

PROGRESS.

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MAY SETTLE THEIR CASE.

THE REID-PORTER AFFAIR STILL IN EVIDENCE.

An Impression That Captain Porter Will Settle Rather Than Have Any Further Publicity—A Damaging Statement Gets Into the Press Though Not in Evidence.

Just now people are waiting to hear the end of the Reid-Porter scandal and they eagerly scan the daily papers to find the judgment of the court in the matter. But these papers have not as yet enlightened them on the matter and in many other instances they probably will not enlighten them. Thursday was civil court day and it was thought that His Honor Judge Ritchie would say then whose was the right side of the case. But he did not give the public that interesting bit of information and they had to wait another week. Probably when that has flown round his lips will still be sealed.

The fact of the matter is that the case is practically settled out of court. Capt. Porter has come to realize, though at the eleventh hour, that it is not in his interests from a business or from any other standpoint to let his name be coupled with the serious charges made on the witness stand. He is the owner of the steamer Star and has other business connections that it is not well to injure for the sake of a paltry \$88. Therefore he has about concluded to compromise, and he will pay Mrs. Reid an amount to settle the case, just how much is not yet stated. It will probably, however, not be the full sum.

He did not, however, come to this conclusion until the case was nearly completed. The evidence had all been taken and this week the council had delivered their arguments. They were of an interesting nature, especially that of Mr. J. L. Carleton for Mrs. Reid, wherein he decided that the relations of Capt. Porter and Gertrude Reid had been very intimate and this was followed by a statement which was not brought out in evidence and yet was far more damaging to Miss Reid than anything stated. Mr. Carleton said if that he was prepared to prove this if necessary, but in the meantime gave it for the magistrate's private information. And in this way it found its way to the public, for it was published in the newspaper report as part of his argument, which was in reply to Mr. A. G. Blair, jr.'s application for a non-suit.

The heroine of this episode has not sought seclusion as a result of the association of her fair name with such a scandal. She still drives about the city in her fine turnout and still bears the same erect and well poised carriage and the same quiet yet assertive demeanor.

The reason of Mrs. Reid's breaking away from her daughter is not exactly understood. She may have thought that she did not obtain the same consideration that was due her, and there may have been jealousy in the business. She has left the Porter mansion and the captain and his adopted daughter now rule alone. Mrs. Reid belongs up river and her maiden name was Clark. She is of a family well known along the coast. They are of a combative turn and it is even stated that once they and another family engaged in a sort of Americanized vendetta and had several encounters.

Mention was before made of Capt. Porter's eccentricities and they are now on everybody's lips and many have been recalled. His conjugal life was not of the happiest description, and he and his wife have been separated for a long time. He would like to obtain a divorce and has sought for grounds for one but could never find any. She might be able to obtain one, but is taking her revenge by not setting him free by so doing. When he took his adoption bill before the provincial legislature, it was she who obtained the defeat of the measure and prevented him from adopting the lovely Gertrude.

During the trial it was shown how a witness can go too far at times. Miss Reid went on the stand to show how innocent and natural had been her relations with Capt. Porter. He had adopted her when but a little girl and he had been a most kind "papa". He had let her have her own way about the house and she had the management of the internal affairs. This is just what the plaintiff's counsel wanted, for it tended to show that Captain Porter was responsible for housekeeping bills incurred by her, including that of Mrs. Reid.

How He Shook Their Curiosity.

It is amusing to notice how little it usually takes to excite curiosity in the human breast, and that the majority of human beings; and that this interesting vice is not confined to the feminine portion of humanity alone was quite clear to those persons who happened to be on Union street about noon hour on the other day when a man returning to work was desirous of catching up with a friend ahead of him, and on that account was running. It almost seemed that business in that portion of the street was suspended for the time being, while everybody seemed intent on watching the runner and

wondering what was wrong; clerks in the smaller stores watched him from the doors, pedestrians turned and gazed enquiringly after him, everybody made way for him. The man, quite unconscious that he was the cynosure of all eyes, kept on until he caught up with his friend, when they both proceeded leisurely towards the scene of their labors.

A NEW YORKER'S GOOD WORDS. He Thinks St. John People the Most Hospitable he Ever Met.

"I must say," said a New York gentleman who was in St. John this week, "that the people of this vicinity are the kindest to strangers—especially I think, to strangers from the States—of any people I ever came in contact with, and I have travelled in a good many strange lands.

"I came to St. John a week ago, and have been treated with kindness and consideration by everybody I've met about the hotel or anywhere else. I was in one of your street-cars the other day, and one of the passengers showed me a great many places of interest along the route, when he learned that I was a stranger and from the States.

