SURPLUS OF CIVIC REVENUES EQUAL TO THIRTY CENTS REDUCTION IN TAX RATE

Annual Report Of Chamberlain Presented At Meeting Of Common Council Yesterday Shows Large Sum Devoted To Replenish Sinking Funds — Increase In Tax Collections And Better Manipulation Of Funds Resulted In Cash Surplus Of $80,000—Committee On Erin Street Fire Unable To Find Reason For Poor Water Supply—Allege Obstruction In Service Pipe—Opponents Of Mr. Durant's Scheme Have Their Innings When Extension To Reed's Point Wharf Comes Up For Consideration—Harbor Board Authorized To Call For Tenders.

In presenting the annual report of the chamberlain at the monthly meeting of the common council yesterday afternoon, Ald. Baxter, chairman of the treasury board, pointed out that there was an actual cash surplus of $80,000 on the year's operations. This amount had been applied to the restoration of the sinking fund and the city's finances had been placed on a much sounder basis than ever before. The tax collections in 1909 showed an increase in collection of default taxes of $45,000 over the previous year.

The civic committee consisting of Ald. Frink and Ald. Vanwart, Chief Kerr and Engineer Murdoch, reported on the shortage of water at the Erin street fire on Jan. 27th, but did not offer an explanation which was satisfactory to all the aldermen. The most interesting feature of the report was the statement that the distribution of the service had been changed under the order of Mr. Murdoch and that the division of the service in the city was intact. The report was sent to a meeting of the general committee for consideration. The recommendation of the safety board to conduct an investigation under oath was defeated.

After a lively discussion, the harbor board were empowered to have specifications made and call for tenders for the extension of Reed's Point wharf at an estimated cost of $40,000. The mayor presided and Ald. Likely, Elkin, Vanwart, Belyea, Lewis, Codner, Holder, Potts, McGoldrick, Wilson Scully, Baxter, Hayes Frink and Sproul were present, with the common clerk.

The minutes were adopted and the report of the general committee recommending laying of permanent pavement was read.

The city engineer reported on the condition of the pipes. In Water street a 11 inch water pipe of cast iron was in good condition and needed no repairing. The sewer needed an extension of 100 feet. In Smythe street he recommended 100 feet of sewer pipe north of Union street and also to renew the wooden sewers in Pond street. On other streets no further repairs were necessary before the pavement was laid. The repairs mentioned would cost about $1700.

Ald. Baxter's Statement.

Ald. Baxter in moving that the accounts of the chamberlain and the comptroller be printed together with such other reports as the treasury board shall decide to include in its annual volume, congratulated the council on having the accounts of the past year laid before them in but little more than a month from its close. Indeed, had the council sat earlier the officials of the treasury department could have been ready for the meeting, though the year's work involved the handling of upwards of $1,016,000 on current account and $131,000 on capital account.

Over $850,000 was received from the tax levy of 1909 and former years, water assessments and harbor revenues, in all over $100,000 in excess of the preceeding year. This success has been due to the systematization of work in the chamberlain's office and also to the fact that there were large arrearage of taxes, the receipt from which has just closed.

At the close of 1908 nearly $190,000 remained due in respect of that year and the two years immediately preceding it. At the close of 1909 there is but $145,000 due for that year and its two immediate predecessors. It is evident, therefore the collections of taxes were better by at least $45,000 than in the preceding year. The total arrearage still runs into large figures, there being about $375,000 nominally on the chamberlain's books. I recommend that during the coming year steps be taken to write off a large portion of this amount, which is absolutely uncollectable and is only valued in the balance sheet at $120,000.

The Balance Sheet.

Perhaps something may be said in explanation of this document which while no doubt quite simple to accountants, makes the rest of us feel that we would like the aid of a few friendly footnotes of explanation. The value of over $3,000,000 given to the city's real estate is, of course, only an estimate. It includes the harbor properties, both developed and undeveloped, the rights of fishery, the building lots owned by the city both within its boundaries and in the Parish of Lancaster, as well as the public buildings. I think that on the whole the value may be taken as a fair one. It is certainly not too large.

