

# The Standard

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ST. JOHN, N. B., MONDAY, DECEMBER 23, 1912.

## THE CARLETON FERRY.

There is an impression amongst citizens generally that the management of the Carleton ferry requires looking into. The expense of maintaining this very necessary institution has increased even more rapidly than its revenue and, notwithstanding an increase in rates last year, the financial result of the current year's operations will be a deficit of about \$7,000. There was a surplus in 1911 of \$44,933 and a deficit for 1910 of \$7,388.53. In both of these years there was an assessment of \$10,000 levied on the citizens. When the ferry rates were increased this assessment was dropped in 1912 to \$1,000, but if the present rate of expenditure is continued the assessment will have to be restored and the people who use the ferry will be compelled to continue to pay the increased fares.

There is something remarkable about the financial side of the ferry question. When the revenue was about \$22,000 a year and the number of trips practically the same as they now are, the cost of maintaining the ferry was seldom greater than \$27,000 a year. As the revenue increased the expenditure was apparently made to even up, although neither boats nor approaches are in any better or worse condition one year than another. Then commenced the agitation for improved service. The old boats were condemned and replaced by new ones. The cost of these craft and repairs to the toll house were added to the bonded debt of the city as follows:

Steamer Ludlow .....	\$94,874.89
Ferry Building .....	4,000.00
Governor Carleton .....	41,400.00
<b>Total .....</b>	<b>\$140,274.89</b>

This amount at 4 per cent. interest and 1 per cent. for sinking fund means a permanent annual charge for 40 years of \$7,200 on the ratepayers of the city. No portion of the earnings of the ferry is appropriated to meet the interest charges. Not only has the interest charge been added but the cost of operating the new service has been greatly increased—the coal bill of the new steamers being at least 50 per cent. greater than that of the old boats, and this with practically no improvement to the service—that is no more trips.

In 1910 the total cost of the ferry was \$50,940.19 and there was a deficit of \$7,388.53. In 1911 the cost was \$45,152.94 and the surplus was \$44,933. The cost of repairs, coal and labor in these years was as follows:

	1910	1911
Labor .....	\$16,155.16	\$16,862.63
Coal .....	\$10,282.64	8,278.07
Repairs .....	19,759.17	14,154.82

The repairs include those made to the boats and approaches. The difference in the coal cost is due to charging 13 months coal in 1910 and 11 months in 1911.

According to some published figures these total expenditures for the ferry service up to November 30 are \$48,226. This will mean that the total cost of the ferry for 1912 will be in excess of \$52,000 if all the bills are paid. This will be a record expenditure and \$1,500 in excess of that of 1910, when Ald. Potts were given authority to spend an additional \$10,000 to put the boats and approaches in good shape. In two years the city spent over \$23,000 on repairs to the boats and approaches, and judging from the total as given out something in the neighborhood of \$20,000 must have been spent in repairs during the current year. Over fifty thousand dollars spent in repairs in three years on a \$250,000 plant, most of it practically new, is a rather high percentage and is at least worthy of some explanation.

The increase in fares which was brought about by the advocacy of ex-Ald. Hayes, was for the purpose of placing the ferry upon an expense-paying basis. Had there been no increase in the cost of management this very desirable result would have been accomplished, but whoever has charge of the expenditures has defeated the laudable purpose the ex-chairman of the treasury board had in view when he succeeded in getting his motion through the council.

The ferry traffic has been constantly increasing, as is shown by the following table of the number of passengers who crossed during the month of November for the past three years:

1910 .....	159,084
1911 .....	165,136
1912 .....	182,991

The earnings from passenger traffic in these three years were:

1910 .....	\$2,039.71
1911 .....	2,176.53
1912 .....	3,096.11

The increase in the fares is responsible for over \$600 of the \$919.53 added to the revenue from passenger travel. The earnings from teams in 1912 totalled \$852.72 and in 1911 \$609.39. The increase for the current year is \$243.35 less some commutations to large buyers of tickets. With increased earnings of about \$1,000 a month the ferry should be on an expense paying basis at least, and that it is not is a sad reflection on its management. It cannot be pleaded that the ferry was in a particularly run down condition after an expenditure of \$33,000. What will interest the citizens will be what these enormous annual expenditures are for and when they are going to cease. The revenue of the ferry for the past three years is as follows:

