

PROGRESS, SATURDAY, AUGUST 18, 1894.

ORGANIZED BY A FRAUD.

THIS WAS THE START OF HALIFAX'S STREET RAILWAY.

How the Visions of Wealth for Halifax Citizens Faded Away When DeCamp Departed With the Bonds—The Present Difficulties of the Bondholders.

HALIFAX, August 10.—City Engineer Doane has officially and solemnly pronounced the Halifax street railway a public nuisance. And so it is. The rails are a menace to every carriage that crosses them. The roadway is in a horrible condition, rails are loose and, in places, far above the street level. On the main line they are almost worn out and it is only a question of a short time when their last atom of usefulness will be gone. The cars, antiquated and uncomfortable, are drawn by horses which toilsomely make the circuit at irregular intervals, though the horses are not the worst part of the service. It is no wonder the city engineer has pronounced the street railway a nuisance, for so it is.

It is not altogether the fault of the company which is operating the line that this lamentable state of affairs exists. If the men who are managing the company had their way the horse railway would soon be a thing of the past and a modern electric railway be in operation. But they are powerless to do anything to improve the service. The company is in the hands of the courts and as it stands today its credit is not sufficient to borrow a single cent. All the security the road can now offer is its running receipts and they have not been much more than sufficient to meet expenses. The history of the Halifax street railway, and the story how it came to be in its present undesirable condition, is not generally known even in this city which suffers. Probably not fifty people here are aware of the causes of the street railway troubles. They know that there should be sufficient traffic to make profitable business and can't understand why the company is bankrupt, and why improvement is impossible.

The fact is the company was organized in fraud, and the evil consequences of a bad beginning have followed ever since. In 1886 a twenty years' charter was obtained by Mr. E. F. DeCamp, who succeeded to the exclusive rights of John Starr. DeCamp was a New York speculator, who had dabbled here considerably in gold mining. He was a claim of Mr. Zebly, of St. John. Associated with DeCamp were two other New Yorkers, H. L. Adams, and W. F. Disenway. There was one other man who had a prominent interest in the scheme, though his name did not appear, and that was Mr. B. F. Pearson, who with his legal partner, Mr. W. F. MacCoy, worked the city council in the interest of the company.

It is a long story but it can easily be made short. The legislature by charter granted the right to raise a capital of \$100,000, with power on the authority of the directors to increase it to \$200,000. The directors resolved to borrow \$250,000 by the issue of \$200 bonds at \$1,000 each and 100 bonds at \$500 each. The property was mortgaged to Mr. Homer B. Parsons as trustee for the bondholders. This mortgage was executed in 1887. Subsequently Mr. Parsons resigned, and, at the request of the bondholders, Dr. Allan Haley of Windsor was appointed trustee.

Before this came the gigantic fraud. All that was needed to properly build and equip the road was \$100,000, and every cent that was spent did not reach \$125,000. That was just half the amount borrowed. The directors planned to divide the other \$125,000 among themselves. This ring included B. F. Pearson, but the man who manipulated his fellows and who kept them in line was the original promoter—E. F. DeCamp of New York. He alone profited by it. The visions of wealth for the local men faded away when DeCamp departed with the whole of the \$125,000 bonds, Pearson's share included in the big steal. Mr. Pearson did not give up his chances without a struggle, for he followed DeCamp and brought suit against him in United States courts. Those suits were abandoned for reasons unknown. People never got to the bottom of it.

The next step was for the company to repudiate DeCamp's stolen bonds. It is pretended they can be identified, and that the people to whom DeCamp gave them knew they were not honestly secured, and that consequently they are void. Some interest was paid upon them, but only a small amount. The repudiation proceedings have not been successful so far, nor have the attempts to settle the trouble out of court fared any better. The road cost at most \$125,000 and there is a bond liability of double that amount, half of it dishonest.

The bondholders finally took a hand in the fight in the courts, with the result that Michael Wallace was appointed receiver in their interest. He is compelled to pay all the road's receipts into court. The bondholders are seeking to foreclose the mortgage on the road and get out of it what they can. This is being resist-

ed by the clique who have had the engagement of the enterprise by the company. But a foreclosure seems the only avenue by which the public can hope for anything better. Nothing will be done till some kind of legal settlement is reached.

