

MUNICIPAL OWNERSHIP IN ST. JOHN

History and Analysis of the Ferry Service Now Operated at an Annual Loss of Thousands of Dollars to the Taxpayers—Some Striking Facts.

To the Editor of The Telegraph:

Sir,—In a previous communication on the working out of municipal ownership in St. John I dealt at some length with the market hours. In this connection I may remark that the sum of \$13,333.33 was taken out of the market house sinking fund account by order of the common council in 1892 and applied to the purchase of a portion of the site of the market house which at that time had been held under lease by the city—the latter having the option to purchase at a fixed sum on the expiry of the lease. By this action the sinking fund is bereft of the earnings of \$13,333 and the current amount relieved of the annual rental charge of \$800. In other words, the sinking fund instead of being applied to the purpose of extinguishing the bonds due in 1915 has been used to increase the real estate value of the city and posterity will have to continue to pay the interest on a bond issue of at least \$15,000. Under present financial methods the sinking fund should have been regularly charged to current account. Had this method been in vogue the sinking fund would have been in a position to discharge over one-half of the bonds at their due date instead of only one-third. But the history and practical operation of the sinking fund in St. John is to forget all about the day of reckoning when bonds are issued. The future and posterity are left to look after themselves. It has always been so and apparently will continue so.

Another important public utility which has always been under the control of the common council is the Carleton ferry. Steam propelled vessels were unknown when the charter of St. John was framed and the ferry privileges of the river had a monetary value and passed to the control of the common council under the charter. We hear much in these days of the ferry being a highway between the west and east sides of the city and as such it should be maintained without additional expense to those who use it; the whole cost, these people say, should be paid out of the general assessment. That this is a modern argument by those who wish cheap or free transportation is very apparent from the language of the charter which grants the ferry privileges in the harbor of St. John, passed to the control of the common council. Under the charter the mayor, aldermen and commonalty of St. John were given exclusive privileges of setting, appointing, establishing, ordering and directing, and shall and may settle, appoint, establish, order and direct, and may, in and in such and so many places as the said common council, or the mayor and aldermen and commonalty of St. John, shall think fit, etc. This exclusive privilege was granted only to the common council and not to any other persons whatsoever; and the rents, issues, profits, arrears, fees and other advantages arising and accruing from such ferries, we do hereby fully and freely, for us, our heirs and successors grant unto the mayor, aldermen and commonalty of the city of St. John and to their successors forever.

From this language it is abundantly clear that the ferries were considered to be of value and to ultimately prove a source of revenue to the city soon to be. It is the grandsons and great grandsons of those who benefit by the ferries who have advanced the highway idea for the purpose of saving their own pockets. As a matter of fact there was a very respectable annual revenue derived from the ferries from the foundation of the city down to the construction of the first steam ferry in 1838. Since then the ferry has been a constant drain on the general assessment. It has never paid running expenses and has yielded up a huge indebtedness. A private lessee made money out of the operation of the ferry during his lease, but when the lease expired it was discovered that the boats and approaches were in such a dilapidated condition that they had practically no value. Prior to the expiry of the lease \$30,000 had been expended on the ferry, obtained from the sale of city bonds at one time and another. The annual rental of the interest and sinking fund on these bonds had been half used for that purpose. Instead the annual rental was dumped into the general assessment and the highway idea for the purpose of saving their own pockets, by a later generation of aldermen.

The agitation for a steam ferry in the harbor of St. John commenced in 1837 and in 1838 the legislature of New Brunswick made a grant of £1,200 to the city to assist in providing landings. The Victoria, which made her initial trip on September 6, 1839. The Victoria was a very small craft with light engine and narrow gauge. She was replaced by the Lady Colebrook, which was launched from McLeod's shipyard on September 20, 1841. The engines for the Victoria were built in Scotland. Those of the Lady Colebrook were the product of Barlow & Sons, of this city. Capt. Smith was appointed steamship husband of the Victoria which was operated under the direction of a committee of the common council. There were many complaints then as now and early in 1851 Ald. McVey moved that the ferry revenue be sold with the other city revenues. The result was that John Mcweeney was the purchaser of the ferry privileges for one year ending March 31, 1852, for \$2,400. This sum is a large sum but the council paid all the expenses of maintaining the boats. The next year H. B. Crosby became the lessee, paying therefore the sum of \$2,400. In 1854 the ferries were leased for a term of ten years to H. B. Crosby for £1,200 per annum, but in 1858 the city paid Mr. Crosby £200 to surrender the lease and for two years the ferries revenues were sold annually. In February, 1860 John Mcweeney became the lessee for a term of ten years at the annual rental of \$200. McVey's lease made money out of his bargain although he had to build a new boat—the Prince of Wales—at his own expense. The Lady Colebrook having been built in Scotland, the new boat was built in the city by Mr. McVey's lease in 1870 the city built the present ferry until May 20, 1871, when a lease was issued to the European & North American Railway Company for twenty years, the annual contribution being \$500. The European & North American Railway company became bankrupt in 1877 and the city entered into possession of the ferries and they have since been run by a committee of the common council. The cost of the ferry under lease in the old city debt is somewhere about \$50,000. This is exclusive of two promised grants made to the city. Between 1866 and 1878 there

