fact, that the Wanderers would not, or did not exhibit sufficient enterprise to promptly buy the boat, especially as they had four such good men to keep in it as those who won first place in the Bankers' regatta. Instead of buying the boat, the Wanderers took tickets for a raffle,—the Williams, when they could not sell, offering to dispose of the boat in that way. About one hundred and fifty tickets were disposed of at \$1 each, and half of that number was held by the Wanderers. They thus had a good chance to obtain the boat for about half its real value. But the scheme failed, and remarkably enough the Williams have the proceeds of the raffle, and they have the boat too. Before the throwing was completed, they went to a ticket holder who had made a high number; they bought his chance, and that proved the number that took the speedy racing boat. So the Williams were yet its owners. Even that was not enough to completely disgust the Wanderers crew, and they made inquiries of the Williams what they would charge for the use of the boat to enter the Lorne regatta. The Williams wanted \$40, and would not take a cent less. That was "the last straw," and the Wanderers announced themselves out of the regatta. Nothing could induce them to obtain another boat for the contest. Subsequently the Lorne crew themselves hired the boat from the Williams, obtaining it on much better terms than offered the Wanderers. They paid \$15 cash and will store it for the winter in the club house.

If there is a moral to this tale, as some people will say there is, it can be seen without a direct statement of it.

A Point Worth Noting.

A number of PROGRESS' old subscribers seem inclined to ignore one of the conditions of the club subscription to the Cosmopolitan, namely that it can only be taken with a new subscription to PROGRESS. Publishers are always willing to make some allowance either in the form of an agent's commission for solicitation, or reduction in a club offer to gain new subscribers, but they cannot keep on doing so year after year to the same people. It will be well to note this, that only new—not old or transferred—subscriptions can take advantage of the club offer of the Cosmopolitan and PROGRESS.

Some Curiosity About the Depth.

There seems to be a good deal of speculation as to what is the actual depth of water in front of the Connolly wharf. It is understood that when Capt. Taylor took soundings a week or so ago he found a sufficient depth in the slip, but, as previously stated, two or three feet less than were required at the harbor front. After that the dredge was supposed to do some work, and then some soundings were taken by Director Smith and Pilot Murray. When the City Engineer has his

THEY ARE READY TO GO.

FLEET HORSES IN A FAST CLASS THIS AFTERNOON.

Nelson Trots at Moosepath Tuesday—Two Great Fields of Horses on the Same Day—The Complete Arrangements Made for a Crowd at the Park.

Before PROGRESS is read, no doubt part of the races advertised to take place Wednesday and Thursday at Moosepath, but delayed by rain, will have taken place but the 2.30 class in which Arclight, Helena, Minnie Grey and other fast ones are to appear will be trotted this afternoon and there should be an immense turnout to see what will surely be a fight to the finish.

There has been nothing but rain from Saturday night to Thursday. Showers and sunshine, but so many showers that all the mud, so scarce the whole season, returned to its usual hollows and made the marsh, especially that part of it within the city limits, a most undesirable roadway. On Moosepath a few visitors made their way from stall to stall through the soft clay and once in a while turned their eyes upon the numberless pools of water upon the home stretch of the track. There is nothing absorbent about Moosepath when water once falls on it evaporation or draining are the only means of getting rid of it. Sponges were used to sop up the pools when it was thought the sun was going to stay out for any time but a few hours later a heavier shower than any convinced the spongers that they had the biggest kind of a job ahead of them.

Meanwhile the visitors took things philosophically. Dave Stockford of Fredericton, with Hughie Calder, stood under the shed of the one mile house where they quartered and smiled at their friends as they drove by. They found pleasanter work to do than growl at the weather, which once in a while gave them a chance to give Helena B and a Wilkes three year old enough exercise to keep them from getting stiff.

Charlie Bell wandered back and forth between the city and the track and hazarded a fresh opinion each trip upon the probable caprice of the clouds. Then the other trainers found out how smooth and hard a piece of road Mr. Connell has been building on the marsh and kept their steeds moving rain or shine.

Tuesday will be the greatest racing day St. John has seen for years. In addition to the attraction of Nelson trotting exhibition miles, there are two classes, '40 and '30 both of which are well filled. Many of the horses that trot this week will go again Tuesday and in addition, Mr. Nelson, the owner of the stallion of the same name, will bring one for each class with two other entries from Maine. Last Saturday Nelson lowered his record to 2.09 on a heavy track in Portland. What time he will trot Moosepath in has been a topic frequently discussed by local horsemen. Some say 2.17 is a mark that he will find it difficult to reach while others say 2.20. Much will depend upon the condition of the track and the day.