Meantime the fight centres round Superintendent Adams on the one hand, the company, and Receiver Adams in the interest of the bondholders,—while the people are groaning for deliverance.

THAT FAMOUS SPEECH.

How It Differed From Admiral Hopkins' Words in a "Progress" Interview.

HALIFAX, August 16.—Admiral Hopkins' speech at the Aberdeen banquet has been a topic of conversation in two cities since the utterance of his remarks. Sir John is known to entertain steady sentiments for the people of St. John, and as to his harbor he consumed a column of Progress' space a week ago in an interview in which he could not find language too strong to praise the good qualities of the port. Commander Bayley of the Blake at that time also added his tribute to St. John harbor, and Flag-Lieutenant Sandemann said it was "safe as a church." After all that has been said about Admiral Hopkins' speech last week, and in the light of his interview with Progress a year ago, the question arises, what after all did the Admiral say at the dinner. The hour was very late; the wine had been flowing freely, and reporters and guests alike had shared in the cheering draughts. The toast was "the army, navy and militia." The two morning papers had reports of the dinner, and here is the way they took down Admiral Hopkins' remarks.

The Chronicle. The Herald. Admiral Hopkins said Admiral Sir John Hopkins had a harbor which made a witty reply, blessed by nature, not which was received with only by anchorage, but roars of applause. His one always open. The St. excellence spoke in the Lawrence was closed up highest terms of the five months in the year in the harbor of Halifax, and the key thrown into its unsurpassed anchor. The sea. St. John on the sea, and its freedom from other hand had its swift fog—features in which no tides and heavy tides, other city on the North. When it came to harbor American coast could accommodations he could eyes compare with it, say they were not in it. No port on this side of with Halifax. It was a the Atlantic was so harbor that seven-eighths fitted for a terminus of the people coming from of the fast Atlantic the other side would en. line as Halifax, and his ter. He referred in felic. excellence expressed the steps terms to Mr. Ken. hope that the new ocean n's four-column speech greyhound, which were in favor of the fast line, to ply between England and hoped when the ques. and Canada would make this was decided Halifax their terminus in this port. would get its due.

Against these not altogether similar reports of a speech made between one and two in the morning may be safely placed, as expressing the admiral's real sentiments. Progress' interview of a year ago with Admiral Hopkins, backed up as it was by Commander Bayley and Flag-Lieut. Sandemann.

STIPENDIARY MOTTON'S COURT.

The Government Appoints a Commissioner to Investigate Complaints. HALIFAX, August 16.—At last the disgraceful state of affairs which has prevailed in the city police court seems likely soon to be remedied. The provincial government has appointed F. H. Bell a commissioner to investigate the administration of justice by Stipendiary Motton. For twelve months the court has been more like bedlam than a law court.

It seems that what has at last caused the government to act was an occurrence in the city civil court. A cause was being tried brought by the Halifax gas company. C. H. Smith was the counsel for the defendant. A postponement was deemed necessary by Mr. Smith, and he says Mr. Motton granted his request to have the case put off for a little while. But no sooner had he left the court room, so the story goes, than the opposing counsel took advantage of Mr. Motton's condition of mind and secured judgment from the court in favor of the gas company. This naturally aggravated Mr. Smith, a lawyer of rather excitable temperament even in ordinary circumstances. His partner, Mr. A. G. Morrison, accordingly at once wrote to the government, formally laying charges against the stipendiary and demanding an immediate and searching investigation. The request was complied with "immediately," sure enough, for Mr. Bell's appointment as commissioner to investigate was made next day. Whether it will be "searching" remains to be shown by Mr. Bell. He will not have any difficulty in securing all the evidence he wants.

IT WAS THE CAT.

Two tramps out West, one from "green Erin," and the other from the land of sauerkraut and beer, one night, excessively hungry, struck a farm house, the owner of which would give them a lodging, but no food. So to bed they went supperless. About twelve o'clock Hans got up and went softly down to the pantry. Having caught a hearty meal, he returned, being compelled to pass through the farmer's bed-chamber. When he got back, Pat questioned him as to how he had passed the farmer. "An' did ye not wake him up?" he asked. "Ya," answered Hans; "but I yoo-stant still, und say, 'Miao, miaow.'" "Begorra, but you ought to be an Irishman!" said Pat. "I'll do the same meself." And, rising, he went slowly and cautiously down. But he was not so successful as Hans. As he entered the farmer's room, he stumbled over a shoe, kicked a chair, and awoke the farmer, who cried angrily: "Who's there?" "Oh, lay still," said Pat; "O'm the cat!"

