

# PROGRESS.

Board of Works May 30

VOL. VI., NO. 262.

ST. JOHN, N. B., SATURDAY, MAY 6, 1893.

PRICE FIVE CENTS.

## A FIVE YEARS RECORD.

**SOMETHING THAT MAY INTEREST "PROGRESS" READERS.**

The Press Room and its Equipment Illustrated—Why the Improvements and Increased Facilities were Necessary—A Word About The Start.

"If I had a thousand dollars I would start that paper," was the remark a young man made, five years ago this spring, to a friend who for hours at different times had listened patiently to a description of the weekly newspaper he would like to conduct.

"I will lend you the money," was the unexpected reply.

And that was the real start of PROGRESS. It was not long before the plant was purchased, before the small and necessarily incomplete office was ready, and when it was paid for, there was a balance of \$47 in the hands of the publisher to pay the ex-

runs the two presses just as fast as they can run and do good work.

With such facilities another advantage was obtained, viz: the ability to do long runs of presswork for another branch of the business—the job office. A good deal of space might be taken up to show how and when a complete job department was added, how the engraving department has grown, how the premises in the Masonic hall were doubled—in fact to show how PROGRESS has been worthy of its name in every respect.

The path of success has not been strewn with roses; difficulties have been encountered at every step, and, what are worse than difficulties—prejudices. But all of them have been surmounted and forgotten.

Will Suit Any Window.

Everybody who has fooled with railway car windows which would not stay put at this height or that, will appreciate an auto-

## ALL RIGHT IN THEORY.

**BUT THERE ARE HITCHES IN THE FERRY TICKET SYSTEM.**

The City Finds a Difficulty in Getting Customers to Place Orders in Advance—How the Registration of Numbers Has Drawbacks—The Remedy Suggested.

The system of registered and numbered tickets for patrons of the Carleton ferry seems to fill the bill.

That is to say, the printer's bill.

The idea, theoretically, is all right, and if human nature could be made to be just what it ought to be, there would be no trouble in making it work. It does work, indeed, with the majority of people, but there is a large sized minority who cause it to be a snag, a stumbling block and a nuisance generally. This is not the fault of the system so much as it is of the people, but as the latter cannot be changed

printed in separately numbered lots of from 50 to 150, and it will be readily seen that the Sun is doing the job merely for the fun of the thing. The handling of the tickets itself ought to be worth the price asked for doing the work. The last bill was a trifle short of \$30, and all the printing in connection with the business for this month was less than \$25. The work is done cheap enough, and it is a lucky thing for the city, as regards the back number tickets on its hands each month.

The kick, however, comes from the patrons of the ferry who run short of tickets or get stuck by taking more than they use. Then, too, children and others come in early in the month for tickets, but cannot get them for that month because they have not applied in time. A boy living in Carleton, for instance, may get a situation on the east side early in the month, but because the issue of tickets has ceased he will have

## A CITY'S POSSIBILITIES.

**WHAT ST. JOHN CAN DO FOR NEW INDUSTRIES.**

"Progress" Will Endeavor to Show in a Special Illustrated Edition—Something About It and Some Idea of What It Will Contain—Meeting With Great Success.

For some time past PROGRESS has been preparing to issue a special illustrated edition and this being its fifth anniversary perhaps no better time could be chosen.

The addition was announced in the daily papers early in the week and has already met with the same hearty favor that similar editions of this paper have in the past. For this special edition work is by no means new to PROGRESS. It was not a year old before it printed the first boom edition of St. John, enlarging to 24 pages on that occasion. True, its circulation then was only 15,000 copies but it was all that could