The indications at present are that there will be a large number of excursionists from all parts of the province. The excursion rates are enticing from all directions, the railroads and steamboats having made as favorable rates as possible. Excursions are billed from all points on the I. C. R. and C. P. R., on the Monticello, from Eastport, from P. E. Island, and the Shore Line runs a special excursion from St. Stephen that includes admission to the track with an opportunity of returning home the same night by special train at a rate that is sure to draw a good attendance from the border.

In some way an impression has obtained currency that the admission to see Nelson will be more than usual. This is wrong. The price of tickets will be the same as usual, 50 cents.

A band has been engaged to provide music during the afternoon, and special arrangements have been made with the railway to run two afternoon trains to Moosepath, the first one leaving at 1.45 o'clock, and the second at 2.40, both local time. Nelson will trot his last and fastest mile not earlier than 4.30, and in order that those unable to go earlier may be able to see him go, busses will leave King square for the track at 4 o'clock. Track admission tickets can be obtained at the Victoria hotel, A. C. Smith, & Co's and at J. Allingham's, Charlotte street, where they will find it more convenient to buy them and avoid any rush at the track ticket office.

The Repairs Are Badly Needed.

The city seems to have given up the idea that the Provincial grant will lend it any assistance to keep its part of the Marsh and Westmorland roads in order, and workmen have begun to macadamize the approach to both. It is late in the season, but better late than not at all.

Postponed Until Wednesday.

The Electric Light sports on the grounds of the A. A. club have been postponed until next Wednesday evening when a full and good programme will be carried out.

plan ready for inspection more will be known as to what the figures are, and when business begins at the elevator the accuracy of the soundings will be verified by the visiting vessels. In the meantime Captain Taylor is understood to believe that everything is all right and that he would have no hesitation as harbor master, in sending to the wharf a vessel drawing 26 or 27 feet.

A Complicated Affair.

Two citizens bartered in hens this week one of them buying six pure leghorns from the other. The bargain was concluded and the money paid, soon after business hours in the morning, and the new owner sent a man for his property. When he got there he found that among them five leghorns had laid three eggs that morning and the other had some intention of following the good example. Here was a quandary. The new owner claimed the fresh laid eggs while the former owner not only disputed his right to them, but also wished to insist that the hen with the intention should be permitted to carry it out. The matter was compromised by the purchaser carrying off the hen with the intention as well as the others, and the fresh eggs remained to the former owner. Still he thinks those three eggs belonged to him.

The Coal Should Have Been Weighed.

The tender of Mr. John F. Morrison for supplying the schools with coal has been accepted at last and now, after storing the cargoes that were booked to fill this order he may have the coal hauled again by the cartmen. The board accepted Mr. Morrison's offer, made after the fall in freight, to pay for the weighing of the coal. It is a curious fact, however, that other corporation tenders which called for the coal to be weighed at a public scale were filled without being weighed there. The weight was no doubt correct but when a tender calls for the contractor to weigh the coal at the public scale, that is the way it should be done and it occurs to PROGRESS that it was the duty of the director of public safety to see that the coal was weighed before it was accepted.

It Did Not Agree With Him.

Some St. John amateur fishermen who have a camp near Musquash had an object lesson in toxicology the other day, when one of the number tried an experiment with some condensed coffee. The coffee had been taken to the camp about a month before and a portion of it used. The remainder was left in tin where the fisherman in question found it and made it into a beverage. The exposure to the air for so long a time caused the compound to become so poisonous, and the result was the sudden and alarming sickness of the fisherman. He recovered, after suffering a good deal of misery, but he will be more careful about running risks with back number canned provisions in the future.

A Youthful Group.

The boys who carried the banners in the Hawker Medicine Company's big parade have been photographed and made an attractive picture, grouped carelessly, yet with artistic effect, about the bow of a boat. They are a bright looking lot of lads and the picture, handsomely mounted and surrounded with the good advice of the company in regard to its preparations, will adorn any druggist's window.

Rawlins on Deck Again.

"Captain" Richard Rawlins has apparently concluded that he was not born to be a chief of police, and has been sworn in a constable for the city and county of St. John. He ought to be able to fill the position very well, for he has at least had a varied experience, out of which he should have gathered a good deal more wisdom than he had when he figured on the city police force.

Completing the Job.

The council appears to have accepted the Connolly wharves by ordering that they shall be a piece for the deposit of ballast. Apparently the contractors were in a hurry to get clear of the job, for after they had gone a man was employed to spike down the deals which they had omitted to fasten. The job appears to be about completed.

Kings College Law Department.

The calendar in connection with the law course of King's College, Windsor, has been issued and gives much information regarding that department. It contains the examination papers for last year, the examiners, lecturers, subjects, and much else of interest to any intending student-at-law.

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