"Then again 'the boys' here are the most sociable chaps I have met in any place I ever visited. They treat a stranger first-rate.

"I've heard a good many St. John people talk of some of the country districts round here as having a good many hospitable people in them. But if these places have any more such people than St. John they must be something extra.

"You see, I came here a perfect stranger—knowing nobody and caring to know nobody. Now I want to know the whole town.

"I'm going to bring my wife and family back here with me along in June or July. I tell you, the New Yorkers who never come here know very little of your country, and still less of your people. It strikes me your people have all the good points of the English and the Americans—and mightily few of the bad—but I won't tell that home.

"Your provinces ought to be more advertised around New York. I believe you're doing quite a bit of advertising in the New England States, but, bless you, the New England people know a good deal about you already. But the people of New York city, who take life easier than the people of the New England States, should be told of the cool and refreshing provinces by the sea."

AGAIN MAYOR MCPHERSON.

The New Halifax Mayor has now the Keys and Badge of Office.

HALIFAX, May 2.—The silk flag flew from the staff in front of the city hall yesterday in honor of the incoming mayor, who in the afternoon was sworn into office by Governor Daly. David McPherson at once assumed control of city affairs as the chief magistrate of Halifax, after a rest of three years from public duties. He takes charge with a substantial majority of 150 electors at his back, after one of the keenest contests in our civic history. Ex-Mayor Keele has been in the mayor's chair during the past three years, so that David McPherson is his successor as well as his predecessor. Bias was the color of the victorious party on election day and when Mr. E. Keele yesterday handed over to Mr. McPherson the keys they were tied with blue ribbons, a new and pretty idea.

Mayor McPherson enters upon his duties with no personal enemies in the city, and now that the fight is over with no opponents of any kind, even in civic politics. He was always deservedly popular and everybody liked and does like, David McPherson. The new mayor has a good knowledge of civic affairs gained during a long experience, first as alderman and subsequently as mayor. His standing in the community both in business life and socially, is high, and there is no doubt that the record he will make, now that he has again been given the highest position his fellow-citizens can confer, will be such that, when Halifaxians think of their mayor, it will be with sentiments of pride and satisfaction. There is much good work that Mayor McPherson can do, and he may be depended on to perform his duties with marked ability. He goes forward with PROGRESS' hopes and best wishes for a successful and brilliant career as mayor of Halifax, and with the congratulations of all.

An Incident of the Contest.

HALIFAX, May 2.—That was a smart Harrington street man in the jewelry business who stamped his business card on the back of his ballot for mayor. The law requires that the voter must deposit his ballot for mayor and alderman at the same booth. This smart man put in his "stamped" ballot for mayor in one ward, and then went up to the next to vote for Hubley as alderman. When he arrived he was promptly told he could not do as he had already done his voting for the day at the first booth. So he lost both his ballot for mayor and his vote for alderman.

Go to the printer 90 King St. An Alleged Design to Sell Paper.

WHERE THEY LIVE NOW.

ADDRESSES OF MANY PEOPLE WHO HAVE MOVED.

More People Change Their Place of Residence than Usual—The List is Not Complete but it will be Handy for Many Persons to Refer To.

More than the usual number of people moved this year, so everyone says and it the furniture vans upon the streets this week were any evidence the statement could not well be disputed. PROGRESS has for the past year or two published such a list of removals as it was able to obtain and this year the list will be found as usual. It is not complete for that would be practically impossible in the short time at a newspaper disposal but in spite of that it will be of considerable assistance to many wishing to locate people. In some cases the numbers of the new address cannot be furnished, such details as these being forgotten by teamsters and others who had to do with the moving.

