

PROGRESS.

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PRICE FIVE CENTS

THESE ARE "EXPENSES."

THE PILOT COMMISSIONERS WANT PAY FOR THEIR WORK.

But Seek It in the Shape of Expenses—An Absurd Item in the Halifax Accounts—Another Curious Thing That Might be Noted—The Present Inquiry.

Some of the investigators of the board of trade are on the track of the pilots and guardians, and there promises to be a great rattling of dry bones. The chief end of their endeavors is to obtain the abolition of compulsory payment of pilotage dues, and they are going to make a strong fight to carry their agitation to the goal of legislative action at the government's next session.

Then were two things which led to this agitation. One was the stranding of the barque *Curler*, a disaster for which the pilot on board was chiefly responsible. But another important factor in leading some citizens interested in the public weal to turn their eye upon pilotage affairs was the attempt of the Commission to obtain for themselves salaries. This PROGRESS brought to the attention of the public and general indignation was felt at the time.

The efforts of the commission proved successful and its members can now enjoy a salary. To be sure it has to be drawn in the guise of "necessary expenses" but that does not curtail in any degree its enjoyment-giving power.

According to the pilotage act the only amounts which the commissioners can take from the funds are those which are credited to the necessary expenses in conducting the business of the board. They therefore had a regulation passed by the governor-general in council, whereby each commissioner can draw from the funds a sum not exceeding \$100 for these necessary expenses and the chairman can draw a sum not exceeding \$200. This would virtually be salary, for the necessary expenses of the commission are small.

The shipping men do not appreciate the action of the commission in obtaining the passing of this regulation, for they know that these salaries will have to come out of them. It will not come out of the pilots but out of the owners of shipping, who will eventually have to pay higher dues.

At Halifax the pilot commissioners get salaries in the guise of necessary expenses. In the two years 1891-1893, they drew \$1125 on this account. By the way, it is a rather strange fact that in the statement of the treasurer of the Halifax pilot commission for 1892, as contained in the Dominion report on steamboat inspection, &c., there is a very glaring error. The statement of expenditure shows a total of \$6,919.68. The real total is \$5,805.88. The amount placed opposite the item of "necessary expenses attending meetings and investigations, two years" is \$11.55. If this was changed to \$1125.00 the account would total correctly. Mr. J. Taylor Wood, secretary and treasurer, of the commission, signs this statement, and Mr. Geo. Mitchell, auditor, vouches for it as correct. They probably are not responsible for the mistake which very likely crept in in the printing of the report, and was not corrected in the proof reading. It only serves to point out the moral that even Dominion officials sometimes make blunders and very glaring ones at that.

The Halifax commission set an example to the St. John body in the matter of these veiled salaries. In another matter the St. John men do not want to follow in the track of the others, and that is at least seeming ignorance of what is going on respecting pilotage.

In 1873 the pilotage act was passed. There were additions and amendments and in 1886 all were repealed and a new act consolidating the old legislation came into force. Last year the Halifax Pilot Commission published a small book of pilotage regulations. The act of 1886 had no existence for them, they completely ignored it and printed the sections of the repealed act of 1873.

How they managed to do this is strange considering that the commission is a representative body of shipping men, John Paul, its chairman, is a large ship owner, William A. Black, of Pickford & Black, and M. C. Grant, of Black Bros., are largely interested in shipping. Lewis Anderson and Capt. David Hunter are retired sea captains and the latter is a port warden, James J. Bremner is inspector of sugar duties and J. Taylor Wood is in marine insurance.

Before one of the things that is commented upon in the report on pilotage presented before the board of trade has to do with the ship chandlers on the board. It was rather insinuated that the pilots carry the cards of these gentlemen to present to the captains of incoming vessels who may be in need of ship's stores. Of course in case of investigations these gentlemen would feel friendly toward the pilots who performed such acts of kindness. People are wondering whether Charles MacLaughlin or James Knox is the man at whom these

insinuations are cast. But they both bear good honest Scotch names and King Demos will rule that they are probably not guilty of such questionable methods of obtaining business.

MORE SUCH "CRANKS" WANTED.

Mayor Sumner's Opinion of a St. John Insurance Man.

Among the many amusing and laughable incidents which have occurred during the arbitration proceedings in Moncton, during the past two weeks, perhaps nothing was more heartily enjoyed than Mayor Sumner's expression of opinion regarding the board of fire underwriters and some of the individual members of it. Perhaps no man in the insurance business is better known throughout the province than Mr. W. M. Jarvis, of St. John, and therefore the following verbatim report of a portion of Mayor Sumner's evidence will probably be interesting reading for many of Mr. Jarvis' numerous friends:

Do you know anything about the constitution of that Board of Underwriters?