1910 .....	43,551.57
1911 .....	45,152.94
1912 (11 months) .....	42,052.59

When the revenues for December are added the total of the ferry revenue for 1912 will be in the neighborhood of \$46,000, and the deficit about \$7,000. Perhaps it should be explained that the revenue as given above is the total revenue including collections on account of assessments in each year. For 1910 and 1911 these exceeded \$10,000 annually while in 1912 they are not likely to be much in excess of \$1,000, the amount of the assessment levied.

## AT NO COST TO THE BRITISH TAXPAYER.

One of the unstable arguments put forward by the Opposition in the debate on the Naval Aid Bill was the contention that under Mr. Borden's proposal Canada is

merely paying money for the construction of three battleships which will be manned and maintained at the expense of the British taxpayer. Much perfect eloquence was wasted during the debate in emphasizing this point. Sir Wilfrid Laurier took this ground when he declared that Great Britain "never was wealthier than she is at present," and that Canada, by adopting Mr. Borden's proposal was only making "a contribution of money." He scoffed at the idea that the Dominion should "give England two or three Dreadnoughts to be paid for by Canada, but to be equipped, maintained and manned by England."

To finally dispose of this Liberal fallacy that Canada's super-Dreadnoughts will be an additional burden on the British taxpayer, it is only necessary to refer to the course the British Admiralty will pursue when these ships are ready for commission in 1915. Anticipating this line of argument, even before Sir Wilfrid Laurier made his speech, the London Telegraph in its issue of December 6th gave a complete and satisfactory answer to this contention. Canada's three battleships, we are told, will in 1915 replace pre-Dreadnought ships of weaker power which by that date will no longer be effective. The officers and men on the weaker ships will be transferred and the cost of maintenance will not to any extent be increased. We quote from the Telegraph on this point as follows:

"It may be said, it has been said, by some of our political Pecksniffs, with little cramped souls impervious to the new spirit of Empire, that these gifts from the Overseas peoples are no doubt well meant, but who is to pay for the maintenance of the ships when they have been built, who is to provide the officers and men and meet the annual charges? We can afford to pass over in well-merited contempt, and without further comment, this ungenerous attitude of mind. The fact is that the burdens of the British taxpayer will be neither more nor less by reason of these emergency contributions to the navy. In any event, owing to the rivalry of Continental Powers, we should have to build more ships, enlist more men, and keep in commission larger squadrons. Dominions or no Dominions, we could not evade a plain duty which we owe to ourselves. It happens, however, that the passage of the succession of German navy acts has hit us at a moment when we are embarrassed by a dozen or more battleships of weak power, built at a comparatively recent date for special purposes which owing to political changes are no longer operative. In the emergency which has arisen, and which will reach its crucial point in 1915, we should be compelled to keep these vessels in commission. By the aid which Canada and New Zealand and the ruling Princes of the Malay States are offering, the officers and men who would otherwise have been on board some of these weak ships can be utilized in armoured vessels of three or four times their power. The cost of maintenance of a Dreadnought is practically no greater than that of a Duncan or Canopus. Consequently, by the mere transfer of crews from weak ships to strong ships, the fighting arm of the Empire will be strengthened without any appreciable charge on the British Exchequer, and the mobility of the fleet will be increased and the basis of peace consolidated."

The foregoing statement of the situation in 1915 clearly refutes the argument put forward by the Opposition during the debate. It might well be asked in reply to these futile objections what contribution the Laurier Government made to Imperial Naval Defence. It is a matter of record that Canada has nothing to exhibit to the world today as an example of Sir Wilfrid Laurier's naval policy of 1910 but the Rainbow and the Nobe, two obsolete and useless ships, more than twenty years old, purchased for \$1,325,000 from the British Government. That was the extent of the late Liberal Government's contribution. The remainder of the "tin pot navy" never materialized.