Ayer Milton, St. Patrick to Waterloo. Akcey Geo. G., 616 Maitland to Medical. Ashorn A., Broad to Brittain. Armstrong Frank, 197 Victoria to 194. Brown J. H., Brittain to 218 Waterloo. Bustin S. T., Cedar to 178 St. James. Bustin A. T., 22 Geraldine to 90 Germania. Belding A. M., Crown to 270 Germania. Blanchard E., Marsh Road to Church St. Bailley Mrs. M. E., 27 Charlotte to 22 Exmouth. Burt J. B., Adelaide Road to 590 Maitland. Bartlett T. H., Queen to 106 Carmarthen. Boles L. B., 101 Simonds to 84 Simonds. Bourke Albert J., St. Patrick to 173 Brussels. Barnhill, Hornfield to 22 Duke. Bolton G., Castle to 20 Peters. Bell Mrs. M., 38 Hornfield to 102 Exmouth. Bell Mrs. J., 97 Devon to 69 Sewall. Belyea J. H., Princess to Celebration. Bowman I. C., Princess to Leinster. Brown J. F., Chubb to 71 Simonds. Campbell Mrs., Richmond to Peters. Cain John, F., 137 Elliott Row to Adelaide Road. Carr William, Duke to Rodney, W. E. Clarke Geo. W., King to 124 Carmarthen. Carter E. B., 78 Sydney to 114 St. James. Coombs H. J., Queen to 28 St. James. Capson, White to City Road. Cox, 97 St. James to 51 St. James. Coleman Misses, 49 Sydney to 78 Sydney. Crockett Thos., 50 Sydney to next door below St. David's Church. Coleman Edward, Bentley to Douglas Ave. Carr Henry, 62 St. Patrick to 54 St. David. Crawford Mrs. H., 215 City Road to Gilbert's Lane. Churchill G. B., 70 Queen to 114 St. James. Canning Jas., Brussels to Exmouth. Chambers M., 100 Brussels to 15 Brunswick. Dickson Burpee, Camden to 154 Main. Doane Capt., 208 Duke to Duke. Danaher Mrs., Brussels to 559 Main. Dickson Albert, Metcalf to Main. Daly Mrs. M. J., City Road to 121 Brussels. Dunham Mrs. S., Metcalf to 102 Main. Day Geo. E., Douglas Ave. to Douglas Ave. near school house. Dykeman F. A., Exmouth to 137 Leinster. Davis Clare, Leinster to Prince Wm. Dyrast John, 215 City Road to 40 Cliff St. Dunham Mrs. Sarah, Paradise Row to 61 Spring.

Ey as R. J., Wentworth to Sydney. Edgett Capt., Union street, out of the city. Frederickson Mrs., 208 Duke to 123 King. Fallick Miss, Charlotte to Eidon House, Union st. Fowler E. H., 7 Charlotte to 27 Charlotte. Foster Capt., West end to Broad st. Forgy A., Durban to Main. Finlayson W. N., Carmarthen to 49 Portland. Foss E. P., Broad to 157 St. Patrick. Frastle L., Erin to 154 Waterloo. Farmar Mrs., Brittain to Mecklenburg. Globe F. G., Duke to Guilford, W. E. Gilson Miss, Haymarket Sqr. to Brussels. Gowland Victor E., Queen to 79 Princess. Gibbs Mrs., Brussels to 73 City Road. Gollings J. N. J., 109 Pitt to Waterloo. Hegan Geo. B., Wright to 33 Seely. Hutchinson F. B., Waterloo to Germania. Hassever G. M., Broad to Spring. Hanson P. J., 126 Broad to 81 St. James. Horton Wm. E. M. to Main. Hinds Mrs. J. H., Main to Indiantown. Kyle John, Paradise Row to Boston. Knappan D., Brittain to St. Andrew. Kinball T. A., 1 Waterloo to 90 Waterloo. Kelly Michael, Castle to 21 Clarence. Knowles W. E., Queen to 41 St. Patrick. Kenny John, 173 St. James to 14 St. Andrew. Kenny Capt., Duke to 99 Elliott Row. Kinball J., Moore to Main. Kelly 355 Union to Rebecca. Lauder Wm. Frederick to 44 Forest. Long J. W., King to Watson, W. E. London E., 106 Marsh Road to 97 Marsh Road. Leary I. C., 7 High to Bridge. Miller A. & Co., Market Sqr. to King St. Morrison T. W., Barker to Portland. Magee David, Garrison to 13 High. Miller M. S. to 244 Main. Moore J. R., Dorchester St. to Moncton. Miller J., Strait Shore to Murray. Macfarlane Dr., 48 King Square to 165 Princess. Macgeeb Robt., 145 Queen to Queen, cor. Casper. Mary F., Adelaide to Douglas Ave. Miller J., Celebration to 36 Crown. Mahony Frank, 87 St. Patrick to 57 St. Patrick. McLintock Thos., High to Bridge. McMichael E. E., High to 225 Pitt. McSherry Geo., 101 Simonds to Main. McGarrigue Miss, White to Cliff. McKinnay James, St. James to Broad. McMaclean J. H., 199 Portland to Spring. McCready T., Main to Franklin Row. McCune Mrs. E., 99 St. Patrick to 192 St. Patrick. McGovern J. S., 46 King Sqr. to 8 Dorchester. Nelson Chas., King to Union, cor. Dorchester. Nichols Chas., King to Rodney, W. E. O'Leary J., Paradise Row to Winter st. O'Neil J., Brittain to Carmarthen, cor. St. James. Falcon Thos., Elliott Row to 15 Coburg. Peterson Mrs., 22 Spring to 216 Duke. Peden Geo. A., King to 4 Wentworth. Priden J. C., Queen to Station st. Ryan M., Waterloo to St. Patrick. Ross W., Brunwick to Clarence. Ryan W., Waterloo to Peters. Ryan J., Waterloo to Peters. Shug J. W., Sydney to cor. Laidlaw and Rodney, W. E.

