

# PROGRESS

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## THOSE FERRY TICKETS.

### ANOTHER EXPERIMENT WILL BE MADE WITH THEM.

The Tickets Which Were Good for the Last Four Months and Their Results—Why the Test Was Not Satisfactory—Some Carleton People who are Kicking.

The Carleton ferry has not been heard from to any extent of late, because it has been the subject of an experiment for which the people clamored, in the way of tickets at a reduced rate, such as would make a practical one cent fare for people who had to use the ferry to get from their homes to their places of business or their work. They have never been happy over the fare. For no arrangement seems ever to have hit the mark. At one time regular users of the ferry would buy monthly tickets at one dollar each. Each ticket was good only for the month for which it was issued, but the holder could cross as often as he pleased. This was well enough for those who had to travel to and from very often, but there was a dead loss to those who travelled on the boats only twice a day, in the morning and evening. Then came the monthly book-ticket system, which has been continued for the last year or two, with more or less loss to the public each month. By this system, a series of numbered tickets, not transferable, were sold in packages of fifty each to registered purchasers, who paid fifty cents for each package. There were other packages at lower rates, for children and persons earning less than a certain amount per week, but the majority of the patrons bought the fifty cent books, thus getting fifty trips at one cent each.

This was satisfactory, as far as it went, but the tickets for one month were no good the next month. A man who regularly went over in the morning, every working day, and came back every night could get along on one book, with a slight loss from a few cash fares he would have to pay when the book was used up. It would be the same with a man who regularly made four trips a day and purchased two books during the month, but few men have their movements down to such a system that they do not make frequent extra trips in the evenings and on Sundays. Accordingly, the two-trip man found it necessary, in some months, to buy two books, while the four-trip man would have to get three. When they did so, they would have portions of the last package on hand at the end of the month, and so would feel they were out of pocket to the extent of a number of unused tickets on hand. If, instead of buying an extra book they paid two cents each time they crossed towards the close of the month, they considered that they were still more unkindly used under a system which professed to give them one cent fare and compelled them to pay double that amount, even if only for a day or two.

Then the demand came that the tickets should be made good until used, instead of being limited to any one month. The reply was that in such case so many would buy books that there would be fewer two-cent fares, and that the ferry would not pay. To test this, however, the experiment was tried of issuing tickets from and after the 1st of September, good until the last of December. On the result of this experiment would depend the future arrangement as to tickets.

In order to know what to do at the first of the year, the returns for the period from the 1st of September to the 15th of December, this year, have been compared with the returns for the same period last year. The result is that the board of works does not know much more about it than it did before the experiment was tried.

On the face of the returns, it would seem that the issue of tickets to be good until used had been a great financial success for the city. In the three and one half months of 1895 there were 14,638 more passengers passed over the ferry than in the same time last year, and \$132 more cash was paid for tickets, while nearly 21,000 more tickets were received by the collectors. Against this, however, is the fact that 6,259 fewer cash passengers crossed, and there was a falling off of \$118 in the cash receipts from tolls. The remarkable increase in the total number of passengers, however, seemed encouraging, until Supt. Glasgow began to hunt around to find just when that increase had taken place. It was not hard to get at, for during the time of the exhibition, from Sept. 24th to Oct. 4th there were as many as 15,767 more passengers than during the time between the same dates in 1894. This was more of an increase than the total increase of the experimental period showing an actual falling off in other months. Even this was not all the discovery made. The steamer "Lake Superior" seems to have been a literal nine days wonder, for the increase in the number of passengers while she was in port, from the 4th to the 12th of December was 3,713. The exhibition and the steamer, therefore made a total increase of 19,460,

while the total of increase for the whole period of the experiment was 14,638. This may or may not show that if there had been no exhibition and no Beaver Line, there would have been an actual falling off of nearly 5,000 ferry patrons.

There is to be still another experiment, on the same plan, by which tickets issued on and after the first of January will be good until the last day of April. The superintendent explains that this is a wholly new deal and not a continuation of the old one. A good many Carleton people, however, insist that if tickets "good until used" last until the 31st of December they ought to be made available for use during January, so that any now on hand can be utilized.