No.

Do you know by whom these few are appointed or selected?

I only hear that they draw \$5000 a year for four hours' work. I have heard that rumored. That is about all I know about the matter, and that they are very arbitrary.

And naturally under those trying circumstances they must appear to be earning their money? Yes, by appearances only.

And feel driven sometimes to look for something to do?

I would say about that.

As a matter of fact are you not aware that this board has been devoting its attention to a very critical examination of all the counties in the province?

Yes. They have been going over the counties one after another with a view to raising the rates and raising a little more insurance out of the people under some pretext or other?

Yes, I don't know anything about it except what I have heard.

Don't you know that they came over and paid their commitments to the neighboring county of Albert, set down on the little towns and villages, and raised the rates not only twenty five per cent. but in some cases seventy five per cent. ? Don't you know that?

I have heard so.

Would you imagine that any insurance company might possibly desire to raise its rates if it would have any show of excuse for doing it?

I think so. I think they and the water company are a good deal the same in that respect. We were in a peculiar position right between the two.

Of course, the peculiarity of your position is really remarkable?

It is. They are both combines and had charters. And like corporations generally they had no soul at all?

And do you find these pulsations any more noticeable in the Moncton corporations than elsewhere?

The corporation of Moncton does not receive any recompense. They are not working for the air's might dollar at all.

Do you know personally Mr. W. M. Jarvis, chairman and active agitator in the Fire Underwriting Board?

I have met him.

You have been impressed with some qualities which Mr. Jarvis possesses, have you not?

Yes.

Not to say anything that would be unfriendly you would think that on a question of insurance he is something of a crank, is he not?

Well, I have formed an opinion that he does not know much about it. It may be right and it may be wrong.

Wouldn't you imagine that when Mr. Jarvis gets two or three of his fire agents in St. John together and issues a decree that a fourteen inch main should be laid from the upper to connect with the pipe that is run out of the lower reservoir, and thereby secure twenty-five feet extra head pressure, he is really entering upon a department of business of which he knows nothing?

He has had Mr. Keating, a water expert, and all information.

The following day Mr. Willis Chipman, C. E., of Toronto, expert engineer for the city in the case, on cross examination said, referring to above proposition to connect the reservoirs, and in answer to the question:

What is your opinion regarding the proposition of the underwriters to connect the upper reservoir with the lower by means of a fourteen inch main? It is silly.

Mayor Sumner's opinion of the board of fire underwriters is interesting and his reply to the somewhat leading question of the lawyer relative to Mr. Jarvis would go to show that that gentleman has been looking into fire protection closely in Moncton. This province needs more "cranks" like Mr. Jarvis. He gets to the bottom of anything he looks into and there is usually a result of profit to the community. The pilotage inquiry is a case in point.

How the Fact Got Out.

Miss Eva Bostwick has been brought up with a round turn at last. She went from east to west and there is good ground for the belief that she knew the police in both sections of the country. She has been arrested for deserting her infant and since then has laid information against Thomas Hetherington, a young man employed as a traveler by a Moncton firm, for leading her astray. Hetherington claims that she has been "stray" for a long while but the fact, will, no doubt, all come out at the trial. Captain Jenkins, the officer who made the arrest, is a cousin of Miss Eva's and it is reported heard of the circumstances of the case by a curious accident. A friend of his wife's was relating some facts in connection with the affair and Jenkins heard the conversation. This furnished the clue to the parents of the deserted child. Soon after, Jenkins went to Wickham and arrested and Eva at her home. Perhaps any way an officer can get information is legitimate, but the friends of the prisoner appear to have done her an ill turn in this case.

CONSUL TOBIN, NON EST.

AND DENMARK IS UNREPRESENTED IN HALIFAX.

The Seal of the Consul has Disappeared—The Danes' Danish Vessels are Liable to get into—Mr. Tobin is Forgotten by those who Hobnobbed with him.

HALIFAX, Sept. 13.—Halifax is a commercial city, of course, with a trade far larger than that of Portland, Me., for instance. But it is also a city of officials. We have officials of the imperial government, we have officials of the Dominion government; and we have too many city officials. The consular service of foreign nations supplied Halifax with another set of officials. All the great nations are represented by consuls-general, consuls or vice-consuls.

