WHAT THE CITY STREETS COST.

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The New Brunswick Magazine.

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CANADA'S WINTER PORT.

How St. John Earned This Title And Holds A Trade That is Constantly Growing.

"The Liverpool of America.*" That is how St. John was described in the great political campaign of nearly forty years ago which preceded the confederation of the original four provinces into the Dominion of Canada. Here in the east we knew little of the west. Canada was not much more than a name for us, and the west was even more ignorant of the

*Hon. John Boyd was the author of this phrase. In the course of a speech, delivered before the St. John Chamber of Commerce, he said: "Looking at our position with regard to Lower Canada, Saint John must yet become the winter port of that country, if we prepare for it. Portland has already taken from us a portion of that trade, the geographical and political bearings of our province with Canada render it desirable that this trade should not extend in that direction. We look forward to the early action of Great Britain in adopting as her own the contemplated scheme of uniting the eastern and western hemishperes by the Atlantic and Pacific railroad. Our connection with Canada will place us in a direct line with this great work, and Saint John in a few years may thus rise to the position of "THE LIVERPOOL OF AMERICA."

east than we were of the west. The commerce of New Brunswick was almost wholly with the mother land and with the United States. Our trade with Western Canada was as limited as our knowledge of its resources. To get there we had to pass through a foreign country. Although a line of steamships was run along the North Shore and up the St. Lawrence it was not largely patronized. The flour we used came from the Mohawk, or the Genesee valley, both in the State of New York. Our trade with the United States had assumed large proportions during the existence of the Reciprocity treaty.

The confederation campaign was the first occasion in which the claims of kinship between the "Blue noses" of the east and the "Canucks" of the west were discussed, and the great rallying cry in this city was that confederation would make St. John the Liverpool of America, and we, who had grown up beside the Bay of Fundy were better acquainted with Liverpool and Glasgow and London than we were with Toronto and Montreal. To become the "Liverpool of America" was a phrase, which to the people of St. John meant a magnificent development of our trade and a growth beyond precedent of our city. To be the port of entry of the commerce of Canada had been the dream of men of middle age, who had kept in line with the march of progress in Western Canada and it was the hope of the younger men who cast their first ballot in the election which was to unite the seperate provinces into a confederation which should remain steadfast and true to the principles of the British constitution. But the man who coined the phrase is dead. Almost all who took an active part in the campaign, which brought about union have joined the silent majority and St. John is still fighting

against the prejudices of those "little Canadians," who are always concealing their lack of national spirit behind geographical conditions, and who tell us there is no sentiment in business. Fortunately this species is becoming extinct with the growth of national sentiment throughout the country and in a few years more will have disappeared.

St. John did not obtain the chief advantage she expected would be an immediate result of confederation. One of the conditions of union was that a railway should be built to connect the Eastern with the Western provinces. The Grand Trunk which had been liberally aided by the government of Upper Canada had extended its line as far east as River du Loup but there it was practically as far away from tidewater in the winter months as at Montreal or Quebec. To overcome this difficulty a line had been constructed from Montreal to Portland, Maine to supply a winter outlet for the traffic of the west of Canada and it was over this road that the import and export trade of Canada passed during the winter months.

The people of St John to a man thought that the new railway, which was to play so important a part in the development of the New Dominion and of St. John would come down the St. John river valley, the most direct route to the sea. But fate ruled otherwise. Of the three routes surveyed, the North Shore route was finally selected by the government of the day and the hopes of St. John were dimmed. The route chosen is 200 miles longer than the St. John valley route between St. John and River du Loup. Nova Scotia was solid for the North Shore route and so was a section of New Brunswick. The completion and opening of the Intercolonial a few years later did not salve the

wound of St. John. It was evident from the start that the ocean terminus selected for the Intercolonial was Halifax, St. John not even being considered, although 100 miles nearer open water by the Intercolonial route than our sister city. Instead of being a benefit to St. John the construction of the Intercolonial by the North Shore route was a positive injury. We got no new trade from it and were obliged to compete with other cities for the trade along its route we had hitherto monopolized by means of water carriage.

St. John had to wait for twenty-seven years after Confederation to enjoy even the beginning of the substantial advantages her people had hoped would immediately follow the union. Meanwhile Canada had been extended to the Pacific ocean and Prince Edward Island had joined the union. The Canadian Pacific railroad had been constructed from Montreal to Vancouver and daily trains were running regularly. With all this development going on in the west the Maritime Provinces made but slow headway. It still took 36 hours for the tourist and traveller to go from St. John to Montreal. During the interval St. John had been almost wiped off the map by a destructive fire, and the building of wooden ships had been relegated to a rear position by the adoption of steam as a mode of propulsion. Yet her people never lost faith in the dream of future greatness. That the growth of the city was at a standstill—that our young men were forced to leave home to seek employment—did not dampen the ardor of those who remained or shake their faith in the future greatness of the city. When the Intercolonial did not bring them the great things they had expected, and the St. John river valley route was practically headed off, they turned to the Megantic route as a solution of the transportation

question. That route would surely make St. John the winter port of Canada. It was the shortest possible route between St. John and Montreal. But the great difficulty was that 145 miles of this distance was through Maine—which to many was an insurmountable barrier in the way of it construction. In a vague indefinite way it was known that the route passed to the south of Moosehead lake and if built would connect with a railway that had been built through the Eastern Townships of Quebec and known as the Internationial railway.

The completion of the Canadian Pacific from Montreal to the Pacific renewed public interest in the Megantic route, more so because the men who were at the head of this great enterprise held the control of all the railroad mileage in the Western New Brunswick with the exception of the Shore line. St. John was fully alive to the importance of securing the Atlantic terminus of the Canadian Pacific and hope that we would yet become the Winter port of Canada was renewed. In 1883 several proposals to construct lines through Maine were considered but it was not until March 1884 that anything was really done. There had been a strong feeling for years immediately following the contract for the Canadian Pacific that the line should be extended eastward from Montreal and early in 1884 the Maritime Province representatives in Parliament got together and discussed the question. These were two leading propositions—a line to the north of Moosehead lake, which would enter New Brunswick a short distance from Woodstock and another to the south which would connect with the Maine Central at Mattawamkeag. This last mentioned route was the one endorsed by the St. John Board of Trade and finally adopted by Parliament,

and constructed by the Canadian Pacific company. The difficulty of subsidizing a road in a foreign country was got over, by Parliament making an annual grant of $250,000 per annum for 20 years in 1885 for the route adopted by the Canadian Pacific It was not until 1889 that the line through Maine was completed and on June 2 of that year the first passenger train passed over the road, and the Canadian Pacific controlled a line all the way from the Atlantic seaboard to the Pacific.

The same year witnessed the union of St. John and Portland and an agitation was immediately commenced in this city for the erection of wharves and warehouses to secure for St. John the export trade of the new railroad. It is not necessary here to enter into the family quarrel in the Common Council which followed, but it may be stated that the work was thereby delayed for many months, until the people of the city plainly told the Council that the war must stop and the improvements go on. First of what is known as the Union wharf was erected, and completed in 1891. The Carleton Branch railway was purchased from the Government of Canada in 1892, and presented to the Canadian Pacific railway company, which corporotion also received a substantial grant in the same year towards the erection of a grain elevator.* All of these things were done prior to any trade being brought over the Canadian Pacific and there were

*The Carleton Branch railway was purchased from the Dominion of Canada by the Corporation of St. John on September 3rd 1892 and leased to the Canadian Pacific railway company on June 28th 1903 for 990 years at an annual rental of one dollar. This transfer also included the wharves, warehouses and other property in addition to the track, road bed and rights of way of the Carleton Branch railway. The chief consideration of the transfer was not money

many in St. John who were secptical that any greater results would follow the completion of the Canadian Pacific, than had marked the opening of the Intercolonial. The elevator was constructed by the railway company and stood there a silent witness to the aspirations of St. John, and for upwards of three years the people waited patiently for something to be done. At this time St. John had expended of its own money upwards of $200,000 but had not

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however, but the following agreement regarding the operation of the road and the use of wharves and warehouses transferred. This agreement is as follows:

And the Company for itself, its successors and assigns, doth further covenant, promise and agree with the City, its successors and assigns, that the Company will, upon the execution of These Presents, proceed to put the said Branch Railway, wharves and wharf buildings in good order and condition, and to make, or cause to be made, to the wharf at Sand Point aforesaid, suitable repairs, so as to render it suitable and convenient for immediate business, and to provide for the present trade, and also will from time to time make, construct and build upon the said property hereby demised, such extensions, buildings, erections and other improvements as the developement of trade may require or make advisable, and will neglect nothing that will tend to create, encourage and promote trade, and shall and will after such repairs, extensions; buildings and other improvements have been made as asforesaid, well and truly keep up and maintain the same in good order and condition.

* * * * * *

And also if the Company, its successors or assigns, shall fail or neglect to keep and perform the several covenants, conditions and agreements herein contained on its part and behalf to be kept, performed and fulfilled according to the true intent and meaning of These Presents, then and in such case it shall also be lawful for the City, its successors and assigns, to determine this demise, and to re-enter upon and take possession of the said railway, lands, and every part and parcel thereof, and to keep, possess and enjoy the same as of their former estate, and as they held, used and enjoyed the same prior to the date of These Presents.

secured a single dollar's worth of new export trade, and as a matter of fact was still in no position to handle the trade, if it did come, as the Union wharf was without warehouses or railway connections. All this waiting time however, a constant agitation was kept up in the Common Council and delegations from that body were often on the road between Montreal and St. John.

In 1895 the situation suddenly changed. Almost without previous notice it was reported on the streets that the Beaver line, running out of Montreal would make St. John its winter port if the government of Canada would guarantee a small subsidy to aid the experiment, and the good offices of the city were enlisted to secure for the Beaver line the required subvention. St. John was very much in earnest and everyone was hopeful that at last there was a brilliant future ahead for the city, and that the dream of so many years before, that she should become the "Liverpool of America" was on the eve of realization. But there were still obstacles to be overcome and jealousies to be allayed.

There is something of romance in the way in which winter trade through the port of St. John was brought about. It will be remembered that in 1894, the Tax Reduction Association placed a ticket in the field for the civic elections headed by Mr. George Robertson, now an M. P. P. for St. John, for Mayor. With two exceptions the ticket was elected. Mr. Robertson as president of the Board of Trade, had been one of the most active and energetic members of that body, in pushing the interests of St. John and when he became mayor he displayed the same activity and energy in the interests of the city, that had characterized him while acting only in a quasi-official capacity.

His predecessor in the office of Mayor, the late Thomas W. Peters, had secured the Carleton Branch from the government and had subsidized the elevator, but the Canadian Pacific had done nothing to develop trade through St. John, and the only purpose the Carleton Branch and its wharf property was used for was to handle the coal consumed along the line of railway, the hoisting being done by the elevator engines. One day Mayor Robertson surprised the Council by calling attention to this fact in a message from the chair, which resulted in the appointment of a winter port committee. But this also was without direct result.*

*The text of the message which was read at a meeting of the Common Council on October 24th 1895 above referred to is as follows:

MAYOR'S OFFICE,
ST. JOHN, N. B., October 24th, 1895

To the COMMON COUNCIL of the CITY OF ST. JOHN.

GENTLEMEN:—

I feel it to be a duty resting on me to bring especially to the notice of the Common Council a matter of paramount importance to us all, and one in which the future interests of the Maritime Provinces is very deeply involved.

We expected that in the development of the Dominion the winter commerce of Canada with Europe would pass through the ports of the Eastern Provinces.

We knew that the ports of New York, Boston and Portland would be powerful competitors against us for that trade, and that extraordinary efforts on our part would have to be put forth to secure this business and in that view our city has done a great deal to meet the demands.

We bought the Carleton Branch railway, paid for it, and practically made a gift of it to the Canadian Pacific company.

We presented to the company, at a nominal rent of twenty cents per year, the site of the grain elevator, and paid a large part of the cost of equipping and erecting the same, and we have built at a very great expense, the new and extensive wharves on the western side of the harbor, costing in all, a sum greater than a quarter of a

Some time later, in the autumn of 1895, a gentleman from Montreal representing the Beaver line of steamships called at the Mayor's office and sought an interview. His story was brief but to the point. He informed Mr. Robertson that the Beaver line, which had a summer terminus at Montreal and a winter terminus at Portland Maine, had failed to

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million of dollars, and all this has been done for the purpose of meeting the before mentioned expectations, but the business has not come. The company, so far as we can see, is not doing anything to develop this trade though this port although the idea is a national one, and in harmony with the policy of the Dominion government, and a part of such policy. The government is apparently dropping the question at the crisis of its development and at the weakest point of its anticipated growth. Nor is that all. Boston and Portland are now putting forth all their strength, and making every possible arrangement and holding out extraordinary inducements to direct this trade from our ports and secure it for themselves. These efforts of Boston and Portland are the greatest menace to our future prosperity that have hitherto been made against us and are making war upon our hopes in the most effectual possible way.

