

# PROGRESS.

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PRICE FIVE CENTS

## WANT BETTER TICKETS.

**FERRY PATRONS NOT SATISFIED WITH THE SYSTEM.**

There is too much Red Tape about it and an Actual Loss from Unused Tickets—A Petition that Monthly Tickets be Made Good Until They are Used.

The question of ferry tickets is again to the front, after a long rest, and will probably be considered at the next session of the common council. It was discussed at a meeting of the board of works on Thursday, and for a novelty the discussion was a moderate and amicable one, in which sectional feeling did not come aggressively into the questions and answers.

It will be remembered that the demand for a free ferry, or at least a one-cent fare, threatened to be a burning one a year or two ago. The Carleton members had twice as much to say about it then as they have now, because there were twice as many of them, to say nothing of at least one representative who spoke twice as often as anybody else. To meet the views of regular patrons of the ferry, the present system of monthly tickets was devised.

It never was a good one, and has not become more popular with age. Before it, there had been a system of buying single tickets at \$1. each, good for a month and entitling the holder to cross as often as he pleased during that time. The fare for a single trip at that time was three cents, instead of two as at present. When the two-cent rate was established, the demand was for some commuted rate for people who were obliged to cross daily, and after a good deal of brain power had been exhausted in the task, the present monthly book of tickets was put on its trial.

By this plan two sets of tickets are issued in packages of fifty each. The ordinary citizen pays fifty cents for his book, while children and employees at low rates of wages get their packages for twenty-five cents. The proportion of the number of those at the higher rate to those at the lower rate is three to one. Of the 5,803 books sold last year, there were 4,346 at 50 cents and 1,457 at 25 cents.

The issue of these books is attended with a good deal of needless trouble. First of all a new applicant must give notice not later than the 20th of the month that he will want a book issued to him for the next month. This regulation is necessary in order that a sufficient number may be printed. The tickets are given out during the last three days of the month. Each book is numbered, and the holder is supposed to have only that number on his books in future months. A list of the book holders is given to each of the collectors, so that only the holders can use the tickets. A man who is not sufficiently a prophet to know by the 20th of one month that he will have to cross the ferry two or three times a day during the next month, pays for his lack of foreknowledge at the rate of two cents a trip.

So does the man who expects to cross only twice a day, but finds some change in his circumstances which requires him to cross four times. This may frequently happen with the working class whom the commutation is designed to benefit. A man on the east side may get a month's book at some job on the west side, or the reverse may be the case. The books only meet the case of those who have had and will have fixed and regular times for coming and going. Even then they do not meet the whole case. A man who crosses in the morning and returns at night on week days, gets one book which allows him fifty trips. He will, however, make fifty-two trips in ordinary months to say nothing of extra passages, not to mention, made on Sundays or the evenings. For each of these, in excess of the fifty, he has to pay two cents a trip. The same condition attends a man who gets two books on the basis of four trips a day, or three on the basis of six trips. If he gets more books than he really needs, he has a lot of tickets on hand which are useless to him. As the books issued for any month are no good in any other month.

In the year 1894, no less than 21,926 tickets were sold and not used, and allowing for the proportions of the two kinds of books, the public paid about \$200 for tickets for which it got no value. It is true this was in the nature of direct gain to the city, but it was the getting of money for which no value was given, and was very far from realizing the idea of a one-cent ferry for regular patrons.

The city is at some loss, too, by the over-printing of tickets. Ever since the system was established, Admiral Glasgow has been figuring to hit the mark each month as near as possible, and he appears to have done this as well as any man could do. To make his calculations come out in any sort of shape each month, he has had to familiarize himself with the habits and idiosyncrasies of all classes of citizens who are residents of Carleton or have business there. Some men may say in advance that they need three books, and will actually take only one. Others may apply for only

one and will want another by the middle of the month. So the Admiral has had to make a special study of Carleton and its people as well as of human nature in general. With all his skill and experience, however, nearly 500 books were printed last year and not used. After the end of the month all unused tickets are so much waste paper to the city or the residents. The cost of printing the monthly tickets is something over \$200 a year.