Within the past year there has been one important omission in the list of consuls. Denmark has been unrepresented, and yet that Scandinavian kingdom nominally has a consul here. For a quarter of a century Stephen Tobin was Danish consul at Halifax, and he is still the consul, but for about a year ago no man in Halifax had seen him. When Mr. Tobin got into trouble with the Queen insurance company he retired from public view, and a face that was doing 25 years as familiar on our streets as any in the city, at once disappeared. For months Mr. Tobin was known to be in the city but no one ever saw him. He buried himself in his house on South street. In course of time the auctioneer entered the place and Mr. Tobin was forced to leave. None knew of his departure, but some time afterwards he was seen in Montreal, though his address there is unknown. It is said thus to witness the fall of a polished gentleman who was more than three years mayor of Halifax; who represented this county in the Dominion parliament; who was a very prominent member of the well known Halifax club, and who was well known in "society," though after his ruin the same "society" now boasted that, after all, they had not considered him quite an equal.

But Stephen Tobin's story is an old one now, except in regard to the Danish consularship. He is yet the consul, though his immediate whereabouts is unknown. Mr. Tobin never resigned his consularship or handed over to his government the books and papers belonging to the kingdom of Denmark. The consul's seal is an important instrument, but where that is, is no less a mystery than what has become of all the consul's documents. The king of Denmark does not officially know that his consul at Halifax is not at his post, and it is only recently that he knew the fact in any other way. The Danish consul-general at Montreal has now searching for him.

Some days ago the Danish schooner "Ocean Traveller" was here, bound for St. Thomas, W. I. The captain was anxious to have his health papers vised by his consul. He did not know what to do when the consul could not be found, but finally he sailed without the affixing of the consular seal to his papers, believing that his story would be accepted by the authorities at St. Thomas as no Danish consul was to be found at Halifax.

What the consular authorities of Denmark will do about the missing seal and papers remains to be seen. They will probably soon decide that their late consul at Halifax is here no more, and appoint a new man, with a new outfit.

Recurring for a moment to Mr. Tobin and his former popularity in Halifax. Does it not seem strange that when his hour of distress came he should have found himself absolutely friendless? Men who at the Halifax club and in business had been "hand in glove" with "Steve" Tobin refused to lift a finger in his assistance, and some of them said in effect that they "never knew him." It is the way of the world, perhaps, but there have been exceptions to the rule in Halifax.

THIS SHOULD BE REMEDIED.

The Medical Board of Nova Scotia and How it is Controlled.

HALIFAX, Sept. 15.—This city is headquarters for two institutions, the Halifax medical college and the provincial medical board. They are closely allied in the fact that members of the college faculty are prominent on the medical board. This relationship, it is held, is not in the best interests of the profession.

The provincial medical board is composed of thirteen medical men, seven appointed by the Nova Scotia government, and six by the Nova Scotia medical society, but in reality by the Halifax doctors connected with the medical college. These appointments they secure by controlling the nominating committee of the society. Five of the thirteen are connected with the college, it is alleged, an undue representation on the provincial medical board.

The board's powers and duties are to regulate the study of medicine, surgery, &c., by making rules and regulations with regard to the preliminary examination, course of study to be followed and final

THE COLONEL'S REPORT

MAY GET CAPTAIN McLEOD INTO SOME TROUBLE.

He is Reported for Disobeying Orders—He Applied for Leave Which was not Granted—The Colonel is not Supported in His Action by the Officers of the Brigades.

Some trouble has arisen for the New Brunswick Brigade Garrison Artillery between colonel John Russell Armstrong and one of the senior officers, Captain George K. McLeod. The trouble is over a question of non-attendance at drill for which regimental orders were issued. Captain McLeod applied for orders in due form but it is said that the Colonel refused to give the leave of absence for the evening asked, though the leave was required for a very pressing engagement made a month before which was for the purpose of attending an important meeting of the Masonic order.

Captain McLeod did not attend the drill and has been reported to headquarters for flagrant disobedience of orders. Captain McLeod is one of the most popular and most efficiently drilled officers in the corps, having at a special course at Quebec made ninety per cent. This action on the part of the colonel is unpopular in the corps, as nearly all of the officers consider that he has acted too severely in the matter.

Several officers in recent years have left the brigade, being unable to put up with the Colonel's whims. Many instances could be cited of his exceedingly unfair treatment of his juniors. As long as the late Major Seeley and Paymaster Smith were alive there was some check on the colonel's actions. Major Farmer, a veteran in the corps, was placed in such a position that he felt compelled to send in his resignation. While the trouble, arising from the reporting of an officer for non-attendance at drill, may end without much fuss, there are other weightier matters in connection with the corps which it is said will shortly engage the attention of the militia authorities.

