

TO TAX THE CYCLISTS

A HALIFAX ALDERMAN WORKING FOR THIS END.

He Wants to see Wheelmen Charged Two Dollars a Year for Using the Streets—Many Prominent Bicyclists Indignant—A Golden Opportunity Lost.

HALIFAX, June 10.—What course Alderman Hubley will take in civic matters is always looked forward to with interest. Not that there is generally any doubt which side he will take, but there is a genuine curiosity to see how far he may go in a direction on which he starts. The alderman is a conservative in politics, but he is a radical in everything else. This city father made an unpopular move at the last meeting of the council, a move which, ten chances to one, will fail. Alderman Hubley will have to work many a long day a good deal harder than he has ever yet done, before he succeeds in taxing the bicyclists of Halifax, for that is what he is now trying to do. He had a motion passed instructing Recorder MacCoy to prepare a city ordinance for the licensing and to regulate the speed of bicyclists. He wants to see wheelmen charged \$2 a year for the privilege of using the streets of Halifax, and he thinks the money so raised might be devoted to improving the condition of the streets. The money is needed there badly enough, but it is safe to say that it will never be raised in the way proposed. Alderman Hubley will of course, find himself opposed by the 2,500 bicyclists of Halifax, more than 100 of whom are ladies. They will oppose the proposal not merely in their corporate capacity but as a body, for the Ramblers club has now become one of the most powerful athletic organizations in the city. Alderman Hubley will find his anti-bicycle propaganda more unpopular even than his anti-liquor crusade, or his economy struggle, which is saying a good deal.

President L. J. Mylius, of the Ramblers cycle club, is already on the war path against Alderman Hubley in this matter. Already he has seen several of the aldermen and endeavored to pledge them against the tax. Mr. Mylius pointed out to them that the bicycle, instead of being an injury to the streets, is really a benefit to them. The rubber tyres do not cut the roadway but rather pack it down and have an effect of making it smoother and harder. The narrow wagon wheels of ordinary vehicles, he says with truth, are what destroy our roads and make constant repairs necessary. The horsemen are the men to be taxed if money is to be raised in this way. Another argument which Mr. Mylius is bringing to bear on the city fathers against Alderman Hubley's idea is this, that if bicyclists are to be charged \$2 for using two wheels on our streets, users of waggons must be asked for \$4 for every team with four wheels they place on the highway. Just think of the absurdity of it; it urges the owner of a carriage, whether for business or pleasure, which does all the damage to the roadway being exempt from this proposed special tax, while an effort is to be made to collect a license fee from the owner of the harmless bicycle. Objections is also taken that such a tax could not legally, without legislation by the local parliament, be levied. If Alderman Hubley persists in his policy of raising road moneys at the expense of the wheelmen, he will find he is making a big mistake.

While on the subject of Alderman Hubley, who, whatever his faults, must be given credit for honesty of purpose, it may be remarked that he made a mistake at the same meeting of the council in his tactics on the Inspector Banks discussion. He had a fine chance to make his mark in that matter, a chance which was largely lost by him. Mayor McPherson had repudiated the inspector, stating plainly that he would rather see the liquor dealers selling openly without license than and those licenses given by Banks which were frauds on their face not having his signature, not ordered by the council, and which were not worth in law the paper they were written on. His worship held that selling on such bogus licenses, for which \$100 had been taken, was nothing less than selling without licenses in its most aggravated form. Recorder MacCoy openly denounced the inspector for his high-handed conduct in issuing their "licenses" without the mayor's signature, and there were only one or two aldermen who even made a pretence of defending him. Alderman Hubley had Banks arraigned at the bar of the council and he closely catechised him. It was at this point that Hubley lost his golden opportunity. He should have introduced a resolution suspending Banks, compelling the aldermen to vote for or against, and thus placing members of the council on record. But the alderman was bluffed out of this chance by statements that an action at law was about being brought to settle the legality of Banks' conduct. This action it now appears, covers only the case of one or two of the unsigned licenses, and does not go into the merits of the question at all. Yes, Alderman Hubley had a fine chance to make the aldermen vote one way or another on the suspension of Banks. Next time he gets a good trump card like that in his hand he should be very careful not to lose it, or to forget he holds it. In this connection alas, Chief O'Sullivan

is striking terror into the hotel keepers in the centre of the city. Sergeant Lehan keeps so sharp an eye on them that selling on Sunday has become a dangerous thing. Three of the principal dealers in the centre of the city have been caught, the Caledonia hotel a second time, and in one of the places pounced upon two society swells are down as witnesses in case the fine is not paid without a trial; on account of his activity efforts have been made to have Lehan's beat changed but unavailingly. The alderman who was asked to use his influence in this direction said he could do nothing, and Chief O'Sullivan is obdurate. The fated man and his dealers in that locality may therefore count upon having to endorse Lehan's eagle-eye for quite a while yet. The chief seems to be acting on the principle that if Banks will not do his work the police will do it in an aggravated form for him. Poor Banks, his bed is not one of roses these days.