I therefore most earnestly and urgently call upon you to take the matter into your immediate consideration and ascertain if anything can be done to secure us our rights.

I respectfully recommend that you appoint a committee with power to confer with the government of the Dominion and the Province, the Canadian Pacific railway company, the Maritime Board of Trade, Boards of Trade of the Province and other bodies, and with power also to affiliate with other committees to consider in the fullest and widest sense this great question, and to ascertain what can be done to meet our expectations and secure our rights with regard to the same and to report back to the Council at the earliest possible time.

GEO. ROBERTSON, Mayor.

On motion of Ald. McLauchlan it was resolved that the message of the Mayor be received and that a committee be appointed as suggested.

The Mayor appoints as such committee Alderman McLauchlan, Christie, McRobbie, Smith, McGoldrick, Purdy and McCarthy.

make satisfactory arrangements for the ensuing winter at Portland. The company was therefore looking for some other port where they could get cargoes and had thought of St. John. As St. John was practically unknown as a winter port, and to come here would be an experiment, he asked if His Worship would father a request to the Council to grant assistance to the company to the extent of $20,000 for the first season, to ensure the owners of the Beaver line against loss.

Mr. Robertson's reply was that the matter was a national one rather than a civic one, but he said to the gentleman from Montreal, "Go back to your directors and say to them to apply to the Dominion government for a subsidy, and if the government refuses to grant the aid, then return to St. John and I will place the matter before the Common Council, and I feel that they are sufficiently interested to give you a favorable reply." A few days later Mr. D. W. Campbell, the general manager of the Beaver line, accompanied by one of the directors of the company, came to St. John to talk the matter over. The mayor summoned the winter port committee of the Council and sent word to Messrs. Hazen and Chesley. All heard what Mr. Campbell had to say, and as a result Mayor Robertson and Messrs. Hazen and Chesley, the representatives of St. John in the House of Commons, returned with the Montreal party that same evening, and went on to Ottawa.

They obtained an immediate interview with Hon. George E. Foster, then Minister of Finance of Canada, and explained that the object of their visit was to ask the government of Canada to grant a special subsidy of $25,000 to the Beaver line for the coming winter, in order that the capabitity of St. John as a Canadian Winter port might be tested. They were

able to assure Mr. Foster of the hearty co-operation of the Canadian Pacific company in procuring export freight for the Beaver line and as that company had already their own arrangement for import freight the delegation felt that enough trade would be secured to make the experiment worth while.

Mr. Foster was a most attentive listener, and while he expressed the deepest interest in the project, pointed out that Parliament was not in session and the financial arrangements of the government had been completed some months previous. But as the case was an unusually urgent one, and of the highest importance to Canada he would lay it before the Privy Council and arrange that the delegation should at least have a hearing. This meeting was held subsequently and the whole matter thoroughly gone into. The delegation remained in Ottawa to learn the result of the deliberations of the Council and a day or two afterwards Mr. Foster informed them the subsidy asked for would be granted and Messrs. Hazen and Chesley left for home—Mayor Robertson alone remaining. In a subsequent interview Mr. Foster, informed Mayor Robertson that his mission had been successful and that he would be notified officially by telegraph before he reached St. John of the decision of the government. Mr. Robertson took the next train for St. John but he reached home without getting the official telegram. He waited for a few days and then asked Messrs. Hazen and Chesley to meet him and discuss the situation. As all interested parties, including the Canadian Pacific and the Beaver line directors, had the same assurance from Mr. Foster, the St. John men were at a loss to understand why the official confirmation of Mr. Foster's statement had failed to reach

St. John. There was a long and a serious discussion of the whole situation. Each one realized how important it was for St. John to have the port tested and each was determined to use every effort to bring about the desired result. The ending of the conference was somewhat sensational, as Messrs. Hazen and Chesley prepared and signed a telegram to Mr. Foster, placing their resignations as members of parliament, in his hands, unless there was an immediate official confirmation of what they considered had already been granted. The reply from Mr. Foster to this was a telegram, asking that no further action be taken and repeating his assurance to them that the official confirmations would be forthcoming at once, and a day or two later it was duly received and St. John after waiting nearly thirty years made her first stride towards the promised goal, "the Liverpool of America." There has been much controversy on this question, but there is little doubt that the threatened resignation of Messrs. Hazen and Chesley, if not wholly responsible for the action of the government hastened that action materially, when there was great necessity for haste.

But there was still much to be done before St. John could be placed in a position to handle even one steamship line. The Common Council was called together without delay and instructed the City engineer to prepare plans for a warehouse on the Union wharf. While this was being done the Canadian Pacific Railway company had its engineers at work and plans for tracks and yard room were prepared and work started without delay. There was a small warehouse at Sand Point, on the wharf owned by the Canadian Pacific railway, and although small and not well arranged for the work, the time was so short

that it had to be utilized for the first arrivals, for no sooner had the Beaver line signified its intention of making an experiment at St. John than the Donaldson which also had its summer terminus at Monteal expressed the intention of giving St. John a trial for its Glasgow service. The Beaver line made Liverpool its British port. All classes of citizens were deeply interested and none more so than the ship laborers, who in former years had been compelled to spend the winter in idleness and use up their summer earnings to give them support, or go elsewhere, as many did, to get employment.

There was a great deal of bustle and some confusion at Sand point while the work of preparation was going on. It was no easy task the Council had undertaken, but the question involved was of such vital importance to the city that unusual energy was displayed and despite the near approach of winter, with gradually shortening days, the work was forwarded so vigorously that the warehouses were completed and occupied early in January 1896. The order to the engineer to prepare the plans was given on November 14. These were completed and tenders invited and two months later the Beaver line was occupying the warehouse and the import freight of the west was being transferred across its floors to the cars of the Canadian Pacific Railway, which a few hours later were speeding on their way to almost every city in Western Canada. It was an inspiring sight indeed to witness this after so many years of waiting. Old men who had heard the prophecy of the late Governor Boyd journeyed to Carleton, that they might see for themselves the freight being moved, lest they might awaken suddenly to find it was only a dream. But St. John did not have all plain sailing. There were

many obstacles, the result of deeply rooted prejudices, not unmixed with jealousy, to be overcome before St. John was to be recognized even as a winter port of Canada—much less the Canadian winter port. The navigation of the Bay of Fundy came in for a large share of misrepresentation, the falsity of which had already been made known to the world, through an excellent pamphlet published by the Board of Trade some years previous.* But this did not prevent the circulation of the threadbare slanders and old untruths in many quarters. St. John had become so accoustomed to such misrepresentation that the Common Council went on with their preparations to capture the winter trade of Canada, happy in the believe that all St. John wanted to prove herself the

*A more recent pamphlet issued by the Board of Trade of St. John thus refers to that navigation of the Bay of Fundy and permanently sets at rest the many slanders which have been circulated about the dangers vessels bound to St. John have to encounter in the Bay of Fundy:—

The easy approach to the Port of St. John by sea, speaks strongly in its favor. No port along the north Atlantic coast is more easy of access in all weathers. There is a straight course from Briar Island, at the mouth of the Bay of Fundy, for sixty miles to Partridge Island at the mouth of Saint John harbor. The entrance to the bay by the south channel is eighteen miles wide at its narrowest part, and from that point the bay widens immediately to thirty-five or forty miles, which width, free from obstruction of any kind, it holds all the way to Saint John. There is no field ice in the bay. The shores are high and bold, and there is a complete system of steam whistles and light stations.

Captains of long experience have stated over and over again that in a fog or bad weather they would rather make Saint John than any other port along the North Atlantic coast. The soundings are good all the way from Cape Sable Bank to Saint John, in a clear channel of one hundred and eighty-two miles on a direct course and a vessel can therefore proceed during the densest fog that ever enveloped the coast. Leaving the usual track of Atlantic steamers

most desirable winter port in Canada, was a fair trial, and this was about to be undertaken.

The first steamship to arrive carrying general cargo for distribution throughout Canada was the Lake Superior commanded by Captain Stewart, a veteran in the Atlantic service. She sailed up the harbor amid a general salute of tug boat whistles and moored at the Sand Point wharf December 3, 1895. The Canadian Pacific people in the west had been doing yeomen's

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bound for Portland or Boston a few miles farther west of Cape Sable than is strictly necessary to enter the bay, there is then a straight course to Partridge Island. Arriving at the Island, if the ship is of deep draught and has to wait for the tide, she can anchor off the Island, where there is excellent holding ground, or she can lay off and on, there being plenty of sea room. There is nineteen feet of water in the main channel entering the harbor at low water, spring tides. A ship drawing twenty-seven feet can enter at three hours flood. The Canadian Government is now making arrangements for dredging the channel at the harbor entrance, and as soon as the work is completed the largest vessels will be able to enter at all times of tide. The harbour of Saint John has never been frozen in all its history, which cannot be said of any other harbor north of Hatteras.

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The Bay of Fundy, in common with the whole north Atlantic coast, is visited to some extent by fogs. They are not worse or of longer duration here than elsewhere, and, as the record shows, they do not interfere with the progress of vessels to and from Saint John. Fogs are very rare in winter. One more proof of this may as well be given just at this point. Of the fifty-three steamers that took cargo at Saint John last winter, not one suffered an hour's delay on account of fog. Such periods of fog as there are in winter are of very brief duration; and, as already pointed out, they do not cause delay. There is plenty of sea room, the soundings in the bay are good, and only the most inexcusable carelessness could prevent a vessel from going in or out in perfect safety. In the summer, when fogs are rather more frequent than in winter, tramp steamers, coming for deal cargoes, and whose captains have never visited the port before, enter the bay without hesitation in a fog, and, without a pilot, proceed with perfect confidence and safety.

service and had a large quantity of freight, not only in the yards at Sand point, but en route between Montreal and St. John. In a few hours men were at work discharging the cargo which was immediately transferred to cars and given quick dispatch to its destination. So energetic were the officials of the Canadian Pacific that the goods were delivered in Toronto and Montreal hours in advance of those shipped through Portland, Boston and New York, and arriving at the same time, and this excellent record has been maintained. St. John had certainly made a good start in her winter trade, notwithstanding many disadvantages, and the fact that the men handling the goods were without great experience in transferring general cargo. The holds of the Lake Superior were soon emptied and then the loading commenced. This was accomplished and the Lake Superior sailed away again on the 13th of December, having been in port 10 days. The next arrival was the Concordia of the Donaldson line which reached port on December 20th from Glasgow and discharged her cargo at the same berth as that occupied by the Lake Superior.

The construction of the warehouse commenced in November was still in progress and it was well along in January before it was occupied and the following month before it was completed. One steamship after another arrived, and all were given quick dispatch, and the record made in the delivery of western freight exceeded the best expectations of all who were interested in the development of St. John as a winter port. From the very inception of the trade it was evident that St. John could meet the competition of any of the United States ports which had hitherto enjoyed a monoply of the winter trade of Canada. At the end of the season it was found that 22 steam-

ships of 50,892 tons register had been discharged and loaded at this port without hitch or accident. Every one of the master mariners who was interviewed on his experiences coming to and leaving the port, made favorable report and spoke in the highest terms of the excellent dispatch he had obtained. The experiment was a pronounced success and St. John was more than ever determined to become the Winter Port of Canada. For 20 years the mail steamers had been touching at Halifax to land mails and passengers. At first they had also landed much freight but each succeeding year witnessed a diminishing quantity of the latter, until when St. John entered the field as a Canadian winter port, all the freight for Western Canada was practically being landed at United States ports.

So successful had the first season proved that the people of St. John were determined that the experiment should be continued on a much larger scale. There was a clause in the contract made between the city and the Canadian Pacific Railway company which required the company to increase the facilities as the trade developed. Negotiations were commenced between the railway company and the City Council looking to the carrying out of the contract. It was perhaps due to the anxiety of the city to secure Canada's winter trade and the greater faith of the aldermen than the directors of the company, in the capability of the port to handle this trade that produced the agreement of 1896 whereby the city was to build the wharves and the Canadian Pacific was to contribute $56,500 towards the erection of wharves, warehouses and cattle sheds.