ABERDEEN IS SNUBBED.

HE UNINTENTIONALLY HURTS A COUNCIL'S FEELINGS.

Why the Vice-Regal Party Did Not Receive as Warm a Welcome in Moncton as at St. John—The Situation Fully Explained to Lord and Lady Aberdeen.

MONCTON, Aug. 15.—A subject which has caused great discussion here lately is that of a public reception to the governor-general and Lady Aberdeen! Of course it would seem strange, to anyone not behind the scenes, that there should be any question about the matter at all, but those who can see beneath the surface know that the reason lies in the slight Lord Aberdeen has been pleased to place upon the City of Moncton through her representatives in neglecting to keep the mayor and the city council informed of his movements. I have tried hard to take an impartial view of the matter myself, and to make every allowance for His Excellency's pardonable ignorance of the code of court etiquette prescribed by the lawyers of Moncton, and I have taken the lord's part manfully whenever I have heard his conduct in this matter criticized. I still maintain that he did not mean to snub the Moncton city council, when he neglected to inform that body, ex officio, of his movements; and that he made the very excusable mistake of thinking the programme of his engagements, which was published in all the papers, would be sufficient notice of his approach, without his being expected to write and tell the council he was on the road, and be glad to be met at the station and cheered up a bit. But I am sorry to say the majority of the city fathers think otherwise, and are of the opinion that if Lord Aberdeen expects the people of Moncton to take any notice of him he will have to be pretty civil, and "mind his P's and Q's."

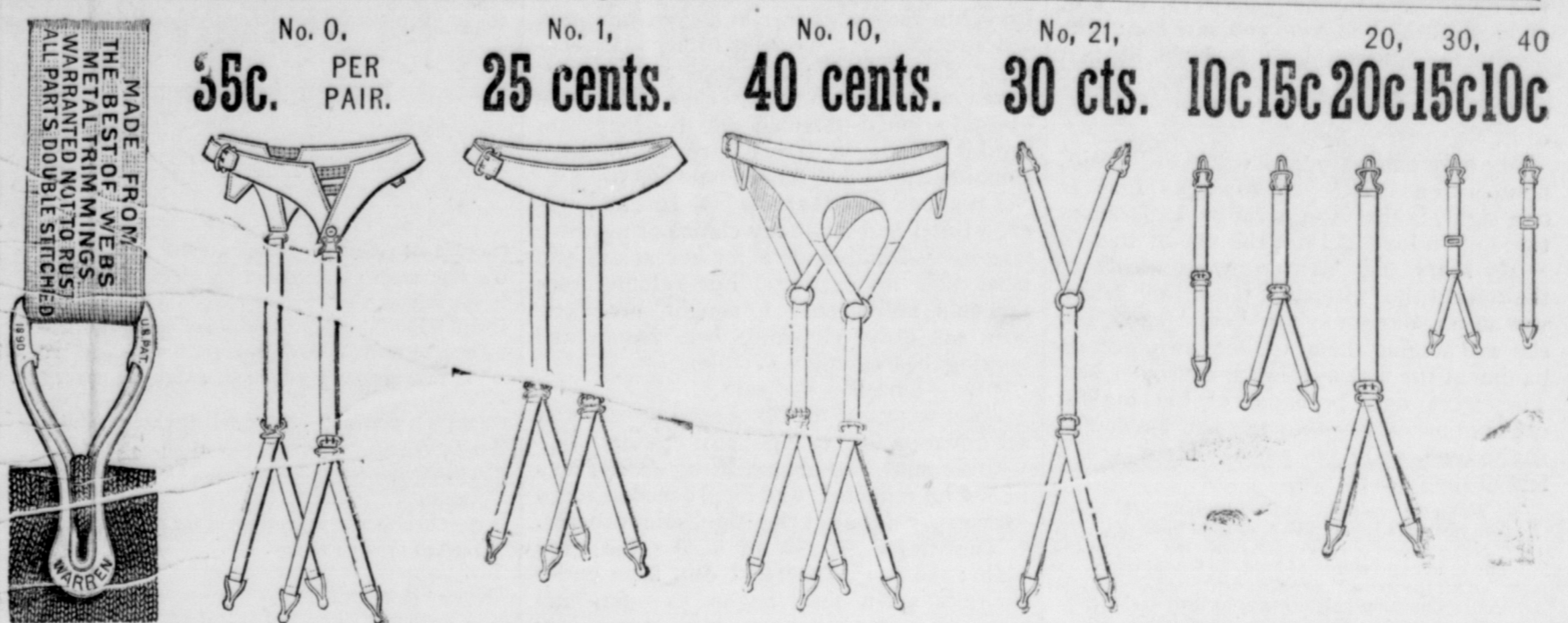
Lord Aberdeen arrived in Moncton on Tuesday week at 5.20 in the morning, and remained here in his private car until 10.50. His arrival was to a certain extent unexpected, so it was of course too late to think of anything of anything like a public welcome, but still his presence was known in time for the fact to be announced by the hoisting of the flags on the general offices and the L. C. R. shops, and the few people who were moved by curiosity to go over to the station and find out what the flags were flying for, witnessed a very pretty sight on the arrival of the morning train from St. John, with Lady Aberdeen and suite on board. The governor's private car had been backed down on a siding to make room for the incoming train, and when Lady Aberdeen's train came to a standstill the eager rush made by his excellency, and his little son and daughter, to greet the wife and mother from whom they had been separated for some months, and their reckless scramble over the ties, to see which should reach her ear first, was a very refreshing spectacle. But there was every excuse for the silence with which the scene was witnessed by the spectators; delicacy preventing any demonstration which might interrupt the domestic reunion, and besides their excellencies were to a certain extent travelling incognito, and might have objected to any act of recognition.