ANOTHER LOTTERY UP.

THE ROYAL ART UNION COMPANY MAY BE INTO LIQUIDATION.

Upon the Application of a Clerk who says his Salary has not Been Paid to the Extent of One Thousand or Eleven Hundred Dollars—Application Argued Monday.

The Royal Art Union company has fallen upon evil days, and all the assets of the concern are in the hands of the officers of the law. This concern with the high sounding name has outgrown a figure in this city for the past year or so. They leased the big building on Prince William street once occupied by the hardware establishment of Burpee, Thorne & Co., and furnished it from bottom to top upon an elaborate scale, such as to surprise most of the people who saw it and gave them an idea of the immense backing behind the concern. The store was papered and painted in the most expensive fashion, the large floors and many stairs were carpeted with rich crimson Brussels. The richest furniture abounded in the office, curtains and portieres were used without stint and more than 300 electric lamps supplied light for the place by day and night. For the building was so narrow and long that the natural light was not sufficient to show the paintings.

For there were paintings there, by the number and by the yard. Works of old masters and amateurs, of the "artists" of the old world and the dabblers of the western hemisphere and vice versa—all of these were catalogued with an irresistible abandon and an utter disregard for fact. Thousands of dollars were nothing to fix as the value of a painting and the fairy tales told of the framed canvases that adorned the walls were pleasant to listen to. Few people object to hearing a pleasant tale that does not affect them personally, even if they know it lacks the essential element of truth. And so it was here, though to the credit of the people few of them took enough stock in the stories to buy tickets.

The sale of tickets was limited. So was the company, though from a different reason. The immense lot of pictures that covered the walls were brought in under that customs clause that permitted works of art to come in free for educational purposes. Where that part of the affair came in was hard to get at. The tickets were for sale and the one who got a prize number was supposed to draw a prize, but so far as the writer knows there were no prizes left in this city.

The company lacked patronage; it was not pushed in the same business manner as the modern lottery, though it amounted to little else, and the result was that several months ago there was a shuffle. Mr. Friend, the gentleman who had charge, was replaced by a Mr. Leppleman, who was not here long before a move was made to reship the pictures to the United States. This was done and the walls had a bare and deserted look. Then Mr. Leppleman went too, and like the pictures he failed to return. The only one in charge after that was a Mr. Guilbalt, who referred all people who went to see him upon business to the fact that Manager Leppleman was away and he expected him to return every day. He pointed out in reply to some doubting queries that there was \$10,000 behind the concern, that they had always paid everybody cash and that there was no doubt that another lot of pictures would soon be here and the business go on again without interruption. But a day or two after Mr. Guilbalt gave such information as this he saw a lawyer, Mr. Charles N. Skinner, and instructed him to begin a suit to wind up the Royal Art Union Co. He claimed that this concern, that he had said before always paid cash and had such backing, owed him some thousand or eleven hundred dollars salary. Then there were about forty dollars due other employees. This would lead people to suppose that Mr. Guilbalt was a capitalist in a small way and was content to take his chances at the finish.

As a result of this application for a winding up order which came up for argument on Monday, the assets of the company, which consists of the carpets and furniture mainly, have been stored in a room and are there at the order of the courts. Perhaps they would bring some \$300 or \$400 by auction, which might pay the costs and part of the wages claimed by Mr. Guilbalt.

The Man from Jamaica.

Mr. Larsen's timely and interesting article on "One Hundred Years Ago" in the last issue of PROGRESS was much appreciated by the St. John friends of Mr. H. L. Spencer, although they, unlike the majority of the United States people who know the poem, are aware that he was the author. Not only is Mr. Spencer a graceful poet, but he is also the writer of short prose sketches of a high order, both pathetic and humorous. In this connection it may be stated that his "The Man from Jamaica" sketches, a few of which recently appeared in the Record, have not a copied name, as might be inferred from the ap-

quency with which some of the world's most famous writers are now using similar titles, such as "The Man from Archaes," etc. The fact is that "The Man from Jamaica" was first on the field, the sketches having first appeared in the Sun over a decade ago. HE WAS AN ENERGETIC VOTER.

Mr. James Adams of Halifax was a Hustler on Election Day.