The summer of 1896 was a busy time in St. John. Following the agreement with the Canadian Pacific,

what was known as the Leary property was acquired and other properties obtained by arbitration. Houses and sheds were razed or removed to some other location. A dredge was brought here from the United States, there being none in Canada that would work in our tidal waters during all of the 24 hours. Plans for the wharves were prepared and the work of construction commenced. A lamentable error was made in this matter which cost the city a large sum of money and delayed the completion of the wharves for a year. But so enthusiastic was the members of the Council and the citizens generally, that notwithstanding the costly error, another style of construction which had proved enduring in our tidal waters was proceeded with, and finally the wharves were completed for the Winter trade of the following year. The facilities were improved for the trade of 1896 by the erection of another warehouse on the westerly face of the Union wharf so that these were accommodations on the west side for three steamships to load or discharge at the same time. But the trade of that year taxed the facilities to their fullest extent. During the initial season there were but 22 steamers loaded at St. John, while in 1896-7 the number was increased to 46. With all the facilities completed in 1897-8 there were only 48 steamers berthed on the west side but the average tonnage was increased by 151 tons which made a vast difference in the carrying capacity of the steamers and the amount of freight handled.

For some years prior there had been an agitation in the Maritime provinces in opposition to the subsidizing of mail steamers which did not make a Canadian port their final port of call. This was due to the fact that the steamships subsidized to carry the Canadian

mails, afters leaving the mails at Halifax went on to Portland, Maine to get a cargo. This cargo was supplied to them by the Grand Trunk and while chiefly Canadian produce there was always a percentage of the produce of the United States shipped through Portland, and obtained by the Grand Trunk from its connecting line, the Chicago and Grand Trunk, which runs between Detroit and Chicago. This agitation was renewed with increased vigor as soon as it was demonstrated that the Canadian Pacific railway could handle import and export trade successfully through St. John. A general election was looming up. There had been a perceptable growth in the great Northwest and national sentiment was being aroused as it never had been before. In the preceding general election the old flag had been waved aloft and the cry of the dominant party had been Canada for the Canadians, and it had won out with a handsome majority. Some politicians, thought that it was only a campaign cry and failed to realize that the national spirit of the people had been aroused by the insulting offer, of some among our neighbours, who thought Canada was for sale and said so. What was thought only to be a campaign cry was not easily downed, once the people had been aroused, but continued to echo and re-echo. throughout the length and breadth of the country Young Canada was a new factor to be met and dealt with by the politicans and both parties were ready to meet the demands of those who declined to permit their love of country to die out with the close of the campaign. The existing mail contract was about expiring and the Maritime provinces demanded that no more Canadian money should be used to encourage Canadian commerce being carried through

foreign ports by steamship subsidized with Canadian gold. Our own ports needed all the trade they could get and more.

These facts were laid before the government of the day and a resolution passed through the Privy Council that the subsidized mail steamers should call only at Canadian ports winter and summer. The people voted the government out of power and the new government, although recognizing the justice of the demand of the people of the Maritime provinces, found the steamship companies unwilling to cut adrift from existing arrangements and come to St. John for a cargo. There was no time to make new arrangements that year and the contract was extended for a year, but when the companies holding the contract temporarily, refused to use Canadian ports only, the next year, arrangements were made with another line —and it happened to be the same company which first opened up winter trade through St. John—the Beaver line. This contract was only for one year and the winter of 1898-9 witnessed the first arrival of the mail steamers of the Allan and Dominion lines—(the Allan's had joined with the Battle line in the London service the previous year.)

It was a great victory for the City of St. John to obtain such recognition in so short a time. The following year the Elder-Dempster company were awarded the mail contract for three years, and during that period sent their steamers to St. John. In 1902-3 the Allan's shared the contract and have been making regular sailings from St. John ever since, but the Dominion line never came back after the season of 1898-9, and if the acts and language of the Montreal representative of this company are to be accepted, his prejudice against St. John is so deeply rooted that not

even fair play is to be expected at his hands. He is the only man who ever discovered ice in St. John harbor, during the winter season and was foolish enough to publish his extraordinary vision as a fact.

It would be tedious to follow the development of the winter trade through all of its evolutions. A few leading facts will suffice. The first regular steamers came to St. John during the winter of 1895-6. In 1897-8 the two additional berths, added in conjunction with the Canadian Pacific company, were completed and the following season the first subsidized mail steamers left Portland Maine and came to St. John to load. In the meantime the grain elevator on the west side had been enlarged to more than three times its original capacity — the Dominion government had erected a large building near the warehouses for the speedy and convenient handling of the immigrants, who arrive in great numbers in the early spring to carve out homes for themselves in this land. This building was supplemented by a quarantine hospital and other building on Partridge island. This year another building is being erected on the island and the city water supply is being extended there. Fire destroyed two of the warehouses just at the close of the season of 1902-3, but the buildings were re-built on a more modern plan, and more suitable to the to the wants of the port, in time for the winter trade of 1903-4. All the time that the city has been extended its wharves and warehouses the Canadian Pacific railway company has been increasing its yard room at the Bay shore. Large tracts of land have been acquired and every season the yard mileage is added to, and other conveniences for the rapid handling of cars loaded with import and export freight. Two or three millions of dollars have also been spent by

the company in improvements all along the line between St. John and Montreal. New sidings have been laid and old ones lengthened, to accommodate the longer trains, and greater yard room provided at McAdam, Greenville and Farnham all of which are important points in the handling of freight. With all these improvements and additions the St. John route is now capable of competing on most favorable terms with any other route and the experience of nine years has demonstrated that more prompt and rapid delivery of European goods is obtained by using the lines running to St. John, than those through any other competing port.

The development of winter trade through St. John has not only been rapid, but each year, with one exception has shown an increase over its predecessor. In 1895-6 we had but two new lines of steamers operating out of St. John, the Beaver line and the Donaldson line, the first mentioned to Liverpool and the last to Glasgow. For some years previous, the Furness line had been making regular sailings between St. John and London, and in 1895 made an arrangement with the Canadian Pacific to carry any export freight for that port ,which the railroad could procure, so that St. John practically had three lines for the first season. The second witnessed the introduction of a third service, to Dublin and Belfast, the Head line furnishing the boats. All lines were subsidized by the Dominion government. All of these services have been steadily maintained and during the past two years regular communication has been provided with Manchester, by the Manchester line and with Bristol by steamers owned by the Canadian Pacific railroad company. The increase in winter tonnage through St. John has been most satisfactory as shown by the

table below.* But this is not all. The Donaldson and Manchester lines have this year (1904) added a summer service and the experiment is believed to have been satisfactory and will no doubt lead to other lines running to St. John. In 1902-3 the Elder-Dempster line which secured the contract for the Canadian South African service loaded their steamers at St. John during the winter season as was also done during the winter of 1903-4.

That the faith of the people of St. John in the capability of their port to handle the winter trade of Canada was not without good grounds has been shown by the fact that when Hon. A. G. Blair, then Minister of Railways in Sir Wilfred Laurier's government, obtained parliamentary sanction to extend the Intercolonial railway to Montreal he also procured authority to provide terminal facilities at the ports of Halifax and St. John to handle export trade. The result was the purchase of the Long wharf property at the head of the harbor and the erection thereon of a large pier, capable of accommodiating two steamships, and the

*Appended is a statement of the number and total registered tonnage of vessels sailing from St. John during the following winter seasons. The list does not include the South African steamers, nor steamships trading through St. John throughout the year. The vessels enumerated below have handled winter export cargoes from the west alone, filling up with deals to the extent of about 15 per cent.

		Tonnage
1895-6	22	50,992
1896-7	46	92,492
1897-8	48	102,316
1898-9	48	126,431
1899-0	63	153,592
1900-1	63	140,772
1901-2	66	193,582
1902-3	99	289,335
1903-4	84	326,729

erection of a grain elevator. From 1890 to 1896 the city had spent upwards of three-quarters of a million dollars in providing terminal facilities on the west side and the Canadian Pacific railway company about a quarter of a million more. The new Intercolonal terminal with the grain elevator cost over half a million. These improvements were completed in 1900 and St. John was equipped with two grain elevators and accommodations for loading or discharging seven large steamers at the same time. This does not include two steamship berths at the old Intercolonial pier, nor the wharves owned by the city on the eastern side of the harbor which are connected by rail and have complete accommodations for loading or discharging three more steamships. With our present accommodations we can load or discharge 12 steamships simultaneously, but unfortunately no grain can be loaded at five of these berths, and the accommodations on the west side are now taxed to their uttermost and must be increased before there can be any material growth of trade. For a variety of reasons, but chiefly because the terminus of the line is at Montreal and not further west the Intercolonial has not been able to obtain as much export freight as was expected by the management but this difficulty will be overcome in time and the wharves, warehouses and elevators at the head of the harbor will be as great a centre of activity as those of the west side.

Much of the success of St. John in obtaining even a share of the winter trade of Canada is due to the energy of the Canadian Pacific railway company. The city has done its share—more than its share, to provide facilities for handling this trade and so great is the faith of the people in the favorable position of St. John to handle a far larger proportion of western

trade than is possible with present facilities, that they would willingly give authority to the Aldermen to increase the facilities on the west side, so that the trade might be doubled. The only objection to this course is that the people of St. John would be taxing themselves to provide facilities that are elsewhere provided at the expense of the Federal government. It is true that in what has already been done, St. John has had the assistance of both Federal parties, but only in a very limited way, when compared with the enormous expenditures made at Montreal and Quebec. The government has withdrawn the subsidies that that were formerly given to steamships running to foreign ports, and has also given additional subsidies to lines using Canadian ports. The results have been good, and much trade thereby held for Canadian ports that would otherwise have gone to Portland, Boston and New York.

There is a feeling in St. John that the time has arrived when this harbor should be taken over by the Federal government—not for the purpose of obtaining revenue therefrom, but in order that the trade of the west should flow through our ports, unhampered by tolls levied to pay interest on the cost of the necessary facilities for handling that trade. Millions have been spent on the St. Lawrence route which is closed during the winter, where thousands only have been used for the benefit of the route that is open all the year around. Ice breakers have been purchased for the express purpose of maintaining an open water course for sea going vessels for a few weeks longer than natural conditions will permit. We do not need ice breakers on the Atlantic coast of Canada, but the bar at the mouth of the harbor of St. John requires to be dredged away, and that at an early day.

The property in the harbor of St. John owned by the corporation is worth not less than two million dollars. The annual revenue is in the vicinity of $40,000 and if full tolls were charged on the vessels trading here during the winter months it would be $50,000 or perhaps more. St. John is therefore contributing the large sum of $20,000 annually towards the development of trade through her port. This is more than a city of the size of St. John can afford, and more than is contributed by any other Canadian port. Another great transcontinental railway is to be built, and as some of the trade of the new line will find an outlet through this port further facilities will have to be provided. It is therefore apparent that the Federal government will be compelled to come to the assistance of the city if the trade is to be done through Canadian channels. Let us hope that the national sentiment will be so developed in the west by the construction of the Grand Trunk Pacific that the lines of demarkation between east and west will be swept away and that those sections which must of necessity reap the greater reward will not deny the east what is demanded for this section of the country, as its right under a fair interpretation of the British North America Act.

Nine years experience have demonstrated that Canada has no necessity of send its export trade to United States ports. Much of it still goes there, because it was the original channel selected for the trade. When this was done Canada consisted of four detached provinces, with little in common and no lines of direct communication between the east and west. Time has worked many changes but there are still people in the west who think that Montreal or Quebec are the extreme limits of Eastern Canada, and who

refuse to recognize that the British North America Act extended the boundaries to the Atlantic and Pacific oceans. It is this prejudice we want allayed, and the knowledge spread broadcast throughout the length and breadth of this Dominoin that the trade of the country can be done as expeditiously and as cheaply through the ports of Canada as it can be through those of a foreign country, to which we are not even indebted for neighbourly considération.

The preservation and extension of the winter trade is of the greatest importance. To secure this trade the present generation of tax payers have pledged the future of the city. They have already incurred enormous liabilities and to place the port in a position to compete with others these facilities must be further increased. As already pointed out there must be more wharf and warehouse accommodation, before we can hope for any large addition to the present trade. The value of the winter exports from this port have quadrupled in five years and the prospect for the coming season is more favorable than ever before. But there is a limit beyond which we cannot go, and we have nearly reached the limit. The Province of New Brunswick has already assisted us with an annual subsidy of $2,500 for forty years, and additional assistance has been provided for future wharves on the west side. These will have to be built and the city will most likely be called upon to build them. A dry dock will have to be provided and a cold storage warehouse. Federal and Provincial assistance are already tendered for both. But the city will also be compelled to assist both enterprises and perhaps have to father the latter if it is built t all, as no company appears willnig to undertake the work.