The sewerage properties, costing between $500,000 and $600,000, are also an asset, but unlike the real estate they could not be realized upon. The view which treats them as an asset is that a city in these days must have sewers and that having once provided a system it avoids the necessity of an expenditure which would otherwise in practice had to be incurred. Sewers are not live assets, however, any more than streets are, and though bonded debt is properly incurred in their construction they are not available to satisfy a city's creditors.

Plant Account.

We also have over $250,000 in plant account. No doubt the plant has cost this sum and has been in most departments well kept up, but if the city was called upon to turn its assets into cash the value would shrink considerably. It would be well to have a re-valuation of all plant made subject to a proper allowance for depreciation.

The water properties are entered at $2,070,000 in round figures and have cost fully that sum. The debt outstanding is respect of them is $1,945,276. The importance of this value in relation to the civic debt will be dealt with later.

A very important item is that of the sinking funds, which, at the making up of the balance sheet, amounted to $917,364, but at this date is $959,711. Since the Comptroller and the Chamberlain assumed their offices they have devoted a great deal of study to the bonded debt. They early discovered that the sinking funds were not being properly augmented, due largely to two causes, first that assessments were not fully collected and sinking funds, instead of receiving their required amounts in full were only credited with the proportion which the total amount collected bore to the whole levy, and secondly that re-investments were not made promptly, thus losing the benefit of compound interest. It was even necessary to make a new bond register in order to keep proper track of the issues.

Funds in Better Condition.

Increased receipts and proper sealing of the amounts required brought the funds into better condition, but for a time it looked as if that could be done would be to keep the future correct and treat the past loss as irremediable. The wonderful collections of last year, however, resulted in the city having an actual surplus in cash and not merely in paper of about $80,000. The Chamberlain and Comptroller consulted with me as to the best course to be pursued.

The situation was a tempting one. We could go to the council and say that the projected permanent street improvement contemplated this year could be done without borrowing a dollar, or that the public works undertaken last year and in the course of completion could be paid for without the issue of bonds or more seductive of all, we had the opportunity to make an unexampled record by reducing the tax rate for one year by about 30 cents, leaving it to a future council to explain why this pace could not be kept up.

There was, however, but one thing to do. Had this money been collected when it should have been the sinking funds should have had their proportion and would not now be short. All other accounts had been relieved of their adverse balances and the only honest thing to do was to put the money in the sinking fund.

"This we recommended to the Treasury Board, which unanimously adopted the proposition, and today every debenture issued by the city, since union with the exception of the 5 per cent short term loan which was never intended to have a sinking fund, is secured to the precise extent that the law requires. Of those issued before the union there are some, particularly the water and sewerage, which have inadequate sinking funds, but these will have to be met in part by a re-issue when they mature.

The Liabilities.

The other items on the asset side speak for themselves, and we come to the city's liabilities. If from the debt of $5,083,635.51 we deduct the sinking fund of $959,711.70, $4,123,923.81 is the net debt.

Deducting from this $2,074,070.79, the value of the water properties, we have $2,052,853.02 as the portion of bond issue which represents our debt in respect of streets, harbor improvement, sewerage, fire department, market, ferry and all other services. This statement is, of course, only approximate as a portion of the sinking fund is applicable to the water debentures. The reason for apportioning the debts in this way is that, unlike the sewerage system or the streets, a water system has commercial value.

With less than $2,000,000 of bonded debt outstanding against it entailing an annual charge of about $112,000 for interest and sinking fund, the water service produces a revenue over maintenance of about $137,000, or say $25,000 over all charges. In other words it yields nearly 7 per cent. upon the investment. It is probable that a heavy expenditure will yet have to be made upon the distribution system, but I think these figures tend to show that much may be done without any increase in rates or further drain upon the taxpayers.

While the debt was increased last year by $131,000 it was not necessary to put a single bond on the market, as they were all purchased by the sinking fund. This year $79,000 of bonds fall due but will be paid on from the sinking fund at maturity.

Accounts.