The petition now before the council is simply that the tickets be made good until used, so that if a working man in the city gets a temporary job in Carleton he can have the advantage of the reduced rate, and so that they do not use all their tickets within a limited time will not find them valueless. It is a very simple thing for the city to do this, and it will be as much for the benefit of the east side, as those of the west side, so far as a large number of working men are concerned.

The great fear of some of the aldermen, in the past, has been that if tickets were good until used, many people would buy them who now pay two cents a trip. There is very little to apprehend on this ground. No man who does not have to cross pretty often is likely to lay out his money in the purchase of a book of tickets, and even if all classes of citizens did avail themselves of the commuted rate there would naturally be an increase of travel which would make the receipts nearly, if not fully equal to those at the present time. A mere pleasure seeker with a book of tickets would be tempted to travel in that direction twice as often as when it cost him two cents a trip. Without doubt, however, only a limited number of books would be bought. The average citizen would pay his two cents every time as in the past.

If it is not intended that the regular patrons of the ferry should have a one-cent fare, some method less cumbersome than the present will have to be adopted.

## SOLVING AN OLD PROBLEM.

How Ladies May Take Their Big Hats to Places of Amusement.

So long as big hats are in style, ladies will wear them to places of amusement, in the face of all the sarcasm that has been levelled against them for years. Not long ago, however, a young lady found herself at the opera house with a hat of tolerably large proportions. She was quite conscious of the fact, but the hat was one which she wanted to wear and which suited her general style of dress. After she had been seated a few moments she began to reflect that it was certainly an obstruction to the view behind her, and she made up her mind to do an act which required considerable moral courage.

"I am going to take off my hat," she whispered to her escort. "Do you think it would look very odd of me to do so?" His reply was that he thought it would be a very sensible act, and she accordingly removed her headgear, for which she found a place in her lap.

This was some time ago, but the example then set has had excellent results. At the opera house, during the past week, quite a number of ladies have been seen with uncovered heads, and have thus earned both the thanks and admiration of the people in the seats behind them. When the practice becomes more general, the problem of the big hat at the theatre will have an easy and graceful solution.

## No Claims for the Reward.

Possibly with a design to attract attention, the \$5 reward offered for evidence to convict persons guilty of the crime of throwing paper, etc. on the streets looks like \$500 when the hand bills are seen a little distance away. It might as well be the one amount as the other, so far as complaints and convictions are concerned. There is still plenty of loose paper around the streets, and at times fairly large quantities of it may be seen in front of the police office itself. The police do not put it there, nor do they know where it comes from. Some of them have a theory that the rubbish comes from one or the other of the public apartments of which there are several in the vicinity, including the common council chamber and the officers of the board of works. There is a good chance for somebody to earn \$5 by keeping an eye wide open.

## An Heir who Was Alive.

Several years ago, in closing up the estate of a former prominent merchant of this city, the heirs sold various properties in some of the principal streets and gave what were supposed to be sufficient titles to them. One member of the family, who was out of the country, had not been heard from for so long that he was supposed to be dead, and as he had no family to represent his share the deeds were given without his being a party to them. The other day he reappeared, after an absence of about a quarter of a century, and it is understood he proposes to find out where his rights are in the premises, and to establish them in such a way as to show that he is very much alive, despite of a general opinion to the contrary for some past years.

## EXPERTS ON THE CYCLE.

PROMINENT CITIZENS WHO TAKE SPINS AROUND TOWN.

The Number of Wheels Owned Here Has Been Doubled Within the Last Year—The Fashion Has Extended to the Ladies—Some Who Are Well Known in Society.

If the papers divided up their space among subjects in proportion to the interest which is manifested in them, they would devote several columns daily to cycling notes. Everyone is talking about the wheel and its uses and pleasures and the number of devotees of the bike is all the time increasing. It looks almost as though the horse would be superseded by its silent rival as the medium for an afternoon's outing, for it is capturing whole families.