were issued what is known as ferry improvement bonds amounting in the total sum of \$71,800. A portion of this indebtedness was paid out of the surplus earnings of the ferry but in addition to the original cost of the ferry the improvements made from time to time in the old boats have been a great expense. The cost of the Laddow, the accounts for which are not yet closed but which amount to \$80,000 already. It is within the estimate to say that the citizens are now paying interest on \$180,000 on account of the ferries. This with the sinking fund represents an annual charge on the general assessment of \$9,000 which is not in any way charged up against the earnings of the ferry, but which is a constant drain on the general assessment. Prior to the union of the people of the west side enjoyed a separate assessment which was always lower than that of the east side. Under the present terms of the deed of settlement by which these special privileges were obtained the rate payers of the east side agreed to make good any deficiency in insurance charges owing to the danger from fire if the city's water supply is impaired. H. G. Hunter, the resident engineer, was asked his opinion on this point yesterday and said that he had little doubt Messrs. Mooney would finish the aqueduct by the date named, and if water were then required in an emergency Loch Lomond water could be supplied to Lake Latimer to the extent of several million gallons a day.

Havelock News.

Havelock, Jan. 22.—Rev. Mr. Howard officiated at the funeral of the late Mrs. J. W. Robinson, of Elgin, who has been visiting her son, Mr. J. W. Robinson, returned to her home this evening. Mrs. Emily Alveston went to Wheaton Settlement today to take charge of the school. Fred Chapman, a young man of about twenty years of age, was killed by the train while attempting to cross the bridge over the railway near Boston. He was the youngest son of Mrs. W. Chapman, formerly of Upper Ridge, some four miles from this village. W. C. Thomas was the late Thos. S. Spruit, is back from the west and is visiting relatives and friends in this vicinity. Clifford O'Neill is quite ill with pneumonia. It is currently reported that Lewis Perry has received the appointment of the new post office at Havelock in the resignation of Samuel C. Thorne. C. F. Alward went to Fredericton today to attend the Farmers' and Dairy-men's Association. W. C. Thomas has gone to the woods to survey lumber at Lower Ridge or in that vicinity.

Table with 2 columns: Receipts, Expenditures. Receipts: 1900 \$23,721, 1901 24,778, 1902 20,893, 1903 28,073, 1904 28,206. Expenditures: 1900 \$22,805, 1901 26,340, 1902 27,880, 1903 35,499, 1904 37,602.

The indebtedness at the close of 1903 amounted to \$6,304, and a special assessment was ordered to make it good. From the above it will be seen that a very small addition to the revenues would make the ferry self-sustaining, so far as working expenses are concerned, but under municipal ownership as it works out in St. John the general rates are increased instead of attempting first to collect it from the people who derive the chief benefit. In addition to the cost of the ferry improvement debentures fall due in 1887, and were paid off or rescheduled under the name of city debt debentures. Taking one year with another for the past quarter of a century a sum not less than \$1,000 a year in running expenses alone. As the cost of the ferries to the taxpayers for interest and sinking fund since the construction of the new boat is about \$5,000 the ratepayers of St. John will be compelled to contribute \$12,000 a year for the privilege of owning the ferries. If the ferries were owned by a private corporation the rates would be raised so that they would pay interest on their cost and maintenance as well. In other words the people who use the ferry would pay the bill, a portion of which under municipal ownership the taxpayers are now compelled to make good, whether they benefit by the ferry or otherwise. The condition of the ferry account and the management of the ferry by the common council will scarcely induce large or small ratepayers to desire further extension of city ownership in St. John until some better method of managing the present utilities owned by the corporation is devised.

In considering the cost of the ferry to the people under municipal ownership I have not included the lost taxes which should properly be charged up against the income of the ferry. The value of the ferry property assessed would be \$100,000, the rates on which would be \$1,750. Then the ferry pays nothing for water consumed, although it is credited with fees from every other city department. By adding the lost taxes and water rates to the interest charge and the deficiency in working expenses the annual cost of the ferry to the ratepayers is increased \$14,000, which bids fair to be even further increased. Yet no move is made to increase the tolls to make good this enormous deficit.