That is, under the old monthly package system, they could calculate on their supply near enough not to be either much short of tickets or loaded with too big a stock of them at the end of each month. During the last four months, however, they have not had to calculate, as the tickets were good until used. When some of the papers recently said the system would be continued until the last of April, there was an idea that the tickets now on hand would be good after the 1st of January. They will not be, however, and people who now buy the old books will be "stuck" with all not utilized by New Year's day. Those who are out of tickets now and do not purchase books will have to pay two cents a trip each time they cross. This has been the position in which some of the Carleton people have found themselves doing the past week, and there has been some vigorous kicking. They insist that the present tickets should be either good until used, or that they should be credited with all unused ones returned by them the first of the year. The reply of the officials is that if the tickets of the last four months were mixed up with those of the next four months, the second experiment could not be kept separate from the first one. As for crediting people with unused tickets returned, they say that would require the inauguration of a system of book-keeping.

If the results for the next four months show a loss to the city under the "good until used" plan, there may be a return to the packages for single months. Under the four months system all kinds of people have purchased tickets, because anybody who had to make more than 25 trips in that time would save money by getting 50 tickets for 50 cents. Thus a man who went to Carleton and back on one day of each week for four months would make 34 trips. If he paid two cents each time this would cost him 68 cents, but if he bought a book at the outset he would save 18 cents and have fourteen of the tickets to spare. A St. John fellow who went to see his girl in Carleton three times a week would make about 100 trips in the four months. If he paid a two cent fare each time this would cost him at least \$2, but if he wisely bought tickets he would pay just half that amount. With the monthly tickets he would pay the two cent each time he went, or if he did buy a book he would not make any money by the transaction.

The fact that more people go to Carleton than are recorded as coming back excited considerable comment a year or two ago. It is still a fact, and the number is on the increase. In the last months of 1894, there were 205 more people went over to Carleton by the ferry than came back by it. Up to the 15th of this month, the number was 401. There are several theories to account for this. One is that there is a mighty exodus to the westward of people who take the land route, another is that something happens to the citizens and that they disappear in some of the mysterious parts of Carleton, while a third theory is that they return to the city by way of the suspension bridge. Supt. Glasgow stoutly affirms that all these people have not disappeared from the community, and inclines to the bridge theory, though he can give no proof in support of his belief.

One thing that is a debatable matter is the tariff for teams and the like, which needs to be revised. As it is now, the rate for a single horse is five cents, while that for a single team, including horse, wagon and man, is six cents. The question is whether a man leading a horse should pay for the horse and himself, seven cents, or whether the man is included with the horse within the meaning of the schedule. If he is not, as the collectors say, it is intended that a loose horse, unaccompanied by a man, should be permitted to cross? If such is not allowable, why should a horse and man pay more than a horse, a man and a wagon?

Strength and Popularity. There are few St. John people upon the stage but those who have chosen that profession do not discredit their native city. One of the Wallace Hopper company at present playing in the Institute is Mr. Richey a brother of Mr. Sam Richey of Charlotte street. Mr. Richey assumes important roles in the repertoire and adds both strength and popularity to the company.

## HE GOT HIS DEMURRAGE.

### THE KEEN MERCHANT AND THE ENGLISH SHIPPER.

One of the Incidents of the Loading of the Beaver Line Steamship—Why One of the Exporters is Not Happy—Some of the Results of the Winter Port Industry.

The Beaver Line is more and more apparent every day as a big thing for St. John, and it would seem that the people have recognized the fact from the start. There have been plenty of big steamers in this port in the past in which the public have felt only a languid interest, but it was quite another matter when the "Lake Superior," the pioneer of the winter port lines arrived here. There was more than a mere curiosity to see a vessel, not remarkable in its appearance, and it was evident that there was a good deal of practical sentiment in what promised to be a great benefit to the port. The fact that there were nearly 4,000 extra trips made over the ferry while the steamer was in port show that the occasion was more than an ordinary one in the annals of the city.

Since then the "Lake Ontario" has arrived, and though the rush to see it has not been so great, yet there have been large numbers of visitors, and it was a great place for sight seers on Christmas day. There is more than mere sentiment in the matter, however, for there is a big outlay of cash among the merchants and the working classes every time one of the steamers comes into port. It is a great thing at a season of the year when there would otherwise be a dullness in all lines of trade, and it puts a fair amount of cash in circulation.

The advent of so many visitors to the west side has put into the heads of some enterprising individual, the idea of reviving an old and once flourishing industry in Carleton. They want to get some licenses to sell liquor. Years ago, a man who could have his choice of drinking at any one of a number of open bars, and the stuff was pretty much of a quality at all of them. When the time came that the consent of the residents in the district was necessary, there came an end to the license liquor traffic in that part of the city. The west side people are not all total abstainers, but a majority of them have an idea that a licensed tavern is not a necessity among them, and every attempt to start one, in recent years, has been promptly crushed at the outset. There has been liquor sold in Carleton and there is still enough to be had if the right kind of a person looks for it in the right kind of a way, but a bar where all sorts and conditions of men can go in and refresh themselves has not been among the institutions. Most people have an idea that there is cussedness enough without it on that side of the harbor.