The number of wheels purchased in this city this year is marvellous, and there are now hundreds of cyclists in the community. On a fine evening they may be seen by the dozen skimming along the roads leading from the city or enjoying the beauties of nature by the roadside. The Rothesay road is the favorite resort, and men may be seen going out with their wives, young men with their best girls, the leisurely inclined taking it easy and the record breakers "scorching" along the level stretches.

There are a large number of prominent men in all the professions and occupations who have found cycling a delightful relaxation from the cares of business. Among the clergymen there are four who may be seen about the streets. Strange to say they are all baptists. Whether it is an indication that that denomination are more ready to accept things modern becomes an interesting problem. Revs. G. O. Gates and S. McCully Black are enthusiastic wheelmen and the record of their riding this spring shows that they have covered some hundreds of miles. Rev. J. A. J. Gordon and Rev. E. E. Daley are also numbered among wheelmen.

Doctors Morrison, Hetherington and Crawford represent the medical profession among the disciples, and Doctors Kenney, Gorham and Burns the profession of dentistry. Mr. Mont. Mac Donald and Major Mac Lean, two of the well known lawyers of the city, are graduates of the Bicycle Academy this year, and the former indulges in the pastime at his summer residence at Woodman's Point. Then there is a host of young lawyers, Messrs C. H. Ferguson, C. J. Milligan, G. G. Reel, the Messrs Skinner, H. Puddington, S. B. Bustin, R. Hanington and others.

In the fourth estate there are not many wheelmen as yet, though editors Scott and Hannay may in time be seen forgetting their differences politically while they trundle their bikes together over the road. It is also within the range of possibility that the former may be his walking tours from the elevation of a safety. So far there are only three proprietors of wheels among the newspaper fraternity.

One of most enthusiastic wheelmen in the city is Mr. H. P. Zimmerman, the general superintendent of the Atlantic division of the C. P. R., and he may frequently be seen enjoying a spin. Mr. John March, superintendent of schools for the city, has been a wheelman for some years, Police clerk Henderson is another prominent official who delights in a run out the road. Among bank men there are Andrew Blair, of Blair & Co., and T. B. Blair, manager of the bank of Nova Scotia, Mr. Joshua Clawson, cashier of the bank of New Brunswick; and Mr. B. C. Barclay Boyd of the same institution. Then there are a large number of bank clerks who spend much of their leisure time in the most popular recreation of the present day.

Mr. Robt. Thomson, one of the leading men in shipping, is one of this year's converts and six members of his household are cyclists. Quite a number of the leading merchants of King and Charlotte streets are wheelmen. Among them are J. Pope Barnes, Fred Daniel, Hazen Dick, John White, J. A. Dykeman, Henry Page, E. L. Rising, Messrs. Holman and Duffell, F. S. Whittaker, and Walter Mitchell. Other prominent men who cycle are: R. B. Emerson, T. S. Simms, R. S. Haley, R. Keltie Jones, S. L. T. Burnham, E. C. March, Frank Tippet, Fred Fisher, Chas. Fisher, G. Earnest Fairweather, H. C. Tilley, Jas. Kelly, Le B. Wilson, Geo. Salmon, L. L. Sharpe, Andrew Malcolm, Jas. Patterson, C. S. Harding, Geo. Moore, W. E. Earle, Wm. Starr, Chas. Harding, R. B. Humphrey.