ST. JOHN'S MERCHANTS.

Something About The Men Who Started the Trade of The City.

By Clarence Ward

(Conclusion)

The business men of the early period were nearly all Loyalists, but at the beginning of the century and later many young Scotchmen were attracted to the place by its increased prospertiy, who in after times became substantial merchants and upheld the credit of the city, for energy and business integrity. These have all passed away, leaving behind them most honorable records. I can only mention those with whose names I am familiar; there were many more, notably on the roll of the St, Andrews Society, but I have no record of them. Donaldson V. Hay, Robert Rankin, John Duncan, John Wishart, Donaldson & Fraser, Robert Thomson, William Thomson, John Thomson, James Kirk, Alexander Yeats, James Alexander, Alexander Edward, John Robertson, Chas. McLauchlan, Alexander Lawrence, James Scoullar, Robert and Alexander Jardine, George Fleming.

The wharves were now extended, new streets made, more commodious buildings were erected and business generally was better organized. The old style of general store, containing hardware, dry goods, groceries and odds and ends of goods of all descriptions was

passing away and firms now established themselves in the regular business, of merchants in dry goods, hardware, or groceries as suited their knowledge and inclination.

The following is a list of the prices of staple goods and commodities in 1823:—Rice 30s, cwt.; flour, 52s. 6d., bbl; salt 2s, bus.; pork, 100s, bbl.; pollock, 11s. 3d., qtl.; codfish, 11s. 6d., qtl.; navy bread, 22s. 6d. bbl.; beef, 3½d, lb.; mutton, 4d., lb.; potatoes, 2s. 6d., bush.; tea, 5s. lb.; blankets, 31s. pair; flannel, 2s. 6d., yard; cotton, 1s. 6d., yard; holland, 2s. yard; shoes, 15s. pair; blue cloth, 25s. yard; super fine cloth, 35s. yard; labor 4s. per diem.

The freeing of slaves in the British West Indies and the repeal of the Navigation laws, throwing open trade to all comers, caused a decadence of the West India trade and turned business into another channel. New and improved saw mills were erected and spruce and pine logs were cut into deals. Vessels of better model and larger tonnage were built to carry the product of these mills across the ocean and St. John entered upon a fresh career of prosperity.

This brings our imperfect sketch down to modern times, within the memory of middle aged men. Some day it is hoped, that the bare outline I have drawn of the beginnings of the commerce of St. John will be filled in by one of more experience. All the early merchants have closed their books and gone to their rest, and it is difficult to get accurate information of those now remote times. I have mainly relied on old account books, letters and memoranda, of which I have fortunately a good collection, but it is a pity that we have no record of the methods and customs of business of the old time merchants from some one contemporaneous with the period, but I am afraid that

there is no possibility of getting that at this day, except that it exists, in manuscript with some old family,

In conclusion, a brief account may be given of the manners and customs of the times. The population of the city was very small. As late as 1824 it only numbered 8,488, including 393 colored people. Earlier in the century it must have been much less. All knew each other, and the older ones were intimate with, and could call by name anyone in the town. It was told me by one of the old people that it was so in his father's time. This created a family feeling amongst all and each took an interest in the fortunes of his neighbour. This friendly intimacy extended through all grades, for distinctions were rigidly drawn. In the old almanacs the Aldermen are designated, Esquire, and the Councillors, Mister, and some of the old protection fire clubs are all, Esquires and others Misters. Temperance societies were unknown. In all houses the sideboard contained decanters of liquor, principally "old Jamaica," and every caller, no matter how early was expected to drink. Drunkenness, however, was not common, as the record of the lives of the old merchants show. A principal reason may have been that the liquors were absolutely pure, so over indulgence was not followed on the ensuing day by a burning craving for more stimulant. I have been told by one born in the eighteenth century that he was 40 years old before he ever heard of a case of delerium tremens. So the forefathers of some of the most hearty supporters of the temperence cause of the present day, filled themselves up in happy ignorance of the vigorous denunciation such conduct would have received in after times by their reforming descendants.

The fall fleet having sailed and winter set in business was at a stand still till the following spring, and from all descriptions the winter of that time was much more severe than now, but with hard wood at $2 a cord, and the style of house building, low ceiling and large open fire-place, it was not much felt indoors. The older people had their whist parties in the evenings and the younger ones their sleigh drives and dancing assemblies at Proverty Hall and Frog Pond. One famous whist club, established by the heads of the principal business houses used to meet at the boarding house of Mrs. Cox on Water street. There lodged made of the merchants and master mariners when they were in port were among her guests. This club met three times a week and play was over at 10 o'clock. There was one regular attendant whose conduct was a source of great disquietude to his more dignified and serious comrades as he had the unfortunate habit of getting "full" each meeting night. But he was of an orderly mind when not affected by wine or Jamacia, and made careful preparations against falling by the wayside. Promptly at the hour ot finishing the game his colored servant would turn up with a wheel barrow and the reprobate master would be tenderly deposited therein and Cæsar would carefully wheel him home in safety. But the conduct of this worthy member was such a reproach on an otherwise orderly gathering that the scandalized brethern of the club made it a rule that no member should have more than one glass of punch at a meeting, happy in the belief that the wheel barrow incident would thereafter be cut out of the evening's programme. But alas, they were doomed to disappointment. Our old friend got over the difficulty by mixing his grog either too weak or

too strong, so that he had to add either rum or water, to make the punch to suit his palate that he always managed to get his full allowance of refreshment. I have heard it said of this sinner that he was a remarkably clear headed man of business, kind, amiable and charitable and died respected by all his friends.

This sketch would be incomplete without a few words about Proverty Hall. The roads were indifferent at this time and the means of transport by land or water tedious and slow, so the one pleasure resort was near at hand. The earliest record I have of Proverty Hall is in 1814 when it was kept by Mr. Akerley, whose descendents still live amongst us. From 1814 till 1820 it was at its best. On the road to Torryburn, near the present station a path leads down to the shore of the Kennebecasis. Just before reaching the old race track is the ruin of a cellar and some heaps of stone, the mounds overgrown with bush and bramble. This is all that remains of the once famous Proverty Hall. It was a favorite place of resort in the winter time. The young people drove out and spent the evening dancing the old fashioned country dances and cotillions. I have also heard the older people say that the young people would walk out in the early morning, have breakfast and be back to business before 9 o'clock. It was also used by families as a summering place and long held its own in the estimation of the people, until eclipsed by the superior attractions of the house built at Loch Lomond by Mr. Cody proprietor of the famous coffee house at the foot of King street.

The principal religious denominations of that period were the Church of England and the Established Church of Scotland. Episcopalians were devoted

churchmen and many amusing stories are related of the strict rule held over them by Dr. Byles. One of his regulations was that no fires were allowed in the church, no matter how severe the weather. He said thier piety should keep them warm. I have heard an old gentleman relate that when a boy, on very cold mornings, he would be despatched to church with a covered pan of live coals, for his mother to put under her feet during the service. The good Doctor relaxed his rules somewhat out of deference to the weakness of womankind. Loyalty to the crown was of course a predominant feature of the time. As many of those then living had borne arms in the King's service, it was the custom for many years, to drink the King's health, standing at all dinner parties public and private.

To sum up the character and sentiments of these worthy men who laid the foundations of the trade of St. John they were worthy of all praise. Upright, honorable men of undoubted integrity, whose word was as good as their bond, they established the commerce of St. John on a sure foundation and their example has had a healthful influence on succeeding generations. Disaster was no stranger to them. Commercial depression, notably in 1816 and again in 1825-7, was more severe than anything we have experienced in modern times. They were scourged with fire, not once but often. Yet through it all they neither fainted nor folded their arms, and when their time was come and their work ended they handed to their descendants and successors a flourishing city and a prosperous community. All honor to their memory.

ON A PIRATE'S ISLE.

A Story.

By James Hannay, D. C. L.

When I was a very little boy, it was among my earliest recollections, to hear my mother tell of one of her brothers who had left the old farm in his youth to seek his fortrune in the great world of New York, and had never been heard of afterwards. The young man bore the unromantic name of John—John Baker—but he appears to have been endowed with more than an ordinary share of ambition. He had three brothers and three sisters, who lived together with their parents on the farm, and worked the large property, which was more profitable then than now; but John speedily tired of home work. The farm disgusted him; the country wearied him. He had heard a great deal of the fortunes that are made by men in large cities, and why should not he, he argued to himself, do the same? After long thinking on the subject he resolved to try it. So he gathered together his few worldly effects, turned what property he had into money, bade his mother and the family an affectionate farewell and turned his face toward New York. He told them honestly that he would not return, and he kept his word; he did not return. But he would write, and in this he failed, for he did not write. Why he went no one knew, except that he was sick of the farm. But others affirmed that their was a deeper cause, and

that the real reason of John's disgust with the place, was that he had quarrelled with his sweetheart, Lucy Holmes. With some persons, quarrels are easily made up, but it was not so with John Baker. Under an agreeable manner, he concealed one of those stubborn, tenacious natures, which never yielded anything. He had in his composition no small share of the spirit of the Prophet Jonah, and might have said with him. "I do well to be angry unto death."

John Baker had been absent some eight years when his mother died, uttering his name with her last breath, for he was her best loved son. Some years later his father died. The family, became scattered, the sisters married, as did the brothers, with the exception of one who remained on the old homestead. Almost thirty years had passed away, the two married brothers were dead and one sister had become a widow and was living on the old homestead with her bachelor brother. I was her eldest son, and then about sixteen. There were two younger children. So the great Baker house, that had been built by a Loyalist ancestor, just after the Revolution, had for its inhabitants only those I have mentioned in addition to Miss Mary Best, a daughter of the Lucy Holmes who had been John's sweetheart, and a couple of servants. For Lucy Holmes, like a sensible girl, finding John was gone for good, married another lover, but both died many years before, leaving Mary, now a buxom young woman of twenty-five, to recall her memory.

It was about 10 o'clock in the forenoon of a pleasant day in August, that I was standing near the old mansion, looking towards the Bay of Fundy, which comes thundering on the rocks, beneath the high bank, on which the house stood. Suddenly I became

aware of the fact that a man was standing on the edge of the bank, and thinking that it was one of the neighbours, I advanced to meet him. I saw however, in a moment, that the man was a stranger. He wore a suit of clothes, evidently the make of a London or a New York tailor; his figure was good and sufficiently large; his features were straight and firm; his hair black, just turning gray. On his nose he wore a pair of eye glasses, and he had that organ so high in the air, as he calmly surveyed the scene before him, that he did not observe me, until I was about ten feet from him. But when he did he was very prompt with his greeting.

"Good morning," said he, giving me a very polite bow.

"Good morning," I replied with the best obeisance at my command, which was a very poor one.

"Charming country this," he continued, "a most delightful country. What did you say the name of this lovely place was?"

"Rapid River Settlement."

"Ah, yes I remember now, I have heard of it; I suppose there is no village hereabouts?"

"No," said I, "it is only a farming settlement, and there are not so many people here now, as there was twenty years ago."

"Strange, that people should leave so charming a spot; but who lives in that fine old mansion yonder?"

"That," said I, "is the old Baker homestead."

"I suppose," said he, "that some of the Baker family live there still?"

"Yes," said I "James lives there, he's a bachelor, and Jane, she's a widow and I'm her son; the others are all dead."

"All dead," he repeated after me, two or three

times. I thought there was a little change in his voice, but his manner was as impassive as ever.

"By the way," said he, brightening up, as if a sudden idea had struck him, "is there any place here that I can stay for a few days. I noticed some beautiful Cambrian rocks as I passed down in a boat, and I would like to examine them."

"Certainly," I replied "you can stay with us as long as you like, the house is big enough I'm sure, and its doors have never been shut to a stranger since it was built. But how did you get here? there is no road.

"Oh, I came down shore in a boat and was so much pleased with the look of the place, that I got the men to land me here at the mouth of the river.

I led the stranger up towards the old house, and I noticed that he looked at everything about it with curious eyes. There was a garden in front, into which we turned, and there mother was attending to some vines, so that she did not observe our approach.

"Mother," said I, "here is a gentleman, who would like to stay with us for a few days."

A moment after I had spoken these words, I though my good mother had lost her senses. She gave a little hysterical laugh, rushed towards the stranger, caught him in her arms and exclaimed, "Oh, John, have you come back, after all these years? I always knew you would come."