PROVINCIAL NATURAL HISTORY.

Second Article by W. F. Ganong—The Outlet of Lake Utopia.

Lake Utopia is perhaps the most beautiful of New Brunswick lakes. It shows many features of scientific interest, and amongst them a geological phenomenon which must be rare,—namely, a delta at its outlet. I cannot find any reference to this delta in any of the geological reports which treat of this region, nor do I remember having heard of anything similar elsewhere. The lake empties into the Magaguadavic river by a thoroughfare, locally called "the canal," which is less than two miles long and of very uniform breadth and occupies a break in the granite hills. Where the thoroughfare leaves the lake; however, it is between two remarkably long grassy and parallel points which extend directly out into the lake nearly half a mile, thus carrying the entrance to the thoroughfare out that distance from the main shore. The extreme points are very low and muddy and sink gradually under water to continue as shallow still further out into the lake: towards the main land however they become gradually higher having marsh grasses, sparsely at first and farther in gradually more densely; then struts appear and finally trees.

Along the thoroughfare the banks are muddy, not on the lakeside, especially that on the south, they are of sand gently sloping and sweeping in a long curve to the main shore. It is plain that the points are growing out into the lake; and the whole appearance is precisely that of a delta, though of a reversed shape at the mouth of a stream, not that of a lake at its outlet.

But in fact the explanation of the phenomenon is extremely simple. This delta is at times the mouth of a stream. The relation of the lake to the Magaguadavic river is peculiar, and happens to be so adjusted that at a certain height of water both are on the same level, and there is no movement through the thoroughfare. As the water rises after rains, the river rises far more rapidly than the lake, which has but a small drainage basin, and pours into it through the thoroughfare dropping its sediment as it meets the still water. These are the only conditions requisite for delta formation: the lake then washes up the sand or works it out from the shore on the outer face, completing the formation. It is not, it is true, the typical delta shape, but it is a delta morphologically. When the water falls, level is again established, and finally a flow out of the lake begins; but this is of clear water, and not strong enough to remove much of the sediment which has settled to the bottom. Perhaps the double flow has something to do with keeping a single channel open (instead of the several usual in deltas) thus determining the shape of the structure, but the abundance of room for the sediment in the deep lake, and the working up of the sand along the outer faces may also contribute to keep the channel single.

The points are not shown on the geological Surrey map nor on the corrected surface geology map but they are plainly marked on the original Surrey map of 1796-'97, upon which also depths of the lake are given. The thoroughfare near the lake is marked as 7 feet deep, at the extreme points as 9 feet, while a quarter of a mile further out it is only 13 feet. But still further out the depths are 33, 42 and 54 feet, showing clearly that the delta is being pushed out into the lake. Of course it is entirely post-glacial, because the lake is formed by the glacial dam between it and L'Etang. It we could accurately measure the rate of growth of the delta, we would, by measuring also its size be in possession of data for estimating how long ago the glacial period closed.

New Brunswick thus possesses two reversible river phenomena,—a fall at St. John and a lake inlet—outlet at lake Utopia. The presence of these striking grassy points explains the significance of the name given by the Passamaquoddy to the lake, about which I had previously to my visit last summer been much puzzled. They call it Mes-ke-quam which means "with grass (or bulrushes) around it," no doubt referring to this place; the name is altogether inappropriate elsewhere about it. Its English name was given by Governor Carleton when he found that the farms assigned to some of the Loyalists were un-

der its waters—they were truly Utopian so far as any use to their owners were concerned.

THE CREW IN TRAINING.

Halifax People Subscribe \$2000 for Training the Carnival Crew.