I shall not attempt to deal with all the accounts in detail as I did last year, as there is nothing particularly to be noted, other than all the departmental accounts were kept strictly within the limits of their authorized expenditure. The attention of the taxpayers will, perhaps, be arrested by what is called the "Harbor Account." It is a statement or exhibition rather than account, on the credit side of which is entered the balance of each wharf account after deducting all charges for maintenance but not for interest or sinking fund. The account is debited with the Harbor Master's salary, commissions for collections, expenses of city dredge and hoisting scow and other incidentals. The balance of this account exhibits the net revenue of the whole harbor which is available for the payment of interest, etc.

The receipts last year were $70,038.99, and expenditures $5,252.16, leaving a balance of $64,781.83, of which $11,174.09 was transferred to the general revenue account, to which it properly belongs. The latter account was overexpended about $1,300, on account of paying upwards of $6,000 in grants, some of which were unforseen. The balance is taken care of by the surplus from other accounts. It is to be hoped that legislation will be secured by which all grants will be directly assessed for.

The Wharves.

Returning to the subject of the wharf accounts, I would call attention to the fact that $25,000 was taken from the revenue of the Union wharf; $3,000 from the McLeod wharf and $2,000 from New South Rodney wharf towards meeting interest and sinking fund. This went in ease of general taxation and is this year increased to a total of $37,500.

The comptroller has suggested to me that in view of the Union wharf contributing in this way the large sum of $26,000 that the danger that fire may deprive us of this revenue while leaving us with undiminished liability becomes even more serious than in the past. We all realize how perilous would have been our position had the fire of a few years ago which destroyed two warehouses occurred at the beginning instead of the end of a winter port season. Would it not be well therefore, to make provision by a sprinkler system to obviate so far as we possibly can any risk of fire? This I would strongly urge as one of the most important subjects for action during the present year.

Aldermen Frink and Likely spoke in congratulatory terms of the financial standing. The Board of Works recommended that the St. John Railway Company be given permission to double track Wentworth street between Mecklenburg and Brittain streets.

Ald. Elkin read a letter from Mr. G. S. Fisher, complaining that the proposed extension would interfere with their business and stating that if the sidewalk was raised, they would withdraw their objection. The city engineer had reported in favor of raising the street. It would cost $200. He moved in amendment that the Street Railway Company be required to pay the extra amount to raise the sidewalk. The amendment was lost twelve votes to four, and the section was adopted.

Ald. Hayes moved that the recommendation of the board to increase the salary of Mr. A. Winchester, superintendent of streets, be referred back.

Ald. McGoldrick spoke in favor of the increase.

Ald. Potts said there was something behind the explanation that Mr. Winchester had been overlooked. The fault lay with the head of the department, who had recommended the two men sitting in the office for an increase and neglected the man who was out at all times in all weather.

Ald. Likely and Ald. Baxter were agreeable to an increase, but thought the whole discussion was out of order as there was a standing order of council that all applications for salary be submitted in January.

The mayor ruled the section of the report was out of order and further consideration was dropped.

The Water Investigation.

The safety board report was taken up. Ald. Vanwart moved that the recommendation for an investigation under oath into the alleged shortage of water at the Erin street fire be held over until the report of the civic committee was read.

Ald. Scully seconded the motion, but said he wished to see the matter thoroughly investigated.

The motion carried and the remaining sections were considered. Ald. Likely moved in amendment to section 9 that tenders be asked for the building of a new hose waggon for No. 7.

Ald. Baxter advised standing by the recommendation to give the work to Wm. Ruddock. He was the only wagon builder on the West Side and always did good work at satisfactory prices.

The amendment was lost and the original motion was carried.

The board recomemnded that the tender of James Fleming for $725 for the new boiler of No. 3 engine be accepted.

Ald. Codner made some observations on the conduct of the police at the Dock street fire. The members of the force present had failed, he said, to keep the crowd in order.

The report was adopted as a whole.

Ald. McGoldrick moved that the recommendation of the water and sewerage board to connect the Douglas Avenue sewer with Bentley street be referred back for further report.

The motion was carried.

The laying of the Bridge street sewer was sanctioned by the required two-thirds vote.

Assessment On Y.M.C.A. Building.