"The stranger was so agitated that the eye glasses actually dropped off his nose, but he said with more calmness than I could have believed possible. "Yes, sister Jane, I am glad to be back with you again." Then I knew the long lost John Baker had been found.

That same evening John Baker was seated in the big parlor of the old home, surrounded by the family and relating the story of his adventures. The tale was a strange one and I give it to the readers just as he told it.

"When I left home," he began I had no plans formed. I only wanted to get away from Rapid river. I went to New York and had not been there many days, when I was robbed of every dollar I possessed. I was ashamed to write home for more money, and had but one resource left, and that was to go to sea. I had made one or two short trips before that, as you may remember, and had quite a taste that way.

"Well I got a berth, easier than I could have hoped for, in a large ship bound for China. I sailed in this vessel two years, always on long voyages. I was three years more in another ship of the same class, engaged in the same trade, I was several times in New York in the course of these voyages, but why I did not write you I can hardly say. As time passed on I grew ashamed to write, after so long a delay and so it came that I did not write at all.

"My five years experience in large ships made me an excellent sailor and in that time I learned navigation thoroughly. I became second mate of the Imperial, a large full rigged brig bound from Liverpool to Melbourne. She carried a general cargo, almost everything required for colonial use, including a good deal of spirituous liquor. The master, Captain Scott, although a fine sailor, was not a very good navigator, and he kept so far north that he missed the counter trades, and got caught in a gale in the Indian ocean. In this gale he was washed overboard.

"The first mate. who was greatly addicted to

drink, was left in command and jumped overboard in a fit of dilerium tremens. The men got hold of the spirits and soon became uncontrollable. When I tried to check them they broke out in mutiny, put me in irons and locked me up in one of the deck houses. They would doubtless have murdered me, had it not been for the fact that I was the only one on board the ship who could navigate the vessel. They announced their intention of occupying one of the islands of the Malay Archipelego and turning pirates. With this view they compelled me to give directions for navigating the vessel north, towards the coast of Java, and every day at noon, I was liberated from my prison to take the sun and work up the latitude. My feelings at this time were by no means pleasant, for besides the sufferings I experienced from close confinement in the topics, I had a reasonable certainty that my throat would be cut as soon as the ruffians got fairly located on an island of their own.

"One morning about 10 o'clock I heard a great bustle on deck, and knew something important was on foot. The fact was that three Malay pirate prahs had been sighted, coming down on the brig under full sail. The ruffians on the brig, who were anxious to turn pirates, had no stomach for an encounter with the genuine article. They instantly launched the brig's two boats, put two or three kegs of water and some provisions in them, and rowed away as fast as their half intoxicated state would allow them.

"When the Malays reached the brig they were considerably surprised to find that there was no one on board of her. However, after searching for some time, they discovered my place of confinement. Now, if I had been a free man on deck I would undoubtedly have lost my life at their hands, but being found in

irons, they at once concluded that I was a brother pirate and therefore entitled to sympathy. This was fortunate for me, for it placed me at once on terms of good fellowship with my captors. I learned afterwards that I was the first white man ever taken to their island rendezvous alive. The proverb that dead men tell no tales was very popular among the Malays.

"The band of Malays by which I had been captured lived on an island of the Malasian group called Aku. It was seldom, indeed that they ventured so far from their haunt as the place where the Imperial was taken, and it took us near a week to get home. That time I improved by learning as many words as possilbe of the Malay language, and I was greatly aided by a Lascar on board the prah, who had a pretty fair knowledge of English. These eastern languages are very eaily learned, because they are very limited in extent, not more than two or three hundred words being used in ordinary conversation. By the time I reached Aku I was able to make myself understood in the Malay tongue,

"Aku is an island, perhaps twenty miles in length and ten in breadth, which is cut almost in two by a long, narrow inlet, which served as a harbor. This harbor was perfectly land locked and at its head was the Malay town. There were about twelve hundred persons on the island of whom two hundred were Chinese, captured from junks. They tilled the soil and did all the other work required on the island. The adult male population numbered about two hundred and fifty and they were all employed in piracy, the Dutch and Chinese being the principal sufferers from their depredations. The island was beautiful and fertile, and but for the character of its inhabitants

would have been an earthly paradise. However, I will not be hard on the Malays; they were pirates, it is true, but they treated me much better than did the drunken and ruffianly white men with whom I had recently sailed.

"As soon as I arrived at Aku I was taken before Sabruda the Sultan or chief of the island, who by virtue of his office, was commander in chief of the pirate fleet, which numbered ten prahs. He was a tall, handsome man of about forty years of age, with a frank, open countenance; very different from the popular idea of a Malay pirate. He presented a very fine appearance as he sat in his tent, with his guards about him. I was questioned very closely, as to who I was and how I came to be a prisoner on the brig. I had already concocted, for his excellency a very neat little series of fables, which I thought would save my life, without bearing too hard on my reputation. I told him that I was the doctor and wise man of the pirate schooner Amerique, and that our vessel had been chased and captured by Her Majesty's gunboat Linnet. Seeing that capture was certain and preferring death by drowning or by sharks, to the rope, I had jumped overboard in company with a hen coop which kept me afloat for twenty-four hours, until I was picked up by the brig. Unluckily I was recognized by one of the brig's crew, and at once put in irons, and was being conveyed to Singapore for trial and execution, when the prahs hove in sight.

"Sabruda was much pleased at this truthful statement of my condition; he had feared that I was an honest man and would have made it very unpleasant for me. He called me to him, and at the signal, a man came forward with a long silver needle in his hand Sabruda bared his right arm and I was told to

bare mine. A vein was pricked in either arm until a single drop of blood appeared. The two drops were placed on a little disc of ivory and mingled. Now, said Sabruda, 'You are one of us; you are my brother, it is the covenant of blood.'

"Next to the delight of Sabruda and his subjects at hearing that I was a pirate, was their satisfaction at knowing that I was a doctor. Medical men were scarce at Aku ; in fact they did not exist. It became evident to me that I was in for a large and lucrative practice among the Malays, with no danger of seeing a hated rival's sign on the opposite corner. I was destitute of medical experience, it is true, but so is every young practitioner. As for books I had the text books that were on board the Imperial, as for drugs, I had her medicine chest, besides a large stock in the hold, consigned to a Melbourne firm of wholesale druggists. This stock which consisted largely of Epsom salts, tartar emetic and similar coarse drugs, lasted all the years I spent at Aku, and may last for fifty years longer if well husbanded.

Sabruda having made me his brother, was at all times ready to do everything for me that this relationship implied. He lodged me in his own home and told me he would have one built for me whenever I chose to select a site. Now, I had observed that the Malays. after a successful cruise had a most objectionable habit of getting furiously drunk, and occasionally one of them would run amuck through the streets, flourishing a dagger, and killing anyone who came in his way. I thought possibly that on some such occasion they might take a notion and kill the white doctor, a proceeding to which I most decidedly would have objected. I therefore wou

prefer to have my home on the water, half a mile below the village, and I explained to him how hundreds of families lived on the rivers in China, in boats and on rafts. I suggested that such a location would be more convenient to the crews of the prahs, than one in village, in case they wanted to consult me. Sabruda adopted this idea at once. A raft sixty feet long and forty feet wide was built for me, and right in the centre a house twenty feet by forty. From the house canvas awnings ten feet wide extended all around it, so that every portion of the craft was completely shaded from the sun, while advantage could always be taken of the pleasant breeze, which seldom failed to blow up the harbor every morning and evening. The arrangements of the mansion were very simple. A hall four feet wide, ran across it, at a distance of twelve feet from the end that was next the village. This space of twelve feet by twenty was divided into a large kitchen and a small sleeping room for my Chinese cook and servant. The part of the building beyond the hall was divided into two apartments, a large room fifteen feet by twenty used as a reception room, and the other eight by twenty which was my library and bed room. Its windows opened towards the ocean, and there I spent most of my time. When my house was finished there was not a man on the island of Aku better lodged than myself and not one half so comfortable. The chief often said when he visited me that he would build a home on the water for himself, mine was so comfortable, but for reasons of my own, I did not encourage him in the idea.

"It chanced that the chief of Aku had been one of my first patients, and the relief that I was able to afford him, by the use of simple remedies, made him so grateful, that from that time it seemed that he

could never do enough for me. One reason why the native doctors had been banished from Aku, was that they had become mere instruments of private revenge, and dozens of cases, where people had apparently died of poison, had been traced to them. Sabruda would not dare to have touched any of their drugs, for fear of poison, but he knew he was safe in a white doctor's hands. Self interest therefore as well as gratitude bound him to me.

"As soon as my house was finished, he presented me with a Chinese slave. whose unpronounceable name I abbreviated into Sam. Sam was a perfect treasure of a servant; he could cook, wash and turn his hand to any kind of work I required him to do. He was about twenty-one when he first came to me, and was a strong, active fellow, as you would wish to see. I taught him to speak English perfectly, and for years he attended to all my business, and did it well. Sabruda had amongst his slaves a little Dutch boy about twelve years of age. The child was taken three years before in a ship bound from Batavia to Amsterdam, in which he was going home to his mother in Holland, his father having died in Java. The boy was no earthly use to Sabruda, so I asked him to give him to me, which he instantly did. Never was a boy more delighted than the little Dirck Minuit, when he found he was to live with the white doctor, for it is no joke to be a slave among the Malays. Dirck was a smart, obedient boy, and I treated him not as a servant, but as a son. He became my constant companion; he learned English perfectly and I educated him as well as I knew how. Moreover I taught him all I knew about drugs and doctoring, taking him with me to assist on every important occasion, so that if I died he might fill my place.

"I have already spoken of one of my rooms being my library. This may sound like an absurdity, but the fact is I had a library and a large one. A rich old gentleman in London, who had accumulated a large collection of rare books, presented about two thousand volumes to the Province of Victoria, as a part of their parliamentary library. The government of that colony sent their librarian to London to receive the books, and to see that they were properly packed, and at the same time to purchase about three thousand additional volumes. This large collection, packed in about fifty boxes, was too late for the regular liner and formed part of the freight of the Imperial. When the Malays came to them in unloading the brig, they thought they had found a treasure, and were much disgusted to find that the boxes contained what was of no manner of use to them. I told the chief that they contained the words of the wise men and ought to be preserved, and that I would take care of them; so they came into my hands. I put them in the inner room of my house, unpacked the cases and noted their contents, They embraced a magnificent collection of works on philosophy, history, travels and general subjects, and by their aid I became a very well informed man, for I was reading constantly when not otherwise engaged. Dirck too was a great reader and I encouraged his taste in that direction.

"I have said already that I had plenty of patients; indeed I doubt if there was one person on the island who did not pass through my hands. At first, I of course, knew nothing of medicine, but the reading of such medical works as I could get hold of, combined with the experience, soon made me a tolerable practitioner, so that I was able to give a pretty correct diagnosis of a case. I am sure that I reduced the rate

of mortality among the people of Aku very considerably, and in the course of years, I came to be regarded as the greatest man of the island, after the chief. Although a great deal of specie came into the hands of the Malays, from the vessels they plundered, they conducted all their business by means of barter; and payments were made in kind. This suited me up to a certain point, but my wants were limited to food and raiment, so that gradually I began to get matters on a specie basis, so far as my own transactions were concerned. In this way, in the course of years I accumulated a good deal of gold, in the shape of British, American, Indian and Chinese coins, as well as gold jewelry and gems, many of which were presented to me by grateful patients. Although fond of gold ornaments the people of Aku have but an imperfect knowledge of the value of precious stones and I had no difficulty collecting many that were of great value.

"Among the amusements which I indulged in at Aku was fishing. Fish were very abundant outside the harbor, and with Sam the Chinaman and little Dirck I went out regularly two or three times a week. We had a small boat, evidently the jolly boat of some brig or schooner, which the Malays, had picked up, and which I had purchased for my own use. On more than one occasion we had got caught in a heavy blow, and had difficulty in making the land, so that I often hoped that chance would throw a larger craft in my way.

"I had now been some six years on the island of Aku, and was, I suppose, as content as a white man could be in a nest of pirates. I tried to shut my eyes to the nefrarious trade in which they were engaged, and succeeded in doing so to a limited extent. Still,

I knew too well that every thing they possessed, and every article I obtained from them, had been purchased with human blood. I never ceased to cherish the hope of escape, but I felt that to be an operation not to be lightly undertaken, for failure meant death. I therefore waited patiently, knowing that my chance would come in time. Six years had passed, as I said before and Dirck had grown to be a fine, stalwart young man of eighteen; Sam had become so thoroughly accustomed to our ways that every want was anticipated. Faithful and true in all else, I felt I could trust him with my life if necessary. As for Dirck, we understood each other, and our plan was to leave Aku, when a favorable opportunity came.