The reporting of Captain McLeod has caused considerable talk in military circles, and while most of the officers of the N. B. B. G. A. have their own opinions in regard to the matter they are very reticent. Mr. Charles F. Harrison who it is understood left the corps on account of the colonel's actions and has since joined the Kings County cavalry, where he will be under the more genial and capable officer, Lt. Col. Donville) was asked his opinion of Colonel Armstrong's action. He stated that he thought it most peculiar that Armstrong refused Captain McLeod leave of absence, on that particular evening when he Armstrong was a member of the Masonic order also. In all the case is causing a great deal of talk about the city and the outcome of it will be awaited with interest.

THIS SETTLES THAT STORY.

Mr. Bill, a Former Owner of Pilot Jr. has Something To Say.

The story of Pilot Jr., being a "ringer" spread with such rapidity that the denial of the yarn has not been able to catch up with it. Mr. Brennan has caught it on all sides. His friends, as well as those who do not know, him are not slow in condemning his uncalculated reflections upon the new trotting star of the maritime provinces. But after all has been said no statement was made by C. R. Bill, the owner of Pilot Jr. before Mr. Willis bought him, until this week's issue of the *Kentville Chronicle*, which reached PROGRESS yesterday. Mr. Bill's letter is interesting and proves beyond a doubt that Pilot Jr. is just what he pretends to be and nothing more. After noting that Mr. Brennan appears anxious to blast the reputation of Pilot Jr. he refers to him and his statement thus: "He does not seem to be satisfied with trying to do what he could as judge at the Amherst meeting to defeat Pilot Jr. by making him trot two days to win the free for all, when it was considered by all disinterested that he won the race fairly and honestly the first day, but now he is insinuating that he is an old, broken down ringer, which to say the least is a gross insult to the breeder, owners, and also to his renowned and remarkable sire, Black Pilot, 2.30 1/4. We cannot understand this onset. We always try to be honorable and any-thing in connection with our horse business we are willing for the world to know. We have never been expelled or suspended from any association track and trust we never shall be. We fail to see the object of trying to deprive a wonderful and phenomenal horse of the glory and fame he has honestly brought on himself and his sire. We would think that every horseman in the lower provinces would be proud of his performances, knowing that he, also his sire and dam were bred and raised here. It might be because the editor of the P. E. I. Agriculturist (Mr. Bredman) owned a stallion in the same vicinity that the sire of Pilot Jr. is owned, and wishes to injure the reputation of Black Pilot 2.30 1/4 as a sire, but we cannot believe this is so. Pilot Jr. was bred and raised in Annapolis Co., and never was away from there until he was purchased from Mr. J. Barteaux by Mr. W. E. Rockwell and myself. Until that time he never was on any track more than four times in his life. The next day after we purchased, he won the free-for-all at Kentville, getting a mark of 2.25 1/4. His dam is by Gilbert, by Constellation, by Belmont, 2nd dam by Enfield, (thoroughbred). We believe he is the fastest horse in the world, considering his opportunities."

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THE COLONEL'S NARROW ESCAPE.

How the Boat Drifted From the Shore and the Anchor Caught in the Rocks.

A local active colonel had a very narrow escape last Sunday. He and a friend started Saturday afternoon to spend the next day in the country. They did not go fishing though they went in a boat—a big and safe boat, the property of a mutual friend who has summered at Robesay and passed many delightful hours in it in the long twilights. They sailed the tidy craft up to Gondola point—a pleasant retreat within halting distance of the inhabitants and yet secluded—a delightful spot to smoke and muse, to tell stories and give free rein to the imagination.

Here the colonel and his friend disembarked and upon the sloping shores they passed the evening and night while their boat swung at anchor a few feet from the beach. So secure was it in fact, that they ceased to pay attention to the position of their belongings and as the morning advanced their enjoyment heightened. The sun mounted higher and higher and their spirits kept pace with the increasing pleasantness of the day. If a cloud bank hovered above them it did not spoil their holiday and it is no wonder that they failed to note the insidious tide and the dragging anchor of their borrowed boat. They sat on the bank and watched the craft as it receded. Was it moving? Or did their dreamy eyes deceive them? Finally, in doubt no longer, they invited the assistance of that veteran of the river, Captain William Pitt, who hastened to extricate them from their serious difficulty. This was more easily said than done. The officer was exhausted and his friend had an attack of lumbago—they were truly not in a position to help their rescuers. But still the officer went and here is where the adventure came in. As the colonel stood erect in the tottering small boat that took him out to his craft, the swell of the river seemed to increase, whether from a passing vessel or the ferry scow, PROGRESS is not informed, but the small boat rose and fell and so did the officer. For an incalculable space of time the suspense was simply awful. There was doubt whether the cool soft waters of the Kennebecasis would receive his form or the hard and irregular bottom of the stry-

CRANKS

CHANCE FAVORED THE LATTER AND THE ACCIDENT WAS AVERTED.