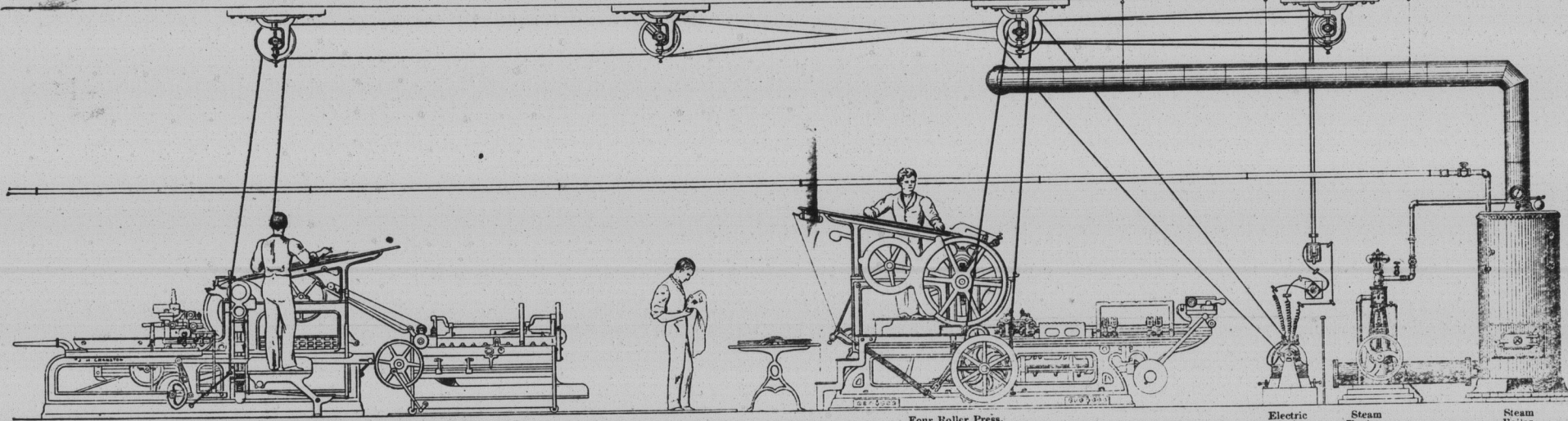
council adjourned without anything being done.

If the current opinion be correct, there is urgent need of the work being examined by a committee of practical men, for there are all sorts of reports about the methods of construction.

There are three wharves under construction, and the outer or easterly one is that which was built at Rodney slip and was stuck fast on a bar for two months or so, when an attempt was made to tow it into position. Before it grounded, a hole had been dredged on the site where it was to be, but during the time the wharf was aground this hole was partially filled up by the action of the tide. This made new dredging necessary, and the result was that the area of the hole was largely increased by the gravitation of mud from the surrounding bottom.

When the wharf was finally got into

"PROGRESS" PRESS ROOM AND ITS EQUIPMENT.



Two Roller Cranston Press. Stometz Folder, (attached to press). Four Roller Press, Cranston. Electric Motor. Steam Engine. Steam Boiler.

penses of printing the paper. This was speedily liquidated. Twenty-eight dollars of that sum went for the first week's composition wages; the balance, with the proceeds of the first week's street sales, paid the wages the second week; a special theatrical advertisement provided what was necessary in this respect the third week, and from that time forward the success of the paper was such that pay day was just as welcome as any other in the week.

From such small beginnings started a paper that to-day, just five years later, may fairly claim to be as well established as any journal in the city. Week by week, month by month, year by year, its business has increased until to-day PROGRESS appeals to a wider and a greater constituency than its founders ever dared to hope for. The story of the early struggle and who made it, has been printed before in these columns, and there is no need to repeat it. No one will ever know the anxiety and difficulties attending the printing of a newspaper in another office and perhaps PROGRESS' experience in this respect made it all the more anxious that when it possessed a press room and facilities of its own, they should be as complete as possible. The illustration on this page gives a fair idea of the nature of those facilities, and it is not out of the way to state that the equipment is second to none in these maritime provinces.

But while this gives a good idea of the progress that PROGRESS has made in its mechanical department, it is also an index of the improvements that have been made in the newspaper itself, of its increase in circulation and all the things that have demanded such admirable press room facilities. Two new Cranston presses, a Stometz folder that folds, pastes, and trims while attached to the press, an electric motor, and a steam engine and boiler, are included in the drawing. They were not all placed there at once, but gradually as the paper prospered and was able to pay for them. A little more than a year after its start, PROGRESS sorely felt the need of larger quarters, and though its premises in the Telegraph building were rented until May 1st, 1890, the need was so great that a move was made to its present quarters in the fall of 1889. Then its first press was bought and from that time to the fall of 1892, three years later, printed the increasing edition of PROGRESS. The doubling of the size of the paper in 1891 made the work so continuous, that no sooner was one paper printed than it was necessary to have the first "forms" for the next issue ready.