"One day, at the time I have been speaking of, a prah came into the harbor with a ship's boat a tow. It was either the long boat of a large merchant ship, or the launch of a man-of-war, and was a prodigious affair, about thirty feet in length, and big enough to carry sixty men. As she was towed past, I said to myself, 'here is the craft that may yet take me back to civilization.' But caution was necessary, even when taking the preliminary steps to secure this boat, for suspicion seldom sleeps in the bosom of a Malay. She was of no earthly use to anyone on the island except myself, and I let her be moored to a bouy, for three or four weeks, before I pretended to notice her. One day the chief had come to see me, and as we sat under the awning, he remarked on the extreme clumsiness of this big boat, as compared with one of his prahs. I agreed with him, but said I though that she would make a good fishing boat.

"Why, yes," said he, "she would, if you would like to have her I will give her to you."

[Conclusion next month]

THE CITY'S FINANCES.

A Review of the Methods and Expenditures of the Street Department.

By John A. Bowes.

FOURTH ARTICLE.

In the preceding articles, I have dealt with the general financial condition of the city in one, and in the other two, with the debt, first describing its origin and progress and the principal things for which it was created, and second the effect of the debt on the revenues of the city and on the tax payers. In this article I propose to deal with the current expenditures of the city, the money for which is all directly assessed on the citizens. These expenditures are for the maintainance of the streets, ferries, lights, fire, police and sewerage departments. The street department and ferries, are under the control of The Public Works department, the sewerage system, under the Department of Water Supply and Sewerage and the fire, police and light departments under the Public Safety department. After Union in 1889, the Ferries were in the department of Public Safety, but managed by a separate committee. Subsequently they were transferred to the Public Works department, as that body had control of the harbor as well as the streets. The Water and Sewerage department is of comparativly

recent date, and was the outcome of overcrowding the the Public Works department. When this department was created no change was made in the executive head of the department as the Director of Public Works remained at the head of both departments, although the superintendent of Water and Sewerage is really responsible for that department. This is a very brief resume of the manner in which the civic business is divided up, the only remaining department being the Treasury Board which is the final channel through which all bills must pass before they are paid, but when these are certified by the proper officials of the department for which the indebtedness was created, they pass the Treasury Board, generally without comment. Therefore the spending Boards are responsible for their expenditures. The extent to which the tax payers are affected by the expenditures for the purposes enumerated is shown by the following statement in which the assessment of 1889 is compared with that of 1904:

	1889	1904
Streets	$35,460	$64,210
Police	25,221	33,175
Fire	26,672	42,138
Light	11,462	24,614
Sewerage	5,998	12,307
Ferries		3,307
Total	$103,813	$179,751

The total assessment for these purposes has increased since Union $75,838, and the rate payers are asking why there should be such an increase. In what particulars have their various services been improved and at whose behest were the increases made? The increased cost of the schools in the same period is

$26,000 causing an additional assessment of over $100,000 for seven public services.

The most important of public services of any city and the most expensive, is that having to do with the public thoroughfares. Everybody is interested in the streets because no citizen is so humble that he is not compelled to use them, more or less. It is therefore of the highest importance that the thoroughfares, both roadways and sidewalks should be kept in good condition. In St. John there are about 40 miles of streets and 50 miles of sidewalks and about 10 miles of country roads. These latter are nearly all in Stanley ward, and under former arrangements the government of the Province assisted in their maintainance, granting each year a portion of the county bye road monies to keep them in repair. The Main street of Portland and the City road were considered as great roads of the Province and substantial grants were made each year towards their up keep. Douglas avenue, or road, as it was then called was also partly maintained at the expense of the province. Under a changed policy of the Provincial Government all grants for road work to incorporated cities and towns have been withdrawn, and now the whole expense of keeping up the roads and bridges within the city limits is borne by the rate payers. Not since Union has there been a Provincial grant of road money to the city. Before Union the government on several occasions assisted the people of the west side to repair Rodney street between the ferry landing and Union street. The eastern side of the old city had not received any grant for street work from the Provincial Government for years. As the amount which was granted varied from year to year it is not possible to give the exact average of Provincial money that was expended on the streets of

what is now the United City of St. John, but taking one year with another the average would be in the neighbourhood of $3,000 or perhaps more.

How much money has been expended on the streets of St. John at one time and another no one will ever know. It was for street making that a goodly share of the old city debt was created, and it is only fair to assume that prior to 1850 the corporation had expended fully a quarter of a million dollars on the streets of the city. In a sense this money was not spent for street making at all, but to carve down hills and fill in hollows to make road building, in the accepted sense, possible at all. The streets of Parr Town as originally surveyed—that is the section of old St. John south of Union street—ran at right angles and one has only to pay a visit to Rockwood Park, and take a look at the topography of the district, to see what difficulties had to be encountered in preparing roadways for this section of St. John. The ground was rough, and in many places huge rock cuttings had to be made, and great hollows filled in, and retaining walls built, to prevent the filling material from doing damage to the property of citizens, on either side of the street under process of construction. Within the memory of the present generation a bank of solid rock twenty feet high was cut away on King street (east) between Wentworth and Pitt streets, and portions of streets were better known by such names as Rocky hill and Split rock, than by their proper names. It was no easy task to build a city on the site of St. John and at the best the work was necessarily expensive. But as it was gone about, without any preconcerted plan, and done in a piece meal way, it has been doubly expensive and it is not putting the estimate too high, to say that not less

than a million dollars of the people's money has been absolutely wasted, by mistaken methods of the street management, and the worst of it all is that the poorest of these methods prevail today, and the waste is still going on, in larger proportion now than ever before.

When the management of the streets was vested in the Common Council and the water mains and sewers in the Commissioners of Water and Sewerage, there was a decided lack of harmony between the executive heads of the two managements. The result was that the corporation would put a street in what they considered repair. That is the street management dumped a ton of broken stone, in sizes varying from a pea to a turnip, to a square yard of street, and then top dress this with a coating of sticky gravel, in order to bind the mass of broken stone. This was called macadamizing, perhaps for want of another name, and while it was a bad dose to give any street, under the name of road making, yet it cost money to do it. At the end of a year, half of the mud binding would be carted to some convenient dump, under the name of street cleaning. Then travel over the thoroughfare was made possible, if not plesant. As soon as this happened the Commissioners of Water and Sewerage would decide that a new water main or a new sewer was necessary in the street thus repaired, and the work of the street department would be undone and for ten years the street would be in a worse condition than before the city had spent anywhere from $500 to a $1,000 on it.

This sort of thing happened, not once, but a hundred times. Dozens of votes were cast in favor Union, just because the people believed that under one control the waste would be stopped. But it was not—the work of destruction, under the name of

repairs, goes as merrily on, as it did ten years ago, and seems likely to continue. Who is responsible for this condition of affairs, the officials or the Council? The Council, desirous of saving money, have ignored the reports of the officials and continued the old wasteful methods, in defiance of advice and common sense. In 1872 the City engineer recommended paving the principal streets with wooden blocks. Had this advice been taken thousands of dollars would have been saved, but it was ignored because, of the first cost of paving. For 15 years the matter of street repairs was annually discussed in the Council without any change being made. Meanwhile the city had had experience with the Prince William street pavement, and it was demonstrated to an absolute certainty that it was the cheapest piece of roadway in the city. In 1887 the Council decided that it was desirable to pave a section of the city every year, and a start was made on Union and Charlotte steeets—the money being provided by the issue of street bonds, which would expire before the pavement would wear out. The street was paved, with wood and cost about one quarter more than it would have cost to cover it with broken stone and mud. Such a covering would have lasted about five years and always been bad. For ten years there was no money for repairs spent on Union or Charlotte streets. The experience of the Prince William street pavement had been repeated. The Union of the cities of St. John and Portland and the paving of Main street from Market square to Indiantown prevented any further improvements being made in the old city, other than a return to the old and wasteful methods. Much has been said about the Indiantown highway. It was not as good a job as that on Charlotte and Union streets, but as a matter

of fact it has cost less to maintain than the old mud roadway, and the man does not live who will say that the paved street is not preferable in a dozen ways, over the former thoroughfare, often six inches deep in mud.

So much for the roadways. Before the fire of 1877 St. John had made numerous experiments in sidewalk making, but they were only experiments, as the older citizens who provided the shoe leather well remember. A few blocks were laid with flag stones about three by five feet in size, some of them smaller, but all were so badly laid that the pedestrian was constantly stubbing his toes against protruding edges. To make matters worse they were so often lifted to put down gas and water pipes and sewers, that it was really painful to walk over them. One or two blocks were laid with bricks, but this class of sidewalk material did not become popular in St. John, notwithstanding that it proved enduring and was not very expensive. Bay shore spruce deals were the popular material for sidewalks, laid down thirty years ago, and the more knots they contained the better they were considered to be for the purpose. The knots, which after a year's wear protruded far enough to prevent the citizens from becoming lonesome after leaving the flagged walks—there was always something to stub one's toe against. But sidewalk covering of any kind was not the rule. Fully 90 per cent. of the walks throughout the city were of gravel —much of it taken from ships arriving here in ballast, and the more flint it contained the better it was, for street making and incidently for the shoe makers. A few years before the fire Mr. G. S. Fisher, who has since done such good work in the Park, introduced the composition sidewalks now so common in St. John,

and it is noteworthy that the first piece laid at the expense of a private citizen, was promptly planked over at the expense of the city. But other counsels prevailed among the aldermen and the composition sidewalk was adopted, and quite a number of blocks laid with it before the great fire. It was of course greatly damaged by the fire but the low cost and ease with which it was repaired appealed to the aldermen and the additional fact that it was not affected by frost and was a decided improvement on plank walks, both from a sanitary and an economic standpoint, settled the question of its adoption.

When what was known as the "reform" Council came into power in 1879 there followed a period of retrenchment, which was undoubtedly necessary after the large expenditures and business depression, which came after building operatings had ceased with the close of 1878. The aldermen gave little attention to improvements of any kind and sought only to get the city finances into shape. When this had been accomplished Alderman McLauchlan moved that the building of sidewalks, which had been stopped, be taken up again. The alderman was bitterly asailed but carried his point and from that date sidewalk making has continued, until now there are 50 miles of sidewalks on 40 miles of street. This means that every important thoroughfare in the city has the sidewalks on both sides of the streets laid with asphalt composition. At first this work was done by contract but for many years the sidewalks have all been laid by city employes. As there are still about 30 miles of sidewalks to be laid in St. John, the expenditure for this branch of the public service is more likely to increase than to diminish, as it now costs in the neighbourhood of $5,000 annually to keep the existing

walks in repairs. Somewhere between $6,000 and $7,000 have been expended annually on sidewalks during the past five years, and it is safe to assert that no public money is spent to the greater satisfaction of the whole people and there is a feeling, justly grounded, that the citizens get more value for their money, in this particular, than they do for any other expenditure of the Street department.

The late A. Chipman Smith, who was the first Director of Public Works, was a strong believer in paved streets, as is his successor, Mr. R. H. Cushing, C. E., as may be seen by reading their reports, which the Council has presistently ignored. In 1890 a road roller was purchased by the department but for two years or thereabouts was not used, perhaps because no one understood how to use it. Finally the temporary structure that had been built around it, to protect it from the weather was removed and the roller was put to work on Waterloo street, the surface of which was picked up from Haymarket square to Union street. The surface of the street was greatly improved but the selection of material for covering was unfortunate. It was so soft that it worked into mud after every rain storm. No record of the cost of this work has been kept, but it was stated at the time that about $4,000 were expended. The following winter repairs had to be made to the water main on the hill between Golding street and Haymarket square and much of the work of the summer was thereby undone, and the money spent on this section of the street may fairly be added to that which has been wasted on the streets, and the work cannot be put down as a permanent improvement for this reason. It was probably due to the failure of this experiment that Mr. Smith refers to the roller as

"the elephant," in his report of 1894 but in that same year, the roller was made to do considerable work on Brussels street, and in 1899 Mr. Smith had so far changed his view on the value of street rollers that he recommended the purchase of a second one, together with another crusher, which was done. There is no doubt of the value of road rollers in street making when proper materials, are used and proper methods employed, but it must always be borne in mind that a rightly constructed macadamized street is more expensive than a paved street, but when the traffic is light or moderately heavy, it gives better service and will last with a few repairs made at the proper time—that is immediately they are required—practically for ever. The work that has been done in St. John is really not macadamizing at all. It is merely covering the roadway with broken stone and rolling it. There is no better example of the methods employed in this city than Union street from Charlotte to Dock street. This work was done in 1899 and cost $7,650 or $1.57 a yard. In this instance the old street was dug away, and the space filled in with broken stone of large size, and then covered with finer grades and all rolled compactly together. This is the nearest approach to a macadamized street we have in St. John, the only mistake made being in the size of the stone used in the foundation, which is not not large enough to permit of proper drainage and the street is consequently quite muddy after a heavy rain. But the chief value of the work from a tax payer's point of view lies in the fact that it abuts a section of paved street which cost about the same amount of money per yard, and it is therefore easy for rate payers to decide which is the best for such a locality. There s another example of the same kind to be found on

Prince William street between Duke and St. James streets. In the first report he made to the Common Council in 1891, Mr. Smith recommended the pavement of the street, which was in the worst possible condition, with wood. The remaining portion of the street to Market square is paved with wood which was put down in 1873. Mr. Smith's recommendation was ignored. In 1894 the Street Railway company put down a double track on the street, which is less than sixty feet wide at places, and the temporary work done then lasted until 1901, when $1670 was spent in covering the street with broken stone and rolling it. In 1904 the street is worn into gullies by the traffic on each side of the car track. This is another instance of where street money has not been well expended, and the Council must take the responsibility, as official reports direct a totally different course of action from that pursued.