Chance favored the latter and the accident was averted. The fall was a serious one and but for the wise precaution that prompted one of the party to carry a birthday present—a miniature silver flask—it might have been a difficult matter to revive the injured. But by judicious external application the pain of the bruises was lessened, and the balance of the day was enjoyed with much zest. The worthy rescuer was rewarded suitably, and bearing in mind that he still further remembered upon the return of the party to the city, by the receipt of that most excellent and humane compound called "A Cure for the Horn Fly."

NEILLY'S UNGRATEFUL DISCIPLES

The Gold-mine Philanthropist Meets Angry Shareholders.

Readers of PROGRESS will remember the mission of that virtuous philanthropist, Mr. J. B. Neilly, who showered the manna of Memramcook gold mine stock on the just and the unjust, and with the piety that comes from an advocate of the universal brotherhood of man, showed both good and bad how to lay up for themselves treasures on earth. His generosity in giving all a chance in this grand arcana of benefits, without regard to age, sex, rank or previous condition of servitude, as long as they could pay for their shares, has been fittingly commemorated. His further generosity in giving all—no matter how poor a chance at those Eldorado, taking horses, groceries—anything of a convertible character—in exchange for stock, has been written in words "more enduring than brass" or the "salt" of a mine that has lost its savor. The remorse of the good men, when the reports prematurely spread that 900 tons of quartz had been crushed, with the result of \$6 in gold being found leaving some \$50,000 of the "ten per cent. per month dividend" stock in his hands, has already been recorded.

A meeting of Mr. J. B. Neilly and his disciples took place at Dorchester on Monday, 3rd inst. There was variance and strife among the children of fortune. Mr. Neilly was unsupported except by Mr. VanMeter of Moncton and Halifax and Truro proxies, which were numerous enough to control the meeting. The resident shareholders fearing that Mr. Neilly might possibly vote himself the mill as moderate compensation for the stock he did not sell, retired from the meeting, which had then to be adjourned!

Afterwards they met and discussed the situation. Mr. Neilly was charged with not completing the mill according to contract; with commencing to dismantle it without anything; with putting up a 50 stamp mill, before the property had been tested by the 10 stamp mill already on hand, and when the resident shareholders opposed him in this, using Halifax proxies to enforce his views.

The language used was unpleasant and would have been painful to the ears of a less goodly man intent on conferring blessings on his earthly brethren.

A WORTHY CAPTAIN.

Lord Aberdeen Learns About his Lost Brother From Captain Smith.

Everybody knows Captain William Smith, who conducted the "Maggie M." investigation this week, and Captain Smith knows everybody. The captain was in the New Victoria the other night when a nun came in. She stepped up to the captain with a radiant face, and said, "Why, Captain Smith, I'm so glad to see you!" The captain remembered her at once and how she had come over from England with him several years ago, when he commanded the best steamer "Parisian". The nun told a lady afterwards that she was very ill on that voyage, and that she would remember till her dying day what Captain Smith had done for her. A few minutes later a man came in who had gone with Captain Smith on another steamer. He remembered the captain and the captain remembered him.

"He met me this afternoon," said a St. John lady who had met him only once before "and though I haven't seen him for years, he knew me at once, and called me by name. Why, I know people who have sent their children to school in England on the 'Parisian,' and have cast care to the winds. For they knew that Captain Smith, in spite of all his duties, would see to those children just as well as, and may be better, as he says, than they could themselves. And he'd often take a girl or a boy right to school. If he didn't do that, he gave them in charge of some reliable friend of his. If ever Captain Smith dies, he'll have a big funeral, and the people who attend it won't be the only mourners either."

When Lord Aberdeen was in Halifax, he sent for Captain Smith, and had a long talk to him about the earl's elder brother, who for years was an intimate friend of captain. The captain was able to furnish the governor-general with a great many incidents of his brother's life that had hitherto been unknown to him.

PROGRESS is on sale in Boston at the King's Chapel news stand, corner of School and Tremont streets.