But last summer and fall made another move necessary. The increase of circulation in Nova Scotia, and the necessity of sending thousands of papers away by a fast noon Friday mail, forced the purchase of another and a faster press. To run these required more power, and arrangements were made to be in line with the times and have electric power. The compact little machine with the wires running to it, in the illustration, furnishes the power that

it seems pretty evident that the system must be. The theory on which the system is based is simple. Sets of tickets bearing numbers are printed, and each man applying for them has a number set against his name corresponding with the number on the ticket he receives. This number becomes the representative of his name for the future. The sets of tickets are put up in packages of 50 and sold at 50 cents. The tickets are not transferable and each is good for one passage. There are also a small number of tickets at 25 cents for children and certain classes of wage earners.

The ordinary 50 cent a package ticket can be bought by anybody who has his name registered in time, but before the first month's sets were printed the list was made up and the number required was pretty well ascertained. Some men cross the harbor five or six times a day and some only twice or less. The former would require three bunches with his number printed on them, while one bunch would suffice for the latter. To have three bunches printed for each number would therefore involve a large waste of tickets each month, because both the number and the month are printed, and April tickets are no good in May. On the other hand, unless a sufficient quantity were printed some people could not get enough of their number, and would have to pay full fare for the latter part of the month, thus getting much less reduction than was originally intended.

Before the March tickets were printed, every man who applied for a number was asked how many tickets he would require, and the specification was given to the printer accordingly. There were only 50 of some numbers, while there were 100 of others and 150 of others again. Something over 300 names were registered. On this basis the order for April was given and again the order for May, but just here is where there is trouble. Some of the people registered have not yet bought any tickets, but the number is printed all the same and nobody else can have it. Others who were going to take several bunches by only one, and the rest are dumb loads, while some who thought one bunch would do, find later in the month that more are required, but cannot be obtained.

In this way, there is an excess of some numbers, while other numbers cannot be had. As a result it has been necessary, in some instances, to supply men with extra tickets having different numbers from those registered against the names of those individuals. Tickets for one month are sold, or supposed to be sold, only on the last three days of the previous month, but some people do not get their tickets within that period, because they do not apply for them, and so there is more trouble. To get up the first lot of tickets, printed lists of names, etc., cost about \$52, and no doubt it was well worth it. Then the printing was put up to tender and the Sun folks secured it at a scalper rate of 70 cents a thousand. Something over 28,000 are

to pay full rates until the next month, even though he crosses the harbor half a dozen times every day. The remedy for this state of affairs seems to be simple. Let the tickets have the name of the month printed or, better, stamped on them as required, but abolish the numbering and registration, and have the tickets sold to anybody who is willing to pay 50 cents for a lot. Let these tickets be kept at the Chamberlain's office, and sold at any time application is made for them.

That is the practical way of doing the work. Suppose the purchaser of a bunch does sell or give tickets to other people, everybody will not go into it, and the average east-side man will pay his two cents just as he does now. The receipts would not be reduced, and then everybody would be happy.

### ROME AND CONSTANTINE

The Ancient Order in a Flourishing Condition in England.

Advance copies of the proceedings of the Grand Imperial Conclave of the Order of Knights of Rome and of the Red Cross of Constantine and attendant orders have been received from London by the Intendant General for New Brunswick, Hon. Robert Marshall. On the death of the Grand Sovereign, Sir Francis Burdett, bart., last summer, the Earl of Euston was chosen to fill his place for the unexpired term, the Baron de Ferries being selected as viceroy. At the annual assembly held in March of this year, the Earl of Euston was re-elected, but Baron de Ferries, having twice filled the office of viceroy, retired in favor of Lord Dungarvan. Among the members of the Order who have passed away this year one of the best known to Masons generally was Col. Marmaduke Ramsay, Intendant General for the Mediterranean and the Island of Malta. The grand recorder's report refers to the warrant of confirmation issued to McLeod Moore conclave, No. 13, of this city, and to the renewal of the powers of Intendant General for New Brunswick to Hon. Robert Marshall.