There are probably four or five hundred bicycles in this city and half of these were purchased this year, of this number fifty or sixty belong to ladies. Miss Mabel Thomson, daughter of Mr. Robert Thomson, was one of the first young ladies to start the vogue, and now there are quite a number of society women who have followed her example. The summer residences at Rothesay are nearly all provided with a ladies bicycle or two. Among the lady cyclists are the following: Miss Akers, Miss Blanche Beard, Miss

Christie, Mrs. Fred Dykeman, Mrs. W. E. Earle, Mrs. Gerard, Miss Grant, Mrs. Harding, Miss Hannah, Miss May, Miss McLeuchlan, Miss Mabel Olive, Miss Puddington, Miss Robertson, Miss Helen Robertson, Misses Ring, Mrs. Ritchie, Miss Sulis, Misses Hall, Mrs. Hegon, Mrs. Fred Harding, Miss Edna Jones, Miss Katie Jones, Mrs. Keltie Jones, Mrs. Fred A. Jones, Miss Jordan, Mrs. Horace King, Mrs. (Dr.) Kenney, Miss Long, Miss Mowatt, Miss Moore, Misses McAvity, Miss Skinner, Miss Hattie Smith, Mrs. Robt. Thomson, Miss Pauline Tapley, Miss Mabel Thomson, Misses Ungar, Miss Josie Vassie, Miss Janis Vassie, Miss Wade, Misses Wilmet, Mrs. Fred Whittaker.

## WITNESSES WERE ABSENT.

The Curious Way of Ending Some Cases in the Halifax Police Court.

HALIFAX, June 20.—This week has brought another ludicrous and successful attempt to "pull off" a prosecution in Stipendiary Fielding's court. There are over 300 hackmen and truckmen in this city. Over thirty of them failed to take out licenses this year. Chairman Stewart of the hacks and trucks committee, on the eve of his departure for a United States trip left orders with chief O'Sullivan to have the delinquents prosecuted. The chief proceeded to comply and issued summonses against the non-paying teamsters.

In the meantime alderman O'Donnell interested himself on their behalf, like the kind-hearted man that he is, and pressure was brought to bear on Mayor McPherson. The upshot of it was that his worship ordered chief O'Sullivan not to push the prosecutions.

Ten of the cases were set down for trial on Tuesday and they were called by the magistrate. The first two had not been notified that the prosecution had been "called off" by the authorities and they innocently pleaded "guilty" of course they were fined \$5 each. The others were up to date man, and knew that they were safe. Accordingly they pleaded "not guilty." The magistrate asked for the prosecutor to step to the front, but the policeman was not on hand. The chief explained his absence by informing the court that he had been ordered not to prosecute.

Then Stipendiary Fielding, metaphorically speaking, hit out with his right and over the chief's shoulders administered a severe drubbing to the people who had made a farce of the proceedings and characterized their conduct as "playing with justice." Efforts had been made to get the chief to withdraw the summonses but when the mayor was informed that could not be done he asked,

"Well, what can be done?" "I can keep the witnesses away," the chief replied.

"Then keep them away," said his worship. When this was explained to the stipendiary he ordered a statement of the facts to be entered on the books. Nevertheless there was nothing his honor could do but discharge the eight prisoners who pleaded "not guilty" two unfortunately who had not heard that the prosecution was called off, had the melancholy privilege of paying \$5 a piece into the city treasury.

## GREEN GOODS DEFINED.

A Hitherto Unpublished Opinion of His Honor Judge Tuck.

When the Corey case was being argued before the supreme court at Fredericton, Mr. Curry took the ground that the spurious money in evidence was not counterfeit, because it was not an imitation of existing currency and was so roughly executed that nobody would be deceived by it. In support of this he adduced the evidence of D. C. Clinch, J. R. Stone and George Philips, all of whom had experience as private bankers, and each of whom declared that the notes in question would not deceive him.

"But mercy on us man," exclaimed Judge Tuck, "why do you bring such witnesses as Car. Clinch, Joe Stone and Geo. Philips? Any of them could tell a bad bill a mile off. The reason these notes have got the name of 'green goods' is that they are intended to deceive the green, ignorant and unsuspecting bushman."

"I had a bad \$5 bill passed on me during the last three months," observed Judge Hanington.

"There, what did I tell you," remarked Mr. Justice Tuck to Mr. Curry.