Wood pavements will not last forever. Experience has demonstrated that from 10 to 12 years are all that they can be depended on, but during that period, if kept clean, require but small expenditures for repairs, and their renewal is not much more than half as expensive as their original construction. Council instead of being guided by experience and the advice of officials who it must be assumed, know their business, has gone on with the old method, producing bad results. One of the most important street improvements undertaken by the Council was the re-building of Douglas avenue. This work was commenced in 1900 and completed in 1903 and in the three years cost the tax payers the large sum of $25,859. In two years 1901-2, $7,891 were expended on the Marsh road from Cooper's corner to the One Mile House. Everyone admits the necessity of these work, but so far as

Douglas avenue is concerned the work done by the street department has been largely undone by the St. John Railway company, which after the completion of the street first laid a single track on the avenue, and afterwards doubled-tracked the line. Not many people will be found today, after the street has been only four years in use to say that the tax payer has got value for his money. As this thoroughfare is growing in importance every year, and the traffic over it is becoming heavier the citizens, will soon have another object lesson of the value of a road macadamized by St. John methods at a cost of $26,000, which has been twice torn up by a private company, since it was made, and half of which will have to be torn up again to put in water and sewerage as the street is being more rapidly built up, than any other in the city.

It is impossible to extract from official reports just how much has been expended on streets each year since Union. For some years there are reports in great detail but in others no reports have been made at all, and the investigator has to fall back on the Chamberlain's accounts which do not divide the payments up and are intermixed with payments for interest, repayment of loans effected and various other matters which are necessary to the completeness of the account, but which prevent any accurate idea of the exact amount expended each year for actual street work. There are two accounts one for the street cleaning and the other for general work, while the loans effected appear in still another account and the bonds issued since Union is still another. One is therefore compelled to do some guessing to find out exactly what has been expended on streets but an average of $45,000 a year would not be far astray, and if we add the cost of

the Highway to Indiantown, $92,000, the average will be $50,000. This means that the Council is spending about $1,000 a mile, on every mile of street within the city limits each year. To put it in another way about three-quarters of a million dollars have been expended in the betterment of the streets since Union. According to the figures given below, the cost of repairs to the streets, which were in the neighbourhood of $14,000 a year for the first four years after Union, now cost in the vicinity of $25,000. Here are the figures taken from the chambertain's accounts. These payments are for labor alone and do not include the cost of material:

	East	North	West
1889 - -	$5,248	$ 5,695	$ 3,242
1890 - -	4,429	6,939	4,044
1891 - -	3,581	7,243	2,729
1892 - -	4,647	9,544	2,062
1893 - -	4,153	5,537	1,111
1894 - -	3,408	4,612	1,159
1895 - -	3,075	5,654	1,882
1896 - -	3,995	8,051	2,005
1897 - -	4,825	10,558	3,197
1898 - -	8,391	6,356	1,522
1899 - -	5,665	10,148	2,041
1900 - -	7,031	6,710	3,282
1901 - -	10,067	8,229	2,601
1902 - -	9,356	14,536	2,538
1903 - -	10,485	10,693	3,186

The totals of the above shows that in the fifteen years the city spent for this purpose the large sum of $245,479 of which $88,356 were spent on the East side $120,522 in the North end and $36,601 on the West side. It may be pointed out that since Union by far the laigest expenditure for streets has been in the North

end where but little real street making had been done prior to Union.

It would be tedious to follow the expenditures of the street department through all its details but here are the principal items which show the general trend of the expenses during the years 1900-1-2-3

	1900	1901	1902	1903
Asphalt	6,797	7,286	8,652	9,062
Retaining walls	1,286	1,294	1,758	2,652
Plant repairs	878	1,858	2,205	1,468
General supplies	1,307	3,707	4,903	1,723
Stable accounts	2,080	2,834	3,347	4,366
Public grounds	974	1,300	1,721	1,493
Block pavement	1,445	8,155	7,187	552
Broken stone		991	1,279	461

The onward march of these expenditures is as steady as the advance of the Japanese on Port Arthur, with the difference that there has been no resistance. The tax payer kicks mildly, but he never investigates. But there is a general impression abroad that there should be a full and complete investigation of the methods of this important department. No one charges that there is any grafting in the department, but there is a unanimity of opinion that the tax payer is not getting much more than half results from the expenditures, which each year are on the incease. But one more table is necessary to show just how the tax payer is affected by the street expenditures. The first column gives the actual returns of the chamberlain from taxes collected, the second the total expenditures of the department including interest and the repayment of special loans and the third column the amount the account was overdrawn at the end of each year.

	Ass't. Receipts.	Total Exp'd.	Dr. Balance
1889	$32,739	$41,291	$13,338
1890	44,468	62,877	24,322
1891	42,964	56,368	26,284
1892	43,677	59,069	30,003
1893	32,109	32,207	28,225
1894	29,217	30,226	27,620
1895	24,332	27,825	28,529
1896	27,236	31,753	30,936
1897	28,784	38,293	38,094
1898	36,123	55,587	41,064
1899	36,826	48,552	50,747
1900	41,320	68,914	57,049
1901	42,806	92,248	15,495
1902	47,473	76,881	42,846
1903	49,027	58,700	50,883

The figures which are given above show the amount which the tax payers have contributed directly towards the maintainence and improvement of the streets. There has been but two issues of bonds for street purposes since Union—one for the construction of stables and the other for the Newman creek bridge on Adelaide street amounting to the sum to $7,000. In addition to these must be added a proportion of the $60,000 expended on the West side and the $92,000 which the paving of the highway to Indiantown cost. In 1889 the corporation borrowed $30,000 for street making to be repaid in six years out of the assessment for street purposes, and in 1899 the street department was given authority to borrow a further sum of $50,000 which was taken advantage of in the succeeding years. This also is a direct charge on the street assessment. In addition to the amount borrowed in this way the street account benefitted by nearly $12,000 from the transfer made from the general revenues and water maintainence in 1901. At the beginning of that year the account was a debt of $57,049 and by borrowing and this contribution

the indebtedness was reduced to $15,495. But these borrowings have a tail to them which reduces the amount that can be expended each year out of the assessment. At the present time it takes about $5,000 annually to pay the interest and wipe out a percentage of the loans.

After the clean up in 1901 it would naturally be supposed that the aldermen would endeavour to live with in the appropriation, particularly as each year they were assessing for a larger sum, which in the present year amounts to $60,000 or $10,000 more than the preceding year. But the expenditures have gone on apparently without any reference to the income. In 1902 the over expenditure of the department amounted to $42,846 an increase of $27,500 on the preceding year. In 1903 the over expenditure of this department had reached $50,883, and if one may judge from the debates of the aldermen it will be $10,000 more than the appropriation this year, or back to a worse condition than 1901, with no opportunity to make another double financial shuffle.

Such management of so important department calls for the strongest possible condemnation. If the aldermen intend to spend $60,000 on the streets in a year, why do they not place that amount in the estimates. We have in St. John this year the highest rate ever charged the rate payers, and still the over expenditure goes on until at the close of the year instead of there being money enough in the treasury to carry on the public services until another assessment is levied the city will be compelled to borrow money for this purpose. It would be bad enough if the money were well expended but the methods employed are both wasteful and extravagant and instead of permanent improvements being the people get the merest patch work, which has to bedone over every few years.

A GREAT INDIAN CHIEF.

By Rev. W. C. Gaynor.

[CONTINUED.]

Thus passed a hundred years of life for Membertou. He was still a vigorous old man, in appearance not more than sixty years of age. The bulk of his people had now moved further to the south, partly because of a milder climate, partly because the hardy mariners of St. Malo and Biscay were beginning to touch on the Southern coasts for purposes of trade. Membertou established himself on the peninsula of Acadia, choosing for the site of his fortified encampment a land-locked bay on the western shore. Here he ruled his people, dispensing justice as sagamore, and practising his duties of aoutmoin or prophet. Age had not dulled his faculties or lessened the glow of his warlike ardor. While the authority of sagamore was at best precarious, his was doubly strengthened by the renown of his exploits and his sacred character of prophet. In this respect he was another Merlin of a hundred winters.

It was at this moment when rest and a peaceful future seemed assured to him that two events occurred almost simultaneously, from one of which he should reap still greater increase of reputation, and from the other a new outlook on life. One of his minor chiefs, Penoniac, met at the hands of the Armouchiquois of Chemacost or Saco the treatment which hostile tribes usually gave prisoners of war. He was put to death, and his companions who escaped brought the ill

tidings to Membertou. Runners were at once despatched to call in the scattered bands of the tribe to the common rendevzous at Port Royal, and the Etchemius were invited to sing their war-songs and take up the hatchet. Every Mic-Mac warrior fit to bear arms responded to the sagamore's call. In a short while he collected within his fortified encampment four hundred doughty warriors, the full fighting force of his tribe.

About the same time that these intertribal hostilities were to come to a head in fierce combat an event of much greater and more paramount importance in Mic-Mac history occurred. This was the advent of the French pioneers under DeMonts, Poutrincourt, and Champlain. A year before, in the spring of 1604, these strangers had anchored their ships in the pretty bay on which Membertou's encampment looked out, but they had sailed away and had, according to the story told by native runners, passed the winter on an island in the mouth of the river of the Etchemins. They were now returned and had established themselves in a palisaded fort, of construction novel to Indian ideas, on the shore of the same bay which Membertou had hitherto of right claimed as his own. The old cheif's experience with men of the same race as these returned voyaguers inclined him to accord to them a gracious welcome. His memories of the kindly Cartier and his more recent experience with the masters of the few Basque vessels that had touched on the coast powerfully influenced him in favor of these later comers. He offered no objection, therefore to the occupation of his lands by De Monts and his followers, and looked on with curiosity while they reared their dwellings and built their fortifications. His own camp, a few miles to the east, was, in turn, an

object of curiosity to the French. Within a high and impervious wall of wickerwork, which encircled the whole encampment, the light huts were arranged with as much regularity as a civilized town. In the centre was the principal lodge in which the chiefs assembled for deliberation and in which their tribal banquets were held, and at regular intervals of distance the cabins and minor lodges of each subdivision of the tribe were placed. The wall itself, which was the outer defense of the encampment, was comprised of tall, slender trees, sharpened at the points and driven into the ground, and then interwoven with others of of the same slender growth, until the whole was united into a strong stockade inpervious to Indian attack.