HALIFAX, May 2.—Perhaps the most interesting feature of Wednesday civic election apart from its result, has just come to light. It is that James Adams, Alderman Moeber's opponent in Ward 6, voted twice. The doing so subjects the voter to a heavy fine, or a good term of imprisonment. Anyone who doubts that Mr. Adams voted twice can satisfy himself of the truth of the assertion by calling at City Clerk Treman's office and examining the poll clerk's books. The name of James Adams appears, showing that he voted twice—once in Ward 5, for McPherson, and an aldermanic candidate, and once in Ward 6 for himself and McPherson. Mr. Adams had a right to vote in Ward 5 for his own name was on the list there, but he had no right to vote again in Ward 6 even if his name were there, but which it was not. The name on the ward 6 list was "James A. Adams," a nephew of the candidate, who was prepared to come in and claim his vote as soon as the candidate had put in a ballot—his sweet second. Ald. Moeber's vigorous protest was so effective that James A. Adams, who urged that he was the man intended by the name, and not his uncle, was not allowed to cast a ballot. So, after all, it did not affect the result, for J. A. Adams would have gone the same way his predecessor did. It certainly would place any man, but especially a candidate, in a very awkward position, to be discovered at such work as this. Don't you think so, Candidate Adams?

WILL BLOOMERS BE WORN? A Question for the Ladies to Decide—Who Will Make the Start?

"Has she bloomers on?" was the question asked the other night as a young lady was seen skimming along on her wheel in the semi-darkness of the street. It was not answered for she was lost to view before a closer view could be had, and this brings up the question, will bloomers be worn? It only wants some one to make the first move to start the young ladies out in them, and some brave spirit should volunteer. It is said that the young ladies were first started out on wheels in this city by a member of the Bicycle Club who donned female attire and went out one night in order to break the ice for them. Perhaps the same scheme might be worked with respect to the bloomers.

And now speaking of "bikes" the great increase in the number of riders this year is worthy of mention. They are being cultivated by prominent men of business, clergymen, a large number of young ladies and by people generally of every rank and station. They have even invaded the ranks of newspaperdom, though it remained for the religious press to "beat" the secular press in the city in the proprietorship of a wheel. "How many wheels will there be in the city on the 24th of May?" was asked of a prominent dealer the other day. "There will be all of 300 or 400," was the response. "This will represent a value of from \$25,000 to \$30,000, so that it will be seen that the bicycle has taken an important place in the social economy. In comparison to population Frederickton has more wheelmen than St. John. There are said to be about 200 bicycles there, which is an unusually large number."

THE FERRY IN RETROGRADATION.

Some of the Reasons Why There Should be a Prompt Change.

Now that market matters are settled the ferry is the next civic department which is to be prominently before the public. The incoming board of works will have a question, a very live one to Carleton people, to consider with respect to the issuance of monthly tickets.

The present system is to issue to applicants bundles of fifty tickets at a cent each. These are good during one month only and are not transferable. They are therefore purchased only by people who live in Carleton and work, attend school or in some other way employ their daytime in the city proper. Those who make only occasional trips do not buy the tickets, for at the end of the month they would have a lot of worthless pasteboards left over that cost them a cent each.

Recently a petition was circulated in Carleton asking for a change. It asked that the tickets be made good until used and not restricted to one month's time. In this way people would not be out of pocket in future for tickets not used.

One or two faults of the present system are pointed out. A man may use but a few tickets and may then become sick or go away on a trip. He cannot get a refund on his pasteboards, he cannot use them the following month nor can any one else use them, so they are rendered useless property. Again 50 tickets are not enough for a month. There are 26, sometimes 27, working days in a month making at least 52 or 54 trips necessary but they get only 50 tickets in a bundle.

The objection that is raised to the new proposal is that it would have the effect of making a one-cent ferry and involve a great amount of additional work and expense. For, say the opponents of the idea, every one would buy tickets when they save fifty per cent, on the cost of crossing and even those who went only occasionally would buy them by the bundle and keep them until used. Thus there would be very few who would be paying two cents into the ferry receipts. There would be nothing but tickets coming in. Better, say they, to have a one cent ferry and save the extra expense for printing and disposing of the tickets.

The question of how most profitably to run the ferry has been the most important one in civic affairs and various ideas have been promulgated on the subject. The one-cent ferry did not prove successful financially. The system at present being proposed has never been tried, though it has been suggested before.

The "Clifton" Time-Table.

Until further notice the steamer "Clifton" will leave the wharf at Hampton every Monday, Wednesday and Saturday, at 5.30 a. m., arriving at Indiantown about 9 a. m. On her return trip the steamer will leave at 4 p. m. for Hampton, Clifton and other intermediate points.

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