The agitators for the revival of the good old times, however, think it is a pity to see so much good money around without a bar-room or two to absorb a portion of it, and they believe that a license or two granted in Carleton would fill a long felt want. There are only half a dozen bars with a stone's throw of the east side ferry house, and they may be found inadequate to meet the wants of the citizens and laborers who have business in connection with the Beaver Line. It is safe to say, however, that the Carleton people will tramp on the new project with a great deal of emphasis.

While the people as a body have done their best to give the port a good name, the representative of a large Liverpool lumber concern has had an experience which has not given him the best kind of an opinion of the way strangers are used by St. John merchants. This agent, an Englishman, was buying deals for shipment by the "Lake Superior," and got some from a well known and wealthy merchant who has mills up the Bay of Fundy. The deals were to come by schooner, pending the arrival of the steamer. Where a schooner comes into port with a cargo and has to wait a few days before discharging it, the question of demurrage, or compensation for the delay, does not come up, as a rule. When a ship is chartered for a foreign port, of course, the charter-party allows a certain number of "lay days," and any delay in excess of these is paid for it at a fixed rate of demurrage. Such a practice is not usual, however, in respect to the coasting schooners which come to St. John, and they may have to wait ten or twelve days sometimes for a chance to be discharged. If anything were suggested to the average merchant in respect to demurrage, he would laugh at the idea. That was the impression the Englishman had when he bought the schooner load of deals, and he was the more likely to think so from the fact that the merchant from whom he bought the deals was also the owner of the schooner.

When the schooner reached St. John, it had to wait for a few days until the steamer was ready to receive the cargo. The next thing the Englishman knew was that he was charged \$25 for demurrage by the merchant who owned the schooner,

and from whom the cargo had been purchased.

This may be all right on a matter of strict business, but the Englishman is said to think it pretty sharp practice to charge demurrage to English shippers, when he is informed that it is not the practice of the port for our own merchants to pay for unavoidable delays in such cases.

The matter is a small one, so far as the amount involved is concerned, but a few things of this kind may tend to give the idea that St. John is a port where the stranger will have to keep his eyes wide open when he has transactions with the merchants. Now that the winter port is a fixed fact, we want strangers to have the best possible impression of St. John and its people.

## BIG SAVING IN COAL.

### One of the Many Results of the Mildest December Known for Years.

There was a green Christmas in earnest this year, not merely because there was no snow on that day, which often happens, but because all the weather of the holiday season has been more like April than like December. It was the first time for years that throughout the whole season the public could see the contents of every show window without the interference of frost on the glass. The stores that had taken the precaution to put double windows on would have appeared to better advantage had they not been so doubtful of the great possibilities of our glorious climate.

It has not been good weather for the coal dealer. While it is true that fires are kept up in furnaces at this season, no matter how mild the weather may be, yet much less coal is consumed, and no fires are needed in many open grates where they would be a vital necessity were the weather colder. With the poorer classes, the mill earnings known as Strait Shore coal have been sufficient for most purposes, and are found to effect a considerable cash saving over coal bought at big prices by the basketful or barrel at a time. Some of the coal dealers estimate that the mild weather so far has made a difference of at least a thousand tons in the sales of coal in St. John, and others of them have an idea that this estimate is considerably below the mark. Let the rest of the winter be as cold as has been the average, the falling off will not be made up, so that this year is a good season for the poor, it has brought no smile to the face of the coal man, nor is it likely to do so.

It is not a good winter for ice, either. By the first of January, in ordinary seasons, there ought to be pretty solid ice, so that the cutters would only have to wait a little longer to begin their operations. So far, there is not even a start in this respect, and if the snow comes in large quantities later the ice is not likely to be as clear or as solid as it there had previously been long periods of hard frost.

Thus while the weather suits a good many people there are some who are not at all jubilant. Even the doctors do not find much prospect of business in the condition of the season. There is a general idea that because the weather is unseasonable it must necessarily be unhealthful, but this is not borne out by facts. Sickness and death increase when there are extremes either of heat or cold, so that this is really not a bad year for the public, whatever it may be for the coal man, the ice dealer or the doctor.