The assemblage of such a lage force of warriors as Membertou had summoned about him for the intended raid on the Cape Cod country naturally alarmed the Frenchmen still struggling with their rudmentary defences. Their uneasiness was still further augumented when it was whispered by some Indians, jealous of Membertou's superiority, that the purpose of all his preparation was to possess himself of the French fort. They were soon convinced, however, of the real object of the expedition, and were pleased to be able to expedite it by supplying the old sachem with contributions from their own scanty stores. It wa with a feeling of relief, nevertheless, that they witnessed the departure of the savage force. The Indians conducted their embarkment and departure with such regularity and discipline as to excite the admiration of the trained soldiers of France. The great flotilla of war-canoes was marshalled into divisions, each portion of the tribe under its own leader, and the whole commanded by the giant figure

of Membertou in the leading canoe. As the morning sun reflected upon the still waters of the land-locked bay this noiseless procession of golden yellow boats decked with tawny faces and bodies smeared with war-pigment of various colors and designs, the sight struck the wondering Frenchmen as strangely beautiful and picturesque. The first objective of the Mic-Mac braves was the rendezvous with their allies, the Maliseets of the St. John river. The rough waters of the Bay of Fundy, which in our day have still their terrors for the navigator, had no dread for those hardy sons of the salt water. In their deep, heavy war canoes, which would take a man to his waist stand ing in them, they buffeted the waves and ocean surges of the bay and passed from shore to shore in seeming hardihood. Whether their route now led them to a rendezvous with their allies at the mouth of the St. John or diagonally across the bay to the mouth of the St. Croix we have no means of knowing. The favored land route for such excursions in the early aboriginal times, at least for the land-loving Maliseets was by the St. John. Poling up the river to the mouth of the Medoctic they carried their birchen boats past the falls of this stream, to launch them again were its waters were deep and untroubled. Eight or ten miles further on they again took to portage and here their moccasined feet trod historic ground, one of the oldest and most favored trails of the Indian. The Passamaquoddy region was then within easy reach by way of the Schoodic lakes, while the Norembega region of the Kennebec and Penobscot could be invaded over easy reaches of water. The Mic-Macs in this instance may have favored the all-water route. They may have persauded their Etchemin allies to brave the temporary dangers

of the open sea in view of the shortness of such a route and its freedom from the hardships and ambushments of the overland trail. Morever, the Etchemin of the Passamaquoddy, as in our day, were fearless navigators to whom all the by-ways of the coast were well known. Whichever way the route of the allied tribes lay, they succeeded in making successful descent on the territory of the Armouchiquois. In a pitched battle they defeated their ancient enemies; and by the slaughter of Barshaba and his chiefs Membertou avenged the death of Pennoniac. This was by far the greatest exploit in the annals of these allied tribes and reflected supreme credit on their leader, Membertou. It was indeed a daring incursion, and deserved the success it achieved. The allies returned to Acadia chanting their songs of triumph, the refrain of which is still preserved to us in Lescarbot's verses.

On his return an unpleasant surprise awaited the great sagamore: his friends and hosts, the French, were on the eve of their departure for France. For nearly two years he had been brought in daily contact with them. He had fished and hunted with them, sat at their table and partaken of their feasts so regularly supplied by the Order of the Good Time. His native taciturnity and saturnine gloom had often melted before the genial facetiousness of the light-hearted Lescarbot. Now these sociable strangers, whose stay was all too short, were about to leave him. In the face of the bereavement we can well believe that even his great victory, which by this time had made secure his permanent influence with his tribe, was shorn of some of its satisfaction. Membertou genuinely grieved over the loss of his French friends. He endeavoured to dissaude them from leaving. The inexorable vicissitudes of fortune, which

appeared to thwart relentlessly French efforts at colonization, were, however, adverse to his wishes, and he was forced to see his friends depart. They were, generous to him in their leave-taking, presenting to him not only the standing crops, but also ten hogsheads of corn and a variety of tools. Thus temporarily passed the French visitors out of the ken of the old Mic-Mac chief.

Thrown back upon their own resources, Membertou and his immediate followers resorted to their former modes of life, hunted and fished in order to supply the food which, since 1605, French generosity had contributed. Thus three years passed, during which the aged sagamore must have often thought of the former occupants of the deserted fort, now under his care and charge. At length early in the spring of 1610 the welcome sight of a European sail was descried at the mouth of the bay. Soon the outlines of the approaching ship became visible, and Membertou was on the beach once more to welcome the French. It was Poutrincourt, and he had returned to reclaim his grant of Port Royal.

With him came Father Jesse La Fleche, a native of Lantage in the diocese of Langres, commissioned by His Excellency the Papal Nuncio at Paris, Robert Ubaldin, afterwards Cardinal, to bear the Gospel tidings to the barbarians. With the Mic-Mac tongue Father La Fleche had no acquaintance whatever. He could not therefore give intelligible instructions to his Indian neophytes. This was evident in subsequent years by the difficulties which beset the earnest Jesuit Biard when he, with a greater sense of the need of preparation, applied himself to the study of the Mic-Mac speech. It was further proven by the continued attachment of La Fleche's converts to their pagan

ways, especially in the observance of the tabagie. Poutrincourt, however, was so imperatively bound by the terms of his charter to establish the faith among the Indians that converts had to be made as quickly as as possible. Membertou had already had three years acquaintance with the tolerant Christianty of such men as Champlain, Pontgrave, Lescarbot, De Monts and this same Poutrincourt; and their treatment of him made him willing to comply with any religious rite that could testify to his good will towards them. He was therefore easily persuaded, and quickly prepared, to receive the waters of baptism. On the morning of St. John's day, June 24th, 1610, the sacred rite was performed on the shores of the bay. Twenty one Indians neophytes, the immediate family of the old chief—doubtless the aristocracy of the tribe—were admitted to baptism. According to the formal register which was duly forwarded to the French court by Poutrincourt, Memberton had three sons and one daughter. He had but one wife, as we have already seen. These, with their wives and near relatives, made up the group of neophytes that followed our old Sagamore into Christianity.

(To be Continued.)

THE CHRISTMAS NUMBER.

Among the attractions of the Christmas number of the Magazine, which will be published on December 10th is a complete story of the Great Mirimachi Fire by Dr. James Hannay, entitled "Two Lovers."

A QUAINT FAMILY RECORD

There lies before the writer a copy of a quaint manuscript, the original of which was written in the year 1829. Its author* who said of himself "I am now gray headed and fast ripening for the chamber of death," has long since found the repose of which he so quaintly spoke. The work of love, on which he must have spent much time and labor, has never been published. The purpose, he himself states, was, "to leave a pleasing and flattering legacy to my own family and connections generally." Like many another work on which much zealous efforts has been expended, this old man's manuscript has not apparently justified the hope he cherished, that it would be the foundation for other work of similar character in later times. It is an attempt to trace in brief, and from limited sources of information, the history and genealogy of a family, whose name is widely known throughout the New England states and the Canadian provinces of New Brunswick and Nova Scotia. The author, who dwelt in Nova Scotia, was able to show that his father, who was born at Sandwich and who removed from Newport, R. I., to Nova Scotia in 1761, had in the year 1827 no less than three hundred living descendants. There were eight children, fifty-eight grand-children, one hundred and ninety-two great-grandchildren and forty-two great-great-grandchildren. And this patriarch himself was one of a large number of brothers and sisters, of whom our author states ten were married and had children, There must, therefore, be living

*The author of the Diary from which the following extracts are taken was Zachariah Chipman, who in 1829 was a resident of Yarmouth, N. S.

today in the states and provinces very many thousands of persons related to one or another branch of this prolific family.

Before proceeding to cull from the author's manuscript, which contains much that would not interest the general reader, some features that are of interest, we may very properly quote his introduction, in which family pride and religious fervor are associated with a singular frankness of expression. He says:

"I had for a number of years a strong desire to collect and write a brief account of the family, for the children and posterity, that they might perceive how wonderfully from a small stripling, who was driven with his companions to seek a refuge in the wilderness from the persecutions to which their religion exposed them in their native country, their family has been multiplied and increased. The family, from my great-grandfather, are spread from Nova Scotia, New Brunswick and Virginia principally through the northern states, those in New Brunswick and Nova Scotia (of whom of course the author had personal knowledge) filling respectable stations in life and a great number of them holding high and responsible offices under government. But above this a number of truly pious characters are everywhere to be found among them. O! what abundant reason have we to thank and adore the great and all-wise Jehovah, for His many blessings and tender mercies to the children of men, and especially to our family. May each one who has the curiosity to peruse this little work tender his humble acknowledgments to his Maker and with a thankful heart and regenerated soul pour forth their tribute of praise at the foot of the throne of heavenly grace. May they still be blessed as heretofore, still experience God's peculiar providences, and may we all

at last join as one in the holy train of our Redeemer in singing praises forever and ever."

It may be observed in passing that if "holding high and responsible positions under government" was regarded as one of God's peculiar providences in 1829, the point of view has been has been notably altered in our time. The man who wants office in these days is inclined to cultivate the wisdom of the children of this world, rather than trust to the efficacy of even the most profound piety.

It is no mean ancestry of which our author boasts. His grand-grandfather, he tells us, came from England when young, and married a daughter of one of the pilgrims who landed on Plymouth Rock in 1620. Of this union ten children were born. The home of the family was at Barnstable, Cape Cod. One son, our author's grandfather, became a man of influence. He was coroner, a militia officer, and later a representative in the general assembly. Still later he moved to Martha's Vineyard, and thence to Newport, R. I., where he filled for many years a high judicial position. We quote once more :—

"The latter part of his life he dovoted mainly to his spiritual concerns. He had three wives and lived fifteen years a widower, and died Jan. 4th, 1756, about two months after the great earthquake, aged 86 years, leaving a number of children, of whom eleven were married and all had children excepting one. And upwards of sixty grand children. He was accounted a very strict man as to moral honesty, and a true Christian."

Of his grandmother, our author remarks that she had two husbands before she married his grandfather, and was a member of Doctor Coleman's church in Boston. She was about fifty years of age when she died.

After an allusion to his grandfather on his mother's side, the author writes of his own father, who was a Justice of the Peace in Rhode Island and became a judge of probates in Nova Scotia. His wife also is spoken of, and her parents. By this wife he had nine children, and after her death he married again, from which union were born five children, of whom our author was one. A diversion is made from the direct family chronicle to speak of one of his aunts, who died of consumption at the age of 31 years, and of whom it is written: "She was sober from her youth up, and gave clear evidence on her death bed that she had a saving interest in Christ." Reference is also made to other aunts and uncles, and due notice taken of any public positions held by the latter. One was a member of the house of assembly. Another often performed the marriage ceremony. A third was a deacon of the Baptist church. And here the author turns aside to observe that one of his great-grandfather's sons settled in Vermont. One of his, (the author's) nephews met in Washington a descendant of that man, a member of congress, who informed him that another descendant was a judge in Vermont, and the family generally of high standing in the state. Still another descendant was a naval lieutenant and met his death in one of the battles on the lakes in the war of 1812. In Massachusetts one of our author's relatives of the same name was a worthy parson at Beverly, another a respectable old sea captain at Salem, and another became governor of the state. Another rose to the highest judicial position in the province of New Brunswick. These and similar facts gleaned from the annals of several generations prompt our author to this pious reflection:—

"In presenting this account of our family it strikes

me most forcibly how wonderfully prosperity has generally visited the family thus far. Go where you may among the family in America, and you will find them filling respectable stations in life, and many bright characters among them. May our hearts melt in grateful acknowledgment to our God, and may we walk humbly before Him."

Attention is next directed to the numerous lists of the author's brothers and sisters. Of one sister it is written:—"She for some time previous to her death manifested a strong presentiment that her death was near, exhorting all about her to live soberly and put on the armor of Christ." Two sisters died and were buried in Providence, R. I. One brother became a member of the Nova Scotia house of assembly, and was the father of seventeen children. Of these one son became high sheriff, who held the office "with much honor and benefit to the country;" and, "his urbanity and benevolence created him friends wherever he is known." One of the sheriff's sisters married an American, a deputy sheriff, who was "a man of talent and information." Another sister married a collector of customs and became the mother of a large family, of whom one son became in time his father's successor in office, another a lawyer and a clerk of the house of assembly, a third a midshipman in the British navy, a fourth a shipmaster and a fifth a merchant, and there were others whose positions are not stated. Another sister of the sheriff "died unmarried with a grievous cancer in her breast." A brother became a member of the house of assembly and later a sheriff and judge.

Coming back to his own sisters and brothers, after this reference to the descendants of some of them, our author notes that one sister married a farmer and

merchant and died "of smallpox in 1778, in comfortable assurance and hope of happiness." A brother became a very eminent minister of the gospel, "and from his youth to old age has walked in the fear of the Lord and comfort of the Holy Ghost."

Here our author inserts an interesting anecdote of this clegyman's father-in-law. The latter was formerly a resident of Boston, at which place "on entering an inn he beheld a lad by the name of Brook Watson in a very forlorn situation. The landlady informed him he was of the crew of an English ship, who were one day swimming in a harbor and he was pursued by a shark, which overtook him at the moment he reached the boat, and severed from his body one of his legs. The captain left him with a sum of money to her care which was now expended. H—'s benevolent heart could not forbear. He took him home, educated and brought him up, and he afterwards rose to be Lord Mayor of London, when he sent for his