The issue is clear. The proposal which Sir Wilfrid Laurier now makes in his amendment to build two fleet units to be manned by Canadians, and "contemplating construction as soon as possible in Canada," even if it were feasible, would prevent the Dominion from taking any active part in the naval defence of the Empire for an indefinite period. Sir Wilfrid Laurier's naval policy, of which this is only an enlarged edition, has already been discredited and condemned. Mr. Borden's proposal that Canada should contribute three battleships to strengthen the Imperial Fleet is in compliance with the statement in the Admiralty's memorandum and will give effective aid in less than three years. The permanent naval policy of the Dominion will in the meantime occupy the attention of the Government and will be submitted to the judgment of the Canadian people.

## Current Comment

New Brunswick Immigration.  
(Vancouver Colonist.)

New Brunswick is making a strong bid for immigrants from the United Kingdom. Mr. Bowder, the special agent of that Province, said recently to an English contemporary: "A feature for the lectures will be that dealing with the New Brunswick Government's ready-made farm scheme. As you are aware, the provincial authorities are seeking 100 farms suitable for British settlers with small capital, and which will be available for occupancy this coming spring. These farms are each about 100 acres, and the price to be paid will be from \$500 to \$1,000 each farm. The Government will make any improvements essential and will then turn the farms over to settlers at cost price. The first payment which the occupant will have to make will be only 25 per cent. of the total cost, the balance to be paid in ten yearly instalments, with interest at 5 per cent." This is very liberal treatment, and it ought to attract settlers. There is no reason in the world why an industrious settler in New Brunswick ought not to be as well there as anywhere else.

Providing City Jobs.  
(Lawrence Telegram.)

To run a city properly under the commission form of government the public must show that it does not believe the chief function of its officials is providing jobs for voters looking for snags. Yet the main arguments of some who want the two directors who are now appearing for re-election turned out of office are that to replace them would give opportunity to give jobs to a great many persons.

How to Find Out.  
(Toronto Star.)

An English paper is amusing itself by speculating as to how a man alighting from a flying machine could tell in what country he was by looking about him. Well, if he landed on this continent he would know he was in America by the promptitude with which a customs official would make him pay duty on the food he brought with him. And if the official gave him a receipt he would know he was in Canada.

"Tangled Web."  
(New York Post.)

"Oh what a tangled web we weave when first we practice to deceive! The Panama tolls muddle has certainly reached a stage where it furnishes a rare illustration of this moral."

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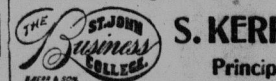
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## PROVINCIAL PERSONALS.

(Moncton Times, Dec. 21.)

Harry O'Leary, whose sister has been operated upon recently in the city hospital, arrived in the city yesterday, from Montreal, where he has been attending McGill, and is registered at the Minto.

Miss Henrietta Harris, who is attending Edgemoor College, at Windsor, N. S., has arrived in the city to spend the Christmas holidays with her parents, Mr. and Mrs. J. H. Harris, Alma street.

Mrs. A. J. Webster, of Shediac, was in town yesterday.

Dr. C. A. Murray has returned from a trip to Napadogan.

Claude Moore arrived in the city this week to spend the Christmas holidays with his parents.

Chester B. Sears, of Mt. Allison University, is spending the Christmas holidays at his home, Gordon street.

Mrs. E. Hurley, of Halifax, arrived in the city yesterday to spend the Christmas holidays with her sister, Mrs. P. Gallagher, at the Minto.

Gordon B. Richmond, who is in his third term at Dalhousie College, is the guest of his aunt, Mrs. Wm. Wallace at the American.

Mr. and Mrs. George Moore have returned to their home in the city after spending a few days with their son, Richard Moore, in Montreal.

(Fredericton Gleaner, Dec. 21.)

Miss Helen M. Burchill, of Mount Allison College, is spending Christmas with her father, Ald. Chas. A. Burchill, Regent street.