LOCALS

The new gas buoy was placed in position on the foul grounds Monday by the government steamer Lansdowne. During the past week J. B. Jones registered four marriages and sixteen births. The sexes were equally represented among the babies. A large party of friends of Mr. and Mrs. Joseph Sweet, Main street, Fairville, surprised them last Friday evening and presented a handsome china dinner set. Patrick McDonald, who had his jaw broken in two places by a blow from a deal at Clarendon, was discharged from the hospital Saturday. A portion of his jaw is missing, and he has difficulty in talking. Auctioneer T. T. Lantlam on Saturday sold fifty acres of land on the Brandy Brook road, in the parish of Simonds, to W. E. Raymond, for \$50. Auctioneer F. L. Potts also sold to J. V. Russell the James Crawford household land with two houses for \$750 above a mortgage of \$200.

THE LOWERING OF LAKE LATIMER

Engineer Hunter Sees No Chance of Worry for Insurance Men. The water is flowing from Lake Latimer through the city sluice to Little River reservoir and the lake is being lowered. It is understood that this is not the intention of the city but that the contractors have taken the matter in hand and acted on their own responsibility. There is said to be very little if any danger of the city being short of water on this account. It will take some weeks to reduce the water to the 205 foot level, which is practically the lowest point at which the sluice is effective. In the meantime Messrs. Mooney are putting the finishing touches to the aqueduct in the tunnel and claim that they will have it finished and in working order by Feb. 1. It has been contended that the lowering of the lake is being regarded as a matter of serious consequence in insurance circles owing to the danger from fire if the city's water supply is impaired. H. G. Hunter, the resident engineer, was asked his opinion on this point yesterday and said that he had little doubt Messrs. Mooney would finish the aqueduct by the date named, and if water were then required in an emergency Loch Lomond water could be supplied to Lake Latimer to the extent of several million gallons a day.

Obituary.

Joseph B. Stubbs, almost a life-long resident of Carleton, died Thursday after a short illness. He was very popular and his death will be very much regretted. He was born in England, but came to Carleton while still a child. Mr. Stubbs is survived by his wife and two children—Leila W. Stubbs, of the Globe, and Miss Laura Stubbs, a nurse in Boston. Sisters are Mrs. Joseph Sidney, of this city, and Mrs. R. B. Emerson, of Somerville (Mass.). Mr. Stubbs, of Chelsea, and S. J. and Charles F., of this city, are brothers. Deceased was a warm supporter of the Liberal cause in Canada.

Mrs. Alexander Cairns. Mrs. Charlotte Jane Cairns, widow of Alexander Cairns, died after a long and tedious illness on Thursday. Mrs. Cairns was seventy-three years of age and was a daughter of the late William McLeod, of Harvey, Albert county. She was loved and respected by all those who knew her. Deceased is survived by eight daughters and four sons. One of the daughters is Mrs. R. B. Emerson, who is now in Paris. Another is the wife of Captain Potter, of the D. A. R. All are at home excepting Mrs. Emmerson.

Mrs. Hugh McKinnon. Mrs. Hugh McKinnon, an aged and much-respected resident of Scotch Settlement, Westmorland, died there Thursday. A valuable horse, belonging to James Lowell, died Saturday at the Ingleswood Pulp Company's works, near Musquash. Mr. Lowell had hired out two horses to the company for the purpose of cutting the brush on the property. Saturday a tree which was being cut down in the vicinity, was caught by the wind and fell, striking the horse across the neck. He was killed at once. The horse, it is said, was valued at \$300.

Funeral of Mrs. W. C. King. Chippagan, Jan. 19.—The funeral of Mrs. W. C. King was held at 2 o'clock yesterday afternoon from her late residence to the Baptist church, where Rev. H. A. Brown conducted the funeral services. A choir of the Presbyterian and Baptist churches sang appropriate selections. The floral offerings were beautiful. The bearers were A. H. Day, Wm. Morrison, Wm. Briggs, John Darrah, Isaac Baird and L. R. Wilson. Mrs. King will be greatly missed by the living family and a large circle of friends. The poor and afflicted will feel their loss, for she was a friend indeed to them.

Thomas James. Thomas James, a very old and respected resident of Gray's Mills, died there at the home of his daughter, Mrs. Thomas Moore, last Friday. Deceased was ninety years old and death was the result of his advanced age. The body was brought to this city Saturday and the funeral took place yesterday from the residence of Robert Pringle, 275 St. John street. Rev. Mr. Bamford conducted the services and interment was at Cedar Hill cemetery.