Ald. Hayes brought up the matter of valuation of the Y.M.C.A. building for purposes of water assessment. He moved the recommendation that the assessment be reduced from $55,000 to $25,000.

Ald. Elkin said all such institutions should be treated alike.

Ald. Kelley said he was in favor of giving the Y. M. C. A. a free bath if they opened their tank for all boys of St. John at least one morning each week.

Ald. Likely moved in amendment that the matter be referred back to the water and sewerage board in order that all charitable institutions might be considered.

Ald. Potts seemed to think the Y. M. C. A. was rather an exclusive institution only benefitting those who paid well.

Ald. Hayes said that the Y. M. C. A. were not asking for charity, but simply for a fair valuation for water assessment.

The amendment was lost seven votes to five, and Ald. Hayes' motion carried.

The report was adopted as a whole.

Ald. Kelley moved that tenders be called for the work of laying a new floor in the Eastern Steamship Co.'s warehouse as recommended by the Harbor Board.

The amendment was not seconded and the section was adopted.

Ald. Likely moved that tenders be called for repairing the south end of the West Sydney wharf.

Ald. Holder said that the city had the lumber and good men to direct the work. Repairs on an old wharf were very difficult to figure on.

Ald. Likely then withdrew his motion.

Reed's Point Extension.

In moving the adoption of the recommendation for the building of the extension to Reed's Point wharf, Ald. McGoldrick said arrangements would be made so that the wharf could be used both by the D. A. R. and the Eastern Steamship Company. There was a difficulty at present owing to the uncertainty existing as to Mr. Durant's plans.

Ald. Elkin said that if the wharf was extended 275 feet only 75 feet of a channel would be left. With a steamer at each wharf there would be no room for vessels to enter this slip. If the trestle was removed there would be more room but there was nothing to show that Mr. Durant intended to remove it. If the city had to do it, it would spoil nothing less than $80,000 or $100,000. This was the only remaining piece of harbor front, as he had pointed out, and an actual minority of the council had given it away to Mr. Durant. He was in favor of the recommendation but he knew the Harbor Board would make no move until they had heard from Mr. Durant.

Ald. Potts said this was the first shadow the Durant option had cast over the city. He would not advise taking any action for there was a danger of a law suit from Mr. Durant. He moved that the matter be referred back to the Harbor Board.

Ald. Belyea said the Harbor Board was unanimous in the recommendation and pointed out that the 75 foot channel would be wider than the present draw.

Ald. Scully supported the recommendation.

Ald. Sproul and Ald. Baxter favored referring back to the board.

Ald. McGoldrick said the committee had nothing further to do unless they were given authority to ask for specifications. Tenders would not be called for until it was definitely known what was to be done with the trestle work.

The amendment was lost, eight votes to seven and the section was adopted.

Ferry Committee Out of Order.

Ald. Kelley complained that the ferry committee had not submitted an estimate of the supplies needed in defiance of a rule of council that all work costing over $50 be purchased by tender. He moved the section be referred back.

Ald. Vanwart seconded the amendment.

Ald. Scully said the work was pressing and it would be a mistake to delay.

Ald. Baxter said the committee need not ask authority to do the work. Ald. Potts then withdrew the section.

The section recommending full pay to Andrew Crawford for ten days lost through illness, was amended to read half pay.

Ald. Likely objected to the leniency of the appeals commmittee in writing off hundreds of dollars.

Ald. Scully said he was in sympathy with the appeals committee. The chairman of the Treasury Board had admitted there were hundreds of thousands of dollars on the books of no value and the appeals committee were lessening this amount.

The report was adopted as a whole.

The fisheries report was adopted.

Ald. Kelley moved that the report of the bills and bye-laws committee be referred to a special meeting of the council.

Ald. Frink moved that the act relating to civic elections be amended to provide for prompt returns being made.

The motions were carried.

On motion, the reports of the chamberlain, the chief of the fire department, the chief of the fire police and the building inspector were adopted and ordered to be published in the annual year book.

The communication from the board of school trustees asking for consent to their applying for legislation to increase their assessment for school purposes to $125,000 was referred to the general committee.