Some comments which under the circumstances were rather out of place, were made on the fact that Her Majesty's representative was not accorded a warmer reception, and the matter was finally brought up at the council's board, with the result that His Excellency's secretary was censured for neglecting to give the civic authorities due notice of the party's arrival, and two of the aldermen considered that as the city had been slighted, no further notice of the vice-regal party should be taken.

The more loyal members were inclined to deal gently with the erring, and the mayor proposed communicating with Lord Aberdeen's secretary, and finding out when he would arrive. His motion was opposed, but he disregarded the opposition and announced his intention of telegraphing the secretary, on his own account. Then the council adjourned for three weeks!

Meanwhile Lord and Lady Aberdeen, all unconscious of having given any cause for offence, passed through Moncton again on Monday evening on their way to St. John, and seeing a large crowd at the station on the arrival of their train, His Excellency, who was fresh from the loyal demonstrations of the citizens of Halifax, and on his way to receive an equally warm welcome in St. John, stepped out on the platform and thanked the people of Moncton in a few courteous words for the large number who had assembled to greet him. He expressed the hope that he would be in their city on a future occasion. He paused, and must have come to the conclusion that he had chanced upon a community of deaf mutes, for not a sound was heard, not a welcoming note—and amid a silence so dense that it might have been cut into blocks and used for fuel, Lord Aberdeen bowed politely and returned to the car.

After he had been out of sight some minutes, a consultation was held amongst the spectators, and a few bold spirits at the