Robert Hawkins, son of Manager Hawkins of the Bank of Montreal, is at home for Christmas from Halifax where he is senator in Arts at Dalhousie University.

Mrs. W. T. McLeod, who has spent the past month with her daughter, Mrs. Paul Sweeney, at New York, has returned home.

Master Allan Slipp, of Rothesay Collegiate School, is spending the Christmas vacation with his parents, Mr. and Mrs. A. R. Slipp.

(Campbellton Graphic.)

Mrs. J. Keen, town, who has been visiting her son in St. Flavie passed through on the Limited, Tuesday morning to visit Mrs. W. J. Howard in Richibucto.

Fred Hillman left today to spend his Christmas holidays at his home in Woodstock.

Miss Nellie Annett who has been spending some time in Montreal has returned home.

Miss Ruth Payne of Westbrook, Maine, is visiting her parents here.

Misses Hazel Mowat and Florine Nelson of Mount Allison Ladies' College, Sackville, are spending their vacation at their respective homes here.

Arnold Murray arrived home on the Maritime Friday morning from Fredericton to spend Christmas.

Robert Shives, student at U. N. B., Fredericton, is home for his vacation.

A. H. Ingram has returned from a short trip to Chicago.

(Chatham Gazette.)

The Misses Doris and Allison Brankley returned last night from Edgemoor, N. S., to spend the Christmas holidays at their home here.

They are accompanied by the Misses Marguerite and Dorothy James of St. George's, Bermuda, who will be their guests during the holidays.

Miss Janie Buckley left yesterday for Athol, Mass.

Miss Ina McKellett, Murdoch MacKinnon, Norman Wilson, Blaine Murray, Ina McLean and Frank Flett, returned last night from U. N. B., to spend the holidays at their homes here.

Mrs. Truman of St. John, Mr. and Mrs. George Wood of Halifax, and Mrs. Edwin Crockett of Toronto, will be guests at St. Andrew's manse over Christmas.

(Charlottetown Guardian.)

Mrs. N. Carrier and daughter, Charlottetown, leave this morning for St. John.

## FUNERALS.

Mrs. Sarah McGuire, .....

The funeral of Mrs. Sarah McGuire took place yesterday morning at 10 o'clock from the Mater Misericordiae Home. Burial services were conducted by Rev. Dr. O'Reilly, after which interment took place in the Golden Grove cemetery.

DIED IN LEWISTON.

Mrs. Elizabeth Kingston, a native of St. John, died at her home, 17 Bates street, Lewiston, Me. She had been ill since spring. Mrs. Kingston was born in St. John 62 years ago, a daughter of the late James and Margaret Crockett. She was a member of St. Joseph's church, Lewiston. She is survived by her husband and three sons, John, James and Charles, and one daughter, Mrs. Varyman of Boston; one brother, Peter Crockett, of Toledo, and one sister, Mrs. Thomas Killin, of this city. Charles and Hugh Rogers of Millford are half-brothers of the deceased.

Crushed Two Toes.

Saturday afternoon while working at trucking in No. 2 shed at Sand Point Arthur Robinson had two toes on the right foot badly crushed by a case of goods. He was taken to the emergency hospital and the injuries were dressed. He will be confined to his home on the west side for some days but amputation of the toes will not be necessary.

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## PRIZE ESSAY

### GREAT

Harold Manning.

School Gold Medal

Deals Ably with

of this City.

The prize essay written by Manning and dealing with the life of St. John is as follows:

It is now about three years, on St. John's day, that plain dropped anchor here and named the city St. John. Though a small, seemingly sprung up, it is the landing of the Loy St. John could be entered upon her career charter was granted in the present age of the Though younger rivals in the race, the blood of the men of the city is no mean asset, tell in the future. These men pioneers, but men professional attainments standing. "What strike recently declared a St. John, living in the West, the people home, as I am, as a rule, superior to those who are made here." Apparently all of Lynn, Mass., a city of natural advantages, a great manufacturing

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