## Was a Long Time Saved.

A prominent barrister of this city, actively engaged in church matters and recognized as a pronounced evangelical churchman, was at the Stone church one day during the recent mission, sitting with his head bowed on his hands on the back of the seat ahead of him, as some devout people pray when they think it wrong to kneel. Rev. Mr. Aitken, the missionary, was passing from one to another of the congregation, inquiring as to their spiritual state, and observing the lawyer praying with great zeal, paused, leaned down and whispered, "Are you saved?" The lawyer, surprised that anybody should ask him such a question, looked up and hastily responded, "Years ago, years ago," and resumed his devotions with still greater zeal, while the missionary passed on to others who seemed to have more need of him.

## Christmas at the Hotels.

If everything in St. John appeared to visitors in as favorable a light as its hotels this would be a model Canadian city. Mine hosts of the Royal, Dufferin, Aberdeen and Victoria outdid their previous efforts in the direction of Christmas menus. Those guests who were deprived of the pleasure of being home upon the holiday were fortunate if they were at either of the above hotels. The menu cards were all excellently gotten up, that of the Royal being painted by hand, while that of the Dufferin was enclosed in as dainty a cover as could be found. The embossed motto must have been an expensive article but it is durable and will always be in order. The dinner was as dainty as the menu and reflects much credit upon the management for a first Christmas.

## IN SEARCH OF HIS CASH.

### BOSTON MAN WANTS MONEY FROM HALIFAX LAWYERS.

He had a Patent to Sell and He Sold It—Why the Purchaser Did Not Make Millions out of It—The Pursuit after the Money is Still an Exciting One.

Boston, Dec. 26.—There is one man, in this city, who has a very poor opinion of Halifax lawyers, or at least of two of them. That citizen of the hub is W. H. Warren of 102 Merrimac street. He thinks it is a dangerous thing to fall into the hands of a Halifax lawyer, if all are of the same stamp as those of them he has met, though people who know Warren say he is about as sharp himself as it would pay any lawyer to be.

About ten years ago Warren was in Halifax. He went there as an inventor, the possessor of something with "millions in it." It was a patent ornamental lettering system for the use of painters. He proved to Egan a painter of that day, to take hold of his invention. There proved to be no millions in it for Egan, and that purchaser passed away from the business scene.

About four years ago Warren made a second visit to Halifax, this time going in more pretentious style. He boarded at the Halifax hotel. His invention he had with him again, calling it "Warren's process for ornamental brass and metal lettering," or some such name. It was the old invention improved. His object was to sell it. The leading painters of that smoke-begrimed city were called upon and urged to purchase the patent. The price was placed away up in the thousands. But with one exception the slow going painters of Halifax turned the cold shoulder on Warren and his patent. The exception was D. Roche, who gave audience and ear to the plausible story of the Yankee inventor. Mr. Roche was the more inclined to do this, so the history runs, because Warren offered to let him have the patent on easy terms. He reduced his thousands of dollars to as many hundreds, and offered Roche the sole right to the invention in Nova Scotia for \$500, and what was more, \$300 of the price could be paid in quarterly instalments of \$100. On this basis the contract between Warren and Roche, who is said to be one of the most enterprising painters in Halifax, was "signed, sealed and delivered."

Shortly after this there were labor troubles among the painters of Nova Scotia's capital. Mr. Roche was so much taken up with this that he forgot all about the precious invention, though he had paid down \$200 to Warren for it. The first quarterly payment came due and then the shoe began to pinch. The instalments were not paid as they came due. Roche had by this time got to work with the process and found it of no use to him, whatever it might be in other hands. He was in fact disgusted with it and wished he had never heard of it.

It is at this stage that the lawyers came in. Warren retained C. H. Smith to collect the money due on the patent. Before commencing his action he had to put up \$100 in cash as security for costs of the trial. Now he says that in doing so he threw good money after bad. The machinery of the law was set in motion. It was a tedious process for Roche, so it is understood, but it was not without interest to him, for in the end the Halifax painter had to pay up the whole amount of Warren's claim and about \$400 in costs besides. That invention had taken from Roche the respectable sum, in these hard times, of \$900 including law costs.

But Warren claims that, though poor Roche has been made to toe the mark, he was no better off. He says that he never saw one cent of the money collected from Roche by his lawyer Smith, and that he found it impossible to get any satisfaction from him. Whatever the reason was, he could not do his best, get his money from the lawyer.