## Should Read This Way.

The following words, in the opinion of Judge Palmer, published in PROGRESS last week anent the legislation had regarding the franchise of Saint Andrews Church should read:—

"Now as to that right, it is a canon for construction of Acts of Parliament as well as all other instruments that rights granted thereby cannot be taken away except by clear words or necessary implication."

## DUGAN STILL AT LARGE.

NO ORGANIZED EFFORT TO TAKE A VICIOUS CRIMINAL.

His Crime Would Have Earned Him a Hemp Halter in the South—Here He Is Allowed to Run at Large for Weeks—No Reward Offered for His Capture.

It is now about six weeks since Dugan the Shepody Road outlaw committed a crime of a most aggravated nature, near St. Martins, and he is still running at large around the country. His offence was one for which, in the southern or western states he would have been pursued by an enraged crowd and hanged to the most convenient tree or telegraph pole. In this country we take matters more quietly, so quietly that, so far as relates to official action, we seem absolutely indifferent.

The crime of Dugan is one without excuse or palliation. He was a tough and troublesome character, well known around St. Martins and vicinity, and much like an Indian in his appearance. Calling at a house on the Shepody road, where a mother and her young daughter were, he attempted to assault the latter. The mother, regardless of danger to herself, went to the rescue of her child. Then the brute attacked the courageous woman, overpowered and assaulted her, after which he fled.

Since then there seems to have been no systematic attempt to capture the fellow, though he has been seen time and again, nor does the matter appear to have been brought to the attention of the local government, as no reward has been offered. It does not seem to be the business at anybody to look after Dugan in earnest, and from time to time he is reported in this or that part of the country where everybody gives him as wide a berth as possible. He is believed to be a visitor at some of the camps where stream-drivers are at work, and the other day he came out into a settlement and stole the luncheon of a child who was going to school. Rumor says Dugan is well armed and determined to resist arrest. Whether this is true or not is not likely to be known by the constabulary of King's county, for they do not allow themselves to get near enough to find out.

Dugan is anxious to get out of the country, but is afraid to venture in the trains, lest he might be arrested by somebody who was not afraid of him. He made an attempt to secure a passage on a schooner from St. Martins, but the captain refused to take him. No captain is likely to take any trouble to entrap him, so long as there is no reward offered.

It is not a part of the duty of the St. John police to go into the other parts of the province in search of offenders who are not wanted in this city. Nevertheless, the chief has voluntarily given a good deal of attention to the Dugan affair, and several of the force, having a knowledge of that part of the country, have made searches here and there in the hope of catching the offender. This seems to be purely a voluntary undertaking on their part, and as there is no provision even for expenses in such cases, such search has necessarily been intermittent and incomplete. Probably the chief would be re-ouped for the outlaw should Dugan be caught by his men, but there is no certainty that he would not be out of pocket by his zeal. Were a reward to be offered, it might lead to a more extended search.

It must be the duty of somebody to make an active pursuit of Dugan, and that somebody would seem to be the sheriff of Kings. If such is the case he ought to be owner of the fact.

Dugan has not only committed a great crime, for which he should be brought to justice but is a constant menace to the peace of society so long as he is running at large and defying the world to molest him. It is time that somebody woke up.

## It Was a Willing Gift.

The testimonial to Bishop Sweeney, on his return from Rome this week, seems to have been a willing gift from all classes of his people. It included very many small contributions from men of moderate means and the total collected in so short a time, was very creditable indeed. It will be remembered that, on the occasion of his jubilee last year, His Lordship declined to permit any testimonial to be presented to him, as the conditions of the times did not warrant it. He might have refused it on this instance had he been aware of the project, but as it was done in his absence, he could do no less than accept it in the spirit in which it was given. All classes of citizens were glad to welcome the bishop on his return from his long journey.