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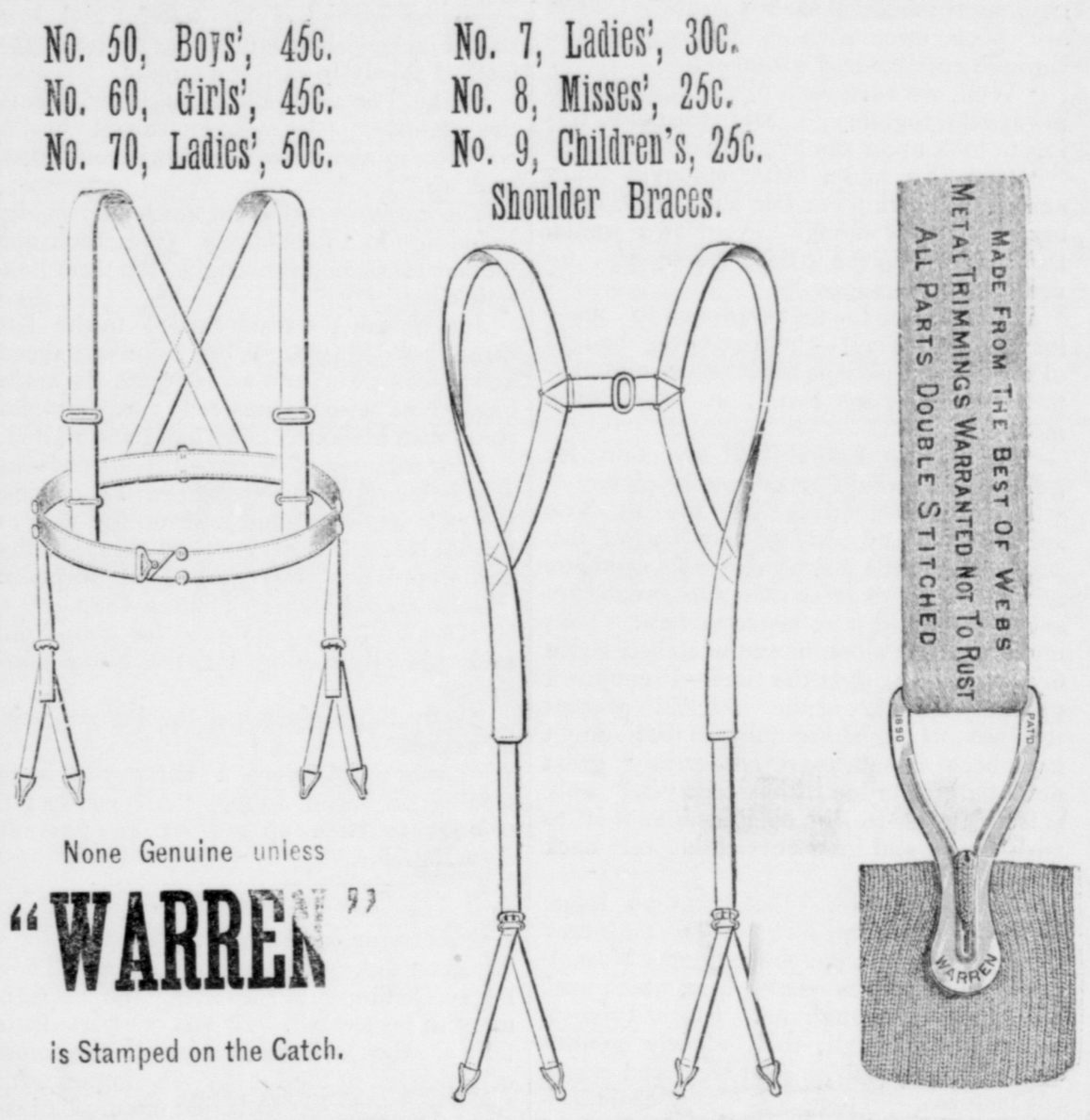
upper end of the platform raised a cheer, a second, and a third, quite unparticipated in by the crowd at the lower end. When the train moved forward, Lady Aberdeen stepped out on the rear platform of their car and bowed to the loyal subjects of her majesty who had assembled to do them honor, and amidst profound stillness the train glided out of the station. Perhaps their Excellencies may pass through Moncton again and receive a more cordial welcome, but in case they should not, I thought it would be a real kindness to let them know the cause of the coolness, so they may guard against taking liberties with the municipal authorities of an important city like Moncton in future, and also to explain that the city council had adjourned for three weeks, and therefore it was manifestly impossible to make any arrangements for giving them a public reception. I always like to know the reason for a thing myself, and I thought Lord and Lady Aberdeen might feel that way too. GEOFFREY CUTHBERT STRANGE.