The Late David Fletcher. A large number of friends, largely newspaper men, attended the funeral services of David D. Fletcher, held Sunday afternoon at his home, 1 Eldon street, Dorchester. Mr. Fletcher was police headquarters reporter for the Advertiser, and was one of the best known "night" men in Newsworld. He died suddenly early Saturday morning, after returning from work. Characteristic of the man's life was his simplicity and his devotion to duty. He was a Scotch dialect, written by Mr. Fletcher. John Daniels, one of Mr. Fletcher's most intimate friends, and a co-worker, sang the funeral hymn, "The Day is Over." The choir and James W. Calderwood sang the duet, "Safe in the Arms of Jesus." The pallbearers were James E. O'Connell, John Buchanan, Walter E. Colby, of the Globe; T. Percy Harrison, of the New York Sun; Russell Hathaway, of the Associated Press, and James W. Calderwood. There were several floral tributes. Burial was at Brookside cemetery, Dedham, Boston Globe.

Mrs. Charles O'Brien. Mrs. Kate O'Brien, wife of Charles O'Brien, died suddenly at her home, 18 Meadow street, Sunday night, aged 32. Mrs. Murray's place will be filled by A. G. Patman.

Permanent Liquidator for York Loan Co. Toronto, Jan. 22.—(Special)—The National Trust Company was formally appointed permanent liquidator for the York County Savings & Loan Company by the master in ordinary today. All the directors interested represented concurred in the appointment.

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Fancy Tweeds Single-Breasted
Fancy Chevots Double-Breasted
Blues and Blacks Shape-Keeping
Stylish Checks Latest Colors
New Overplaids Finely Tailored
Greys and Browns Honest Values
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CHLORODYNE is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma.

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CHLORODYNE effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms.

CHLORODYNE is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, &c.

Always ask for "Dr. J. Collis Browne's Chlorodyne" and beware of spurious compounds or imitations. The genuine bears the words "Dr. J. Collis Browne's Chlorodyne" on the Government stamp of each bottle.

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Wholesale Agents - LYMAN BROS. & CO., - Toronto Ltd.

NOVA SCOTIA MATTERS

E. B. Elderkin Speaks on Winter Fair Plans—Amherst May Get Power from Maccan.

E. B. Elderkin, president of the Maritime Winter Fair, is at the Royal, on his way to Fredericton to attend the Farmers' & Dairy-men's meeting. Mr. Elderkin said Monday in connection with the auction sale of pure-bred cattle to be held in Amherst in February, that according to the number of persons applying for catalogues, buyers will be much more numerous than ever before.

In regard to the horse show talked of, Mr. Elderkin could not say whether there would be one or not, but they intended to enlarge the fair building by seventy-five feet length, and this added on to the building, which is now 240 feet long and 180 feet wide, would give excellent facilities, as seats would be built on each side and have a clear space of good length and seventy feet width in the middle.

Mr. Elderkin said that the addition was to make a class room to seat about 125 people to hear lectures during the fair. He also said that there is now a proposition on foot in Amherst to get the power to run their small factories from the Maccan Mines, which are seven miles from Amherst. They intend to have the power generated at the mines and carried to Amherst, and if this is successfully done, said Mr. Elderkin, it will mean that there will be a great boom on in Amherst.

Harcourt Items.

Harcourt, Jan. 22.—(Special)—J. J. Jones commenced lumbering operations last week for Councilor John Brown on Salmon River.

Rev. J. B. Chapman held no services yesterday on account of his illness. Mr. Chapman, who was also ill last week, is a better.

Mrs. Walter Howard went to Rogersville yesterday to visit friends.

Mrs. David Johnson and her mother, Mrs. Hutchinson, visited Acadville last week. Mrs. Johnson returned on Saturday.

James E. Buckley, of the I. C. R. service, Picton, is visiting his parents here.

Thomas Bowers, of Reston, who has been ill for some months, returned today from Montreal, where he lately went for treatment in the hospital. There is much improvement.

Mrs. Thomas Ward, whose 71st birthday came yesterday, was surprised on the previous night by a large number of friends who had planned a "pounding" party. A very agreeable evening was spent. A good programme was carried out, among which were specialties made by Rev. R. H. Stavert and the chairman, J. Noble-Walton.

Weddings.

Macfarlane-Long.

Alexander Macfarlane, of Collins, was married last Wednesday to Mrs. Ellen Long, of the same place. The marriage, which was solemnized at the bride's home, was performed by Rev. W. H. Penna, in the presence of more than seventy guests. A numerous list of hand-some and costly presents showed the popularity of the contracting parties. All present joined in wishing the newly-married couple a long and happy life.

After the ceremony Mr. and Mrs. Macfarlane drove to Horton Station, where they took the train to the city. After spending two days with Mrs. Allan Worden, of Carleton, they went back to Collins, where they will reside.

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