A petition signed by employes of A. E. Hamilton asking that the water assessment and taxes against Mr. Hamilton be reduced by 90 per cent. for a period of ten years, was referred to the general committee.

Ald. McGoldrick moved that $500 be expended in repairing the western side of Rodney wharf adjoining the ferry floats.

This was carried.

Report on Water Pressure.

The report of the special committee appointed to investigate the shortage of water at the Erin street fire was read. The report opened with a detailed estimate of the location of the hydrants at the Erin street fire and the position of the engines.

The connection of the hydrants with the mains was given as follows:

Single hydrant Erin and Brunswick, with 12" Erin street, cross connection with 20" on Erin and 6" on Brunswick street.

Two-way hydrant, Erin and Hanover, direct and sole connection 20" main on Erin street.

Three-way hydrant, Hanover and Albion street, 20" main, Erin street, on end of 4" area.

Hydrant Brussels and Brunswick, on old 10" main.

Hydrant cotton mill, connected from Brussels street main and circulating connection from 20" main via Clarence street, to mill.

The service pipe to the hydrant is 6".

The report continues:

The engineer of the fire department states that there was no good fire stream for the remainder of the day, without an engine after the main building was consumed.

Chief Kerr's Statement.

The engineer of the fire department states that there was always an abundance of water for fire purposes before the installation of the Loch Lomond system on this street.

Also reports that at the fire on Jan. 15th near Cor. Brussels and Hanover streets there was an abundance of water and pressure without an engine.

Also reports that at the fire on the perperty of the Dominion Coal Co., end of North Wharf, occurred on the night of 29th January, there was an abundance of water and splendid pressure.

The City Engineer.

The city engineer states that he was present at the fire and observed the indifferent fire streams obtained from engines 3 and 4, and is unable to state why there was not sufficient water, also states there should be ample water and pressure, on this street for 8 or more streams, without a fire engine.

The engineer also states that in the month of January, 1910, the strainer at the intake at Latimer Lake was broken by the weight of fish thrown against it, and a half barrel of fish were taken out of the gate well. At the time of the fire eels 30 inches in length came out of bursting hose.

The Watermen.

The committee also report that the watermen who have charge of the pipage and all the fixtures pertaining to them, report that the hydrants were turned on full with the exception of the hydrant at Hanover and Albion streets, which condition was remedied and that this omission did not materially affect the loss of property.

The affirmations of these men, made before a notary public (and which affirmations are herewith attached), show that for some time before the fire, that they did not change, move or operate any gate, stopcock, valve, on this line of pipe, neither were any such operations conducted at the time of the fire, nor since the fire, should be conclusive evidence that the charges generally made against the staff, that such tampering is done in secret has no foundation.

The hydrant known as the Ludlow has been found defective and inefficient for our requirements and it is recommended that such hydrants as may be in use in the city be discontinued and removed.

More Hydrants.

The committee further report that on the authority of the city engineer they find that the effectiveness of the water service would be much enhanced by the placing of additional hydrants in this district and this same would apply to the whole city and would so recommend and such hydrants not to be of a complicated pattern. Your committee on the authority of the city engineer, state that it would be impossible to do without steam fire engines on the higher levels of the city with the single service from Loch Lomond.

Cannot Find Cause of Shortage.

After dealing with result of the test made at the hydrants on Feb. 5, the report concludes:

"Your committee report that they have thus far been unable to determine the cause of shortage of water, but are of the opinion that if No. 4 engine with the same engineer in charge of the engine, the same suction hose, the same number and description of line of hose stretched, and is able to obtain sufficient water to throw effective fire streams, then there can be no other conclusion than that the service pipes, leading from the mains to the hydrants, were choked and obstructed with foreign material and thus retarding the flow as this hydrant was new its service pipe was of the greatest capacity and dipped directly into the new 20" main, and your committee are of the opinion that the engine connection with this hydrant should be made as soon as practicable."

The committee's report on the system of distribution is referred to on page 8 of this issue.

Ald. Baxter moved that the report be considered at a meeting of the general committee at which representatives of the Board of Trade and fire underwriters could be present.