Why Not Invite Mr. Simpson? HALIFAX, August 16.—The governor-general is an elder of the presbyterian church. When state dinners are given hereabouts the usual custom is to invite Archbishop O'Brien as head of the Roman catholic church, and Bishop Courtney as head of the church of England in Nova Scotia. Earl Aberdeen being a presbyterian, why should not the head of the presbyterian church for the time being also be invited? Rev. Allan Simpson, of Park street church, Halifax, is moderator of the presbyterian synod of the Maritime provinces. Why should he not have a seat beside the other church dignitaries on those state occasions? The presiding officers of the methodist and baptist churches also have a claim to an equal position with the other ecclesiastics. The presbyterians and Moderator Simpson are, no doubt, quite satisfied with present custom and arrangements, but perhaps it would be a compliment to His Excellency to give him a chance to meet the head of his church in Nova Scotia.

The Power of the Voice. Stories abound to illustrate the power possessed by great speakers and actors to stir the emotions by the tones of the voice. It is said of the elder Booth that he brought tears to the eyes of a company upon one occasion by the way in which he uttered the opening words, "Our Father," of the Lord's Prayer. What, it is said, could so utter the word Mesopotamia as to startle his hearers into tears. A story is told of the great Irish orator, O'Connell. An attack had been made upon him in the House of Commons. When O'Connell rose to reply, his lofty orator was black with thunder and his arms uplifted as if to strike. Then checking himself he said: "But the gentleman says he loves Ireland!" Lowering his tones to the rippling murmur of a summer brook, he continued: "I have no words of bitterness or reproach for any man who loves Ireland." The pathos in the fragmentary utterance of the last word brought tears to the eyes of many veterans of the House.

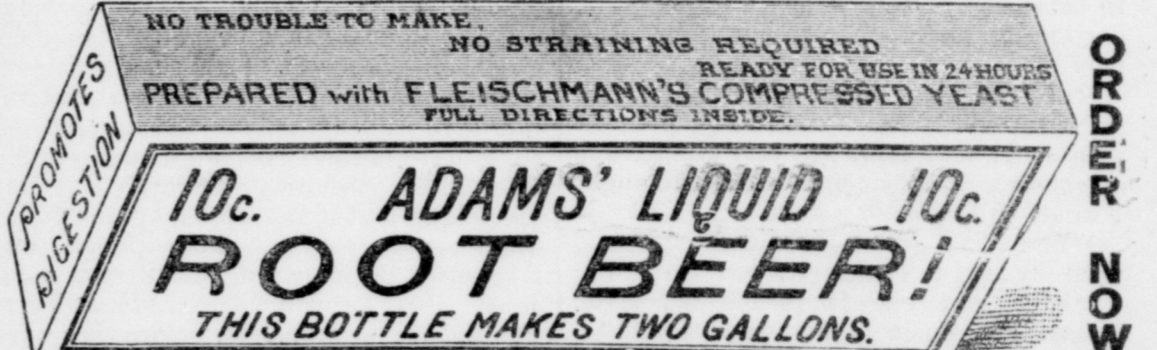
Time is Money. Mexico is a nice place to live in, the climate is so salubrious; but the people have certain peculiarities which may startle the stranger until he becomes familiar with them. The following incident illustrates one side of Mexican life.—Two gentlemen of the highest rank in society meet in the evening in one of the streets of the capital. "What o'clock is it, senior?" politely asks the first. The other stops, draws his revolver, and covers his interlocutor, then takes out his watch, and answers—"It is half-past six, senior." "Thank you, senior," says number one, and moves away without the least surprise or remonstrance at the precaution taken by number two.

The Preacher had Practiced. A well-known cardinal once listened to an earnest sermon by a shoemaker. The man was simple and unaffected, and apparently not at all dismayed by the presence of the cardinal. "How could you preach to me with so much confidence?" the cardinal asked him in evident surprise. "Monseigneur," replied the shoemaker, "I learned my sermon by reciting it to a field of cabbage-heads, in the midst of which was one red one, and this practice enabled me to preach to you."



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DISSOLUTION.

THE FIRM OF J. S. ARMSTRONG & BRO. was this day dissolved by mutual consent, T. ARMSTRONG retiring. Business continued at old stand by J. S. ARMSTRONG, who assumes liabilities and collects accounts due. J. S. ARMSTRONG & BRO. May 8, '94.