HALIFAX, June 10.—Halifax is keen in its enthusiasm on behalf of the four-oared crew which is to be entered to uphold the aquatic honors of this city in our carnival. In the past three weeks about \$2,000 has been subscribed to defray the expense of training a crew and hurriedly eight men have been picked up from among the fishermen in this port to undergo the required training. Halifax money has been raised to get up the carnival, but till within two months of the consummation of the event Halifax enterprise was not sufficient to seek a crew and put it in training, and it is only a little more than a month ago that efforts were instituted to gather in the cash necessary to defray the crews expenses unless a futile effort some months ago is counted. What strange delay it was, but what commendable promptness of action when now at last the eleventh hour is reached. The eight men from whom four are to be chosen are practicing in a leaky lapstreak, while the committee are vigorously hustling to secure for them a practice shell, and then an order will be given for the shell in which the race will be rowed. This incident well illustrates the proverbial slowness of Halifax in many things but it also shows how thoroughly our people carry out a project when once they get at it. We leave many things undone, or at least undone till "the day is far spent," but when we begin we work in earnest and generally accomplish success. What a surprise it would be if the Halifax crew, which is not yet selected and which may not be finally determined on for some days yet, should lead in the four-oared race, and capture the \$1,000 cash prize, or should even come in second. They are fishermen, and our fishermen won at Philadelphia in 1876. One thing seems certain and that is that during the last week in July, when the arrival takes place, there will be a big crowd in Halifax, and a great throng to see the winners whoever they may be, and enjoy the other attractions.

Halifax is far behind its sister city St. John in some things, and notably in the advertising patronage given our daily papers by the wholesale houses. Many of the largest of these do not advertise at all. As far as the newspapers are concerned several of our leading wholesale houses especially in the wholesale business, might just as well not exist. Their names are never mentioned in the advertisements. The inevitable result follows that they are losing in the race with competitors from St. John, and elsewhere whose wholesale merchants do advertise. One of the travellers of a great St. John house, a firm which has a dozen men constantly on the road, himself carries samples into Nova Scotia weighing often as high as 2,000 pounds. What dry goods house in Halifax can make any such statement? None. And this St. John firm has large space contracts with PROGRESS and other good mediums for reaching the people. The observer of our Halifax newspapers would think there was no business here but retail trade, and it is this refusal to advertise is long persisted in this will soon come actually to be the case. Possibly at the eleventh hour, as in the four-oared crew matter, Halifax wholesalers will get their eyes opened, and save themselves just before it is too late.

LIVERPOOL & LONDON & GLOBE.

Sixtieth Annual Report of This Insurance Company.

We have received a copy of the sixtieth annual Report of this Company presented at the General meeting of the Proprietors held at Liverpool on the 20th ult. The Insurance and Finance Chronicle (Montreal) of the 1st. inst., comments thus on the report. "The Liverpool and London and Globe, as a general rule, presents the bright side of the insurance business for the past year. If this Company has done well it usually follows, that there has been at least a satisfactory year for others: if it has had ill-luck from some unusually severe conditions, then there has been indeed a hard time all round. The Company is in such a financial position and enjoys such a prestige, all over the world, that business comes to it as naturally as steel filings to a magnet. The company stands indeed very often in the reverse position to that so generally occupied by business firms; it is not the solicitor of business, but the chooser of what is offered. Even in so disastrous a year as 1893, which brought losses unprecedented save those by the Chicago fire, the Liverpool and London and Globe managed to secure a fair margin of profit, the expenses being reduced in order to offset the exceptional losses as far as economy would allow. The company has achieved this eminence and financial strength by its whole attention being bent upon acquiring business attractive from its safety and profitability, rather than its extent. Hence it has no hesitation in decreasing its premium income when such a restriction is dictated by the exigencies of sound underwriting. Last year, for instance by selecting risks so cautiously, its premiums were \$75,650 less than in 1894, the result being such a reduction in losses, as to bring their ratio to the premiums lower than in any year since 1886, being only 54.7 per cent." The assets of this Company, in Canada alone, on the 31st December last amounted to \$1,713,602.79.

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A Good Sermon

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REV. THOMAS J. BUTLER, Caledonia. You can learn shorthand at home for \$10.—If not exactly as represented, money returned. Lesson free. Send for it.

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WANTED! Our White Enamel Letter Works, sets make elegant signs for office and store windows; for beauty and durability they are unsurpassed. We are sole importers and agents of the original Letter Works, St. John, N. B.

WANTED Young men and women to help in the Armenian cause. Good pay. Will send copy of my little book, "Your Place in Life," free, to any who write. Rev. T. S. Linscott, Brantford, Ont.

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