At the annual banquet held at Freemason's Tavern, London, the Earl of Euston presided, and the attendance was more than double that of the previous year. The order appears to be flourishing in England.

End of the Competition.

The last of the poetry accepted for the April competition, appears in this issue, and the prize winner will be announced next week. There is a quantity of manuscript which is "not available" still on hand, and if called for, or stamps sent to cover postage, it will be returned to the writers. Requests for the return of manuscript should be made at once. Poets who have not gained prizes, should not feel discouraged, remembering that only one could reach the goal each month. The letter of the Groder Dypsepsia Cure Company, which appears elsewhere in this issue, shows however, that the possibilities for acquiring fame, and making money by writing poetry, are by no means exhausted.

place there was a big hole around it which had no business there, and in the attempt to fill this up and hold the soft mud in place by pilings there has been a good deal of bother and expense ever since. The question now is, is the wharf properly and permanently in place, or is it liable to give trouble in the future as it has in the past?

The connection of the southerly wharf with this outer or easterly wharf is another matter about which people are talking, and the assertion that the easterly wharf is not of the width of 40 feet as required by the specification. There are other matters in which it is alleged the specifications are not followed, and that is why some people think that competent judges should have a look at the work in the interests of the citizens. If the reports are all wrong, then the contractors will be exonerated, and, if the reports are true, the city should know of it.

It may be suggested that there is no need of a committee of experts, since the city engineer and the inspector of works ought to be able to state in just what condition the work is, and how far it is in accordance with the specification. The best answer to this, that it is quite true that there is a city engineer and also an inspector of the work. That is about as far as it is well to say anything about them.

A Wonderful Coincidence.

It is not often that the Sun and Telegraph shake hands over the bloody chasm of politics, and are unanimous on any one point, but it happened last Monday. The Sun had a local paragraph denying that certain statements of PROGRESS were correct, while the Telegraph had an editorial on the subject couched in exactly the same words. The presumption is that both statements were written by one person, and handed in to the offices. The Telegraph did not know the Sun had the same "copy" that it had, and concluded that it would come in handy to fill out the editorial column. It's funny when it happens that way.

Dates for the Oratorio.

Every lover of music will be glad to hear that the Oratorio Society is making very careful preparation for its summer concerts, and that the dates have been definitely fixed for Thursday and Friday, June 15th and 16th. Four Boston soloists have been engaged, and "Elijah" will be the great feature.

Will Front on Two Streets.

Messrs. Daniel & Robertson have secured the premises occupied by Mr. Fred Blackadar and will add them to their present store. The advantage of fronting on two streets will be apparent at once and Daniel & Robertson will be the only large dry goods firm possessing it.

How to Get a Typewriter.

Any boy or girl who sends us eight new subscribers will win a New World Typewriter as a premium; or any boy or girl who sends us five new subscribers and \$2 in cash will get the same premium.

board of Trade, whose suggestions PROGRESS will be glad to carry out. Arrangements have also been made with capable writers to describe St. John as a manufacturing centre, to explain what it is doing at present in this respect, and to point out what new industries might find a place here.

Illustrations of the city and business establishments will also find a place in the edition, which will be gotten ready as soon as possible—as soon as is consistent with good work and a creditable paper. Facts for interesting letter press cannot be obtained in a day or a week, but in view of the fact that such an edition should be out as early as possible, no time will be lost in pushing it forward.

WHAT CARLETON WHARF?

A Belief That Practical Men Should View It and Report on It. The Sand Point improvements came up at the common council on Thursday, but the process of dealing with them was more brief than satisfactory. The first matter was the reading of a communication from the Connollys, asking that the city refund the amount of money held per agreement, while the improvements were progressing. This was filed, and that ended the matter.