## Is His Speed too High?

Chief Kerr's wagon knocked down and injured a child when responding to an alarm of fire on Thursday. The child was not seriously injured, but the incident has caused a good deal of talk, on account of amazing possibilities of killing and maiming by any man with a horse who is in too much of a hurry to force his way through a

crowded street. In this particular instance, it is possible the accident would have happened even with a more slowly driven team for the child was in the street at the very time it ought to have been in the house. The whole question seems to be whether it is necessary to the safety of the citizen's property, at any time, that the chiefs team should go at a speed to imperil citizen's lives. It possibly would be necessary if the chief was the only man in the department who knew what to do in case of fire, but he is not. Apart from the fact that the average fireman has a fair degree of intelligence, the district engineers are supposed to know enough to give the necessary directions at the outset, so that even if the chief was delayed a few minutes on his way, no very serious result would follow. What happened Thursday may be no fault of the chief or his driver, but it has made a good deal of talk, in view of the fact that the chief does drive at a furious rate on other occasions.

## BICYCLE RACES A FEATURE.

Dr. Pendleton Has Secured Three Events For Dominion Day At Moosepath.

Dr. Pendleton has succeeded in arranging an attractive programme of bicycle races in connection with his race meeting at Moosepath July 1st. The different events with the handsome prizes offered for each are announced elsewhere in PROGRESS. This will be something new at Moosepath and the management must be congratulated upon the venture. No doubt the races will be interesting and will attract very many people who are not specially taken with horse racing. It must be remembered that the grand stand is free to ladies and that as an additional inducement for their attendance the management has arranged with the railway to reserve a special car for their use, so that the usual crowd may not prevent them from attending. In many other cities the ladies turn out in force, take the train and go to the races. Why not in St. John? The prospects are that the events will be made very interesting. Frances P. is spoken of as a starter in the 2.35 class and Black Jack is also mentioned. Then of course there is Rocket and Thorndale Echo and others, the names of which have not been learned as yet. Then the 2.45 class will have Rocket, and a horse by Mr. Ebbett of Gagetown and Mr. McDiarmid's black mare with Westwind, Harry A. and others. Taken all in all the programme is a promising one.

## TREAT ALL ALIKE, CHIEF.

If the Police are Short Sighted on one Street They should Be on Another.

Many people are outspoken in their opinion of the way the law is administered by the police in this city. The charge of favoritism seems to have too much foundation. The man who sells tobacco on Sunday and is reported for it says "why should I be singled out when my neighbor openly dispenses that which is much worse for the people, viz whiskey." Then the people have been amazed at the elasticity given to the law of late. Police officers stand about the doors of places and watch people come and go, wiping their lips, and they are seemingly blind to the fact that the time is during prohibited hours and that the owner is not licensed to sell liquor at all. Then as if in revenge for what they have been forced to witness they hurry off to some back street, search the premises of a woman, suppose to have liquor for sale; perchance find a bottle of strong stuff or a keg of ale and a report is made.

"Treat all alike" would be a good motto for the chief and his officers to adopt. If he has made up his mind that short sightedness is the best policy at times, he should not see any better on the back streets than on the front. If he would go to all of those whom he suspects of breaking the law and simply say "I propose to enforce it rigidly and to show no favor to any one," he would be surprised how hard it would be for the citizens to break it.

Treat all alike chief and enforce the laws of the city.

## They Were Rather Mixed.

Two young men well known here, were discussing a certain book the other night the authorship of which they appeared to be in doubt. A third member of the party knew that Zola was the writer responsible for the infliction, but as the others appeared to know all about every writer known to fame he did not venture any remarks upon the matter. "The Heavenly Twins" was thrust upon Mark Twain, "Tribby" upon Gustave Dore and then both young men agreed that "Pot Bouille" was the work of the Duchess. It is doubtful if that graceful and strictly moral writer would regard the authorship of such a naughty book as any claim to distinction. It was an amusing little incident though one quite common among the people who know it all.

"Progress" to For Sale in Boston at King's Chapel News Stand.