Ald. Kelley moved in amendment that the section of the safety board report recommending that an investigation under oath be held, be taken from the table and adopted. All that had been revealed was that anything from a tommy-cod to a whale might have got in the pipes. The explanation was not satisfactory and it would not go down with him for one.

After further discussion, Ald. Kelley's amendment was lost on the following vote: Yeas—Kelley, Potts, Wilson, Sproul, Scully.

Nays—Likely, Elkin, Vanwart, Codner, Belyea, Frink, McGoldrick, Baxter.

Ald. Baxter's motion was carried.

A communication from Alfred M. Sherwood, constable, objecting to the police magistrate allowing Oscar Forbes, whom he had in court on the charge of resisting arrest, to go on suspended sentence was referred to the safety board.

The council then adjourned.

OTTAWA AND THE COURTENAY BAY SCHEME

Continued from page 1.

together with a copy of notices of call for tenders, setting forth terms, with the plans and specifications upon which such contract was based?

Ans.—(A)—Action was taken on the offer of the Maritime Dredging Co., and a contract was entered into with them for the dredging of the west side of the harbor. No contract was entered into for dredging Courtenay Bay, but the company covenanted to also perform the dredging there at the price named in their tender, if called upon by the government to do so.

(B)—Yes, if moved for.

Mr. Crocket.

Mr. Crocket secured some information as to the recent purchase of part of Dalhousie Island. The government, Mr. Pugsley said, acquired the eastern end of Dalhousie Island, containing 1.28 acres with right of way thereto by expropriation on 21st December, 1909.

When the expropriation plans were filed the island belonged to the Dalhousie Lumber Co., Ltd.. No compensation had up to date been paid to the company. The object of the purchase was to secure the site of the lighthouse maintained on the island. The area of the island is approximately 3 acres.

Mr. Jameson was told by the premier that notice was given to the governments of the maritime provinces of the resolution of 1908 whereby it is proposed to add part of Ungava to Quebec and to divide Keewatin between Ontario and Manitoba. Neither did the maritime provinces raise any objections. No action has been taken on the resolution.

Mr. Jameson's fourth question was:

Does the government recognize that the four original provinces of confederation, namely, Ontario, Quebec, New Brunswick and Nova Scotia have partnership interest in the territory of Keewatin and Ungava?

The premier's reply was:

It does not appear that the four original provinces have any interest different from the interest of other provinces that have entered since confederation. The fifth question was:

Recognition.

In any disposition of such territory, will recognition be given to the interests of the provinces of New Brunswick and Nova Scotia, if so, in what way; and if not, why not?

Sir Wilfrid Laurier replied:

In the resolution of the 13th July 1908, the principle was laid down that in any legislation for extension of the boundaries of the provinces of Quebec, Manitoba and Ontario, nothing should be done to impair the representation of any province in this House and the government is bound by this resolution.

Dr. Sinclair found out what it has cost to improve the St. Lawrence ship channel, improve the Montreal Harbor and improve the Quebec Harbor, also what seems to have been lent to the Montreal Harbor board. The figures are:

1—St. Lawrence ship channel: (A) dredging, etc., to 31 March, 1909, $7,208,543; (B) plant, shops, surveys, etc., $3,501,449; total, $1,709,992.

2—Montreal improvements, $1,064,240.

3—Quebec improvements, $1,691,026.

4—Loans to Montreal, $10,870,000.

Mr. E. M. Lewis introduced a bill to amend the immigration act. One clause provides that immigrants on landing shall furnish with notice verbal and in the shape of a document in his own language, that the carrying of weapons is prohibited. A second prohibits immigration to Canada from parts of Europe south of latitude 40 degrees north and east of longitude 20 degrees east.

Mr. Haggart brought up the closing of the Winnipeg post office on Sunday.

Mr. Lemieux replied that it had been closed from response from various religious bodies. He had received a telegram of protest from business men in Winnipeg. The matter is under consideration.

Mr. Lewis brought up the recent example of the value of wireless telegraphy on the Atlantic coastline of the United States, and suggested that the Government protect the St. Lawrence channel and other trade routes by wireless stations.