The next thing was a motion by Ald. Baxter that Andrew Ruddock, Joseph K. Dunlop, Samuel S. Mayes, James O. Stackhouse and Daniel W. Clarke be appointed to investigate and to report upon the plans and specifications for the Sand Point harbor improvements, the changes made thereon, and the directions given thereunder, with a view to ascertain the sufficiency of the same; also to report upon the work done and in progress whether the same is in accordance with such plans, specifications, changes and directions and generally to inform the public through this council whether or not a judicious expenditure is being made of the public money and an adequate return received therefor under the contract.

To this Ald. Shaw moved an amendment that the matter be referred to the board of works, to consult with the city engineer and Inspector Brown. There was a good deal of talk over the question, but the

board of works adjourned without anything being done.

If the current opinion be correct, there is urgent need of the work being examined by a committee of practical men, for there are all sorts of reports about the methods of construction.

There are three wharves under construction, and the outer or easterly one is that which was built at Rodney slip and was stuck fast on a bar for two months or so, when an attempt was made to tow it into position. Before it grounded, a hole had been dredged on the site where it was to be, but during the time the wharf was aground this hole was partially filled up by the action of the tide. This made new dredging necessary, and the result was that the area of the hole was largely increased by the gravitation of mud from the surrounding bottom.

When the wharf was finally got into

**Dutch**  
**R.**  
to the World's Fair  
be used  
sily prepared Cocoa  
ne.  
**S., Agent.**  
RAILWAYS.  
**COUNTIES BY.**  
Arrangement.  
day, Jan. 8th, 1893, trains will run  
lay excepted) as follows:  
**OUTH**—Express daily at 8.10 a.  
m.; arrive at Annapolis at  
dger and Freight Monday, Wed-  
at 12.00 noon; arrive at Annapolis  
**OLIS**—Express daily at 12.25 p.  
m.; arrive at Yarmouth  
ers and Freight Tuesday, Thurs-  
at 7.30 a.m.; arrive at Yarmouth  
**At Annapolis with trains of**  
Windsor and Annapolis Rail-  
City of Monticello for St. John  
Wednesday and Saturday. At Yar-  
ers of Yarmouth Steamship Co.  
uesday, Wednesday, Friday and  
and from Boston every Tuesday,  
and Saturday morning. With  
ay excepted) to and from Bar  
and Liverpool.  
may be obtained at 126 Hollis St.,  
Principal Stations on the Windsor-  
way.  
J. BROWN,  
General Superintendent.  
**perial Railway**  
ARRANGEMENT—1893.  
Monday, the 17th day of Oct.,  
s of this Railway will run  
excepted—as follows:  
**ILL LEAVE ST. JOHN:**  
belton, Pugwash, Pictou  
7.00  
at de Chene and Moncton  
13.30  
lifax, Pictou and Camp-  
16.30  
for Point de Chene, Que-  
and Chicago. 16.55.  
each way on Express trains  
7.00 o'clock and Halifax at 7.00  
St. John for Quebec and Mon-  
Sleeping Cars at Moncton, at  
**ARRIVE AT ST. JOHN:**  
Belmont, Pictou, Pictou, Quebec,  
Camp, Moncton, Quebec,  
lifax, Pictou and Camp-  
7.00  
at de Chene and Moncton  
13.30  
lifax, Pictou and Camp-  
16.30  
at Halifax and Sydney. 19.00  
**ke The**  
**ADIAN**  
**PACIFIC RY.**  
TO THE  
**'S COLUMBIAN**  
**POSITION**  
**CHICAGO.**  
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for 30 days from date sold and  
points in Canada or at Detroit,  
St. John and all points en AT-  
**.00 each.**  
lars, time tables &c., at Ticket  
Corner or at Station.  
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Ass't Gen'l Pass. Agent,  
St. JOHN, N. B.  
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**Boston.**  
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Company will leave St. John  
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Boston every MONDAY,  
WEDNESDAY and FRI-  
DAY morning at 7.35 stand-  
ard.  
Return will leave Bos-  
ton same days, at 8.30 a. m.  
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Return will leave Bos-  
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C. E. LAECHLER, Agent.  
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