Warren's success had been so great with the courts, however, in collecting from Roche that he determined to try the law again against Smith. Accordingly, he says, he wrote to a judge resident in Halifax, who advised him to retain F. J. Tremaine to proceed against Smith, the sanguine hope being expressed by the judge that, in quick time, the money could be recovered from his former lawyer. Tremaine was given the work, and he started to accomplish the task. Several steps have been taken but Tremaine has not yet been able, so it seems, to realize the money. But Warren is impatient. He says he has written his new lawyer a dozen times and can get no satisfaction from him, either, as to how matters stand. He is losing heart, but says that if it is necessary to hire yet another lawyer to secure his money he is ready to do so. He is bound to fight for his cash, if he has to continue on those lines till doomsday. No Halifax lawyer or painter, he

is determined, shall get the better of him in this matter, or in any other.

Roche, so Warren hears, in a few weeks ago, sold the patent that had cost him \$500, together with \$400 law costs, to C. H. Smith, for \$50, and the inventor is anxious to know what his old lawyer and present defendant had in his mind when he made such a deal as that.

## PROFESSOR IN TROUBLE.

### He Gave His Opinion and a Suit for Libel Has Resulted From It.

HALIFAX, Dec. 26.—Halifax people are to be treated to the novel sight of a professor of Dalhousie college as the defendant in an action for damages for libel. Professor Archibald MacMechan has been served with a writ and he will have to be the prominent figure in a suit in which \$20,000 damages are talked of. His alleged offence is that he spoke too strong in the agitation which a dozen or so of people, many of them residents on the North-West Arm, have started against the People's Heat and Light company because the site of the works has been located in that region. Professor MacMechan, in the letter complained of, after a vigorous onslaught wound up by saying that the company, by their enterprise, were about to transform twenty-five acres of the prettiest part of Halifax into "a dirt pile, an eye-sore and a plague spot," and he used other language of a like character. The courts will decide whether that is a libel or not and whether Professor MacMechan shall be called upon to make good any injury which he may be adjudged to have done to the company.

It is strange how contradictory some people are, at one time they bemoan the lack of enterprise in this city, and at another they are found doing what they can to kill a new industry which promises to be of benefit to the community. But as has been already stated it is largely the exclusive few who reside along the banks of the Arm who are up in arms—in arms it seems to maintain their exclusiveness.

It is currently reported that St. John offered the People's Heat and Light company, a free site and other privileges to select that city as their base of operations. Whether that is so or not, here in Halifax the company paid about \$25,000 for a site, and they have asked no favors of any kind.

The committee of the church of Epseanu bought the old penitentiary site on the Arm for \$10,000 intending to use the stone for the erection of a cathedral. The cathedral project fell through and they had the penitentiary, like a white elephant, on their hands. The committee have held it for years and despaired of ever finding a purchaser. At last the People's Heat and Light company came along ready to buy. George Franklyn was a competitor with them for the place. He offered the committee \$10,000 but agreed to pay for it only in instalments. He failed to furnish a bond asked by the committee. The company offered \$20,000. This was the end of the first deal. The committee again asked for tenders for their property. Mr. Franklyn, whose property adjoins, offered a thousand or two over the \$10,000 he first proposed to give the company again offered \$20,000. The diocesan church committee accordingly gladly gave a deed of the property to the people with the most money.

The new company have given contracts in connection with their understanding for more than \$200,000. S. M. Brookfield is at work on the building at the Arm, transforming it from its penitentiary walls to its new purpose, that of a gas and bye-product manufactory, an eventually, so they promise, iron-smelting works.

## It Was a Slow Note.

During the month of November, a customer of a prominent West End firm gave them, as he supposed, a note of hand payable thirty days after date. The firm also took it as a thirty-day note, put it in one of the banks for collection, and the bank notified the maker that it would be due on a certain day this month. The man accordingly went to the bank on the day designated, put down his money and demanded the note. It was handed to him, and just then both he and the teller made the discovery that it was drawn so that it was not due until May, 1897. It had been made out in a hurry on an ordinary printed form, the word "thirty" had been written, but neither the maker nor the firm had noticed that the word "months" was in the printed form instead of the "days" that all the parties had in mind. It was really a slow note, due two years and six months after date, but in all the hands it had passed through this fact had not been noticed. The maker might have let it remain in the bank for a good while longer, but he preferred to pay it according to the intention, and will doubtless preserve it as a curiosity.

## Thought it a Worse Case.

Two bright little boys had attended one of the mission services addressed by the Rev. Mr. Aitken. Questioned by their mother on their return home, one of the little ones said: "Well, mother, you know he told us of the eighty and nine sheep that were there, and that one of them got lost; it got its foot in a crack in the rock some way, but, mother don't you remember Little Bo Peep lost all her sheep."