The Premier replied that the Government would protect the coastline with wireless stations and a navy as well.

Steamer Routes.

Mr. Warburton obtained papers on the subject of the steamer routes between Prince Edward Island and the mainland. In moving he spoke of the various routes, comparing the merits of those from Summerside to Tormentine, from Souris, Georgetown to Cape George and from Georgetown to Pictou. He discussed the difficulties of each route. If the Summerside to Tormentine could be made a success he would accept it. But he argued strongly against the Pictou routes and urged a new one be adopted, Charlottetown to Tatamagouche. To render this successful a branch of the Intercolonial it should be built to Tatamagouche.

MacDonald defended Pictou from the aspersions cast by Mr. Warburton and speeches were also made by Mr. Madden, Mr. Prowse, Mr. Fraser, Mr. Richards and Mr. Chisholm, Antogonish. Then the motion passed.

The two co-operation bills Mr. Monk's and Mr. Lloyd Harriss', were each given a second reading and sent to the banking and commerce committee.

The House adjourned at 10 o'clock.

CREDITORS AGREE TO GIVE A. E. HAMILTON EXTENSION OF TIME

Meeting Accepts Offer Yesterday To Pay Indebtedness In Three Years—Statement Of Assets And Liabilities.

At a meeting of the creditors of A. E. Hamilton, who was burned out in the Erin street fire, held yesterday afternoon in the office of the Thomas Nagle Lumber Co., Ltd., it was unanimously decided to accept an offer he had submitted. Mr. Hamilton asked for three years extension of time and promised to pay ten per cent. cash and 10 per cent. every three months until his indebtedness was paid in full. It was further decided to permit Mr. Hamilton to go ahead and rebuild his factory.

Mr. John E. Wilson, M. P. P., presided at the meeting and most of the creditors were present. Mr. S. B. Bustin read a long letter showing fully Mr. Hamilton's position. The assets as shown by the minutes were:

Cost of delivering plant	$1,500.00
Cost of contracting plant	1,006.00
Estimated money earned but not collectable unless contracts completed	4,103.00
Mdse. on hand	7,942.70
Book debts	2,250.00
Cash in bank	1,225.00
Balance of insurance after paying mortgage	$1,858.24
Household effects	500.00
Sundries	772.00

The liabilities not secured amounted to $20,274.35.

The largest creditors are:

Hillyard Bros.	$3,629.38
Thos. Nagle Co.	3,938.94
W. H. Thorne and Co.	1,217.51
T. McAvity and Sons	1,007.37
Stetson, Cutler Co.	1,014.96
The amount lost at fire	19,800
Work in view	2,600
Seven freehold and leasehold lots	25,480
Mortgage on lots	21,850
Equity of redemption	3,600

Final resume:

Loss by fire	$19,500.00
Value of assets over liabilities as to personal property	$82.59
Value of assets over liabilities as to freehold and leasehold property	4,100.00
Total assets	$4,982.59

Mr. Hamilton stated that he proposed to form a joint stock company of his factory and several of the creditors subscribed $500 each for stock.

Two petitions have been sent to the common council about Mr. Hamilton's new factory. One is sent by the 68 employes. After stating that the factory men have given two weeks' work as a contribution to the new factory and the outside employes have given one week, the council is asked to give a 90 per cent. reduction in water rates and taxes for the next ten years.

The other petition is sent by the carpenters' union and contains a similar request.

Mr. Hamilton said last evening if the petitions are favorably received he will rebuild immediately.

An Outing Party.

Mr. A. T. Thorne gave a party at Lake Minote on the Golden Grove road yesterday in honor of Mr. Edgar Wilkinson, of England. The party left the city in two large sleighs about 2 o'clock and on their arrival at the camp, enjoyed a few hours snow shoeing, skiing and toboganing. Among those present were Miss May Harrison, Miss W. Raymond, Miss Ena MacLaren, Miss Vera MacLaughlan, the Misses Hazen, Miss Gwen McDonald, Mrs. W. H. Harrison, Miss W. Barker, Messrs. W. H. Thorne, J. G. Harrison, J. Belyea, W. H. Harrison, Rod MacLaughlan, S. McDonald, G. McDonald, G. Kerr, E. Trites, F. Fraser, A. McMillan, B. Wetmore, E. Wilkinson and Mr. Skinner of New York. The party returned to the city about 11 o'clock.

Ready for Business.

Mr. J. W. Godard, whose stock was destroyed by fire, on Dock street, has opened a store at 687 Main street, with a fresh stock of biscuits and confectionery, and is prepared to fill all orders.

OBITUARY.

Miss Luta B. Christopher.

The death of Miss Luta B. Christopher, 21 years of age, third daughter of Mr. Charles W. and Amelia C. Christopher, Ludlow street, occurred yesterday afternoon. Miss Chistopher possessed a fine character and leaves a large circle of friends who sincerely mourn her early death. Her parents, one bother, Edgar W., and three sisters, Misses Maud and Madeline at home, and Mrs. E. Sutton Roxborough of Carleton, survive.

Mr. Hugh Deveney.

The death of Mr. Hugh Deveney of Lancaster Heights, occurred at his home yesterday morning. He was formerly employed as engineer with the Partington Pulp & Paper Co. He had been ill about four months. He was forty-nine years of age and leaves his wife and son and two brothers, Wm. Deveney and Alex. Deveney, both of this city. The funeral will take place on Wednesday from his late residence. Service will be held at 2.30 and the funeral at 3 o'clock.

DEATHS.

Allison.—On the 7th inst., at her residence, Rathbone House, Princess street, Helen Matilda, beloved wife of Joseph Allison.

Funeral service on Wednesday, 9th inst., at Centenary church, at 3 p.m.

Deveney.—At Lancaster Heights, on February 7th, Hugh Deveney, son of the late Hugh Deveney, in the 49th year of his age, leaving a wife and one child.

Funeral Wednesday at 2.30. Interment at Cedar Hill Cemetery.

King.—In this city, on Feb. 6, Helen May, aged 4 years and 3 months, daughter of Frederick and Fanny King.

Funeral Tuesday from 14 Bentley St. Service, 2.30. Funeral, 3 p.m.

Vail—At St. Johns, Newfoundland, on February 6th, Eunice P., widow of William Vail of this city, in the 75th year of her age, leaving five sons and three daughters to mourn.

Notice of funeral hereafter.

CONFECTIONERS TO PROTECT INTERESTS BY ORGANIZATION

Meetings Held Here Yesterday At Which Formation Of Association Was Discussed—Change In Tariff Needed.

Representatives from the principal confectionery companies in Canada met in the city yesterday for the purpose of organizing an association to protect their own interests. The meeting will be continued today when officers will be elected.

Yesterday's meetings were held in the Board of Trade rooms, in the afternoon and evening. At the afternoon session, Mr. H. P. Good, manager of the Dominion Exhibition addressed the meeting on the importance of the fair. Several of the representatives stated that their firms contemplated exhibiting in an attractive form. Those who did not state definately that they would exhibit, promised hearty co-operation.

The meetings were of a private nature as those present appeared to be of the opinion that the idea would get abroad that a trust was being formed. One of those present, speaking with The Standard at the conclusion of the evening meeting, said this was not contemplated.

One of the chief things they desire, he said, was a change in the tariff regulations so that there might be a refund on exports. Great Britain and the United States had such regulations and the Canadian manufacturers wished to be placed on a similar basis. If this was done a market would be opened for their goods in the West Indies and Newfoundland. Under the present regulations it was impossible to get a foothold in either of these places.

The candy market he said was quiet in the Maritime Provinces, but in the west, business was good and a firm in New Brunswick found it paid better to ship their goods by the car load to the west than to sell them in this province where competition was keener.

Among those represented at the meeting were The Moir Company, Ltd. of Halifax, whose president, James Moir, is in the city; Messrs. Ganong, of St. Stephen, The Perrin Co. Ltd., of Toronto; The McCormacks, of London, Ontario; one or two Montreal houses, and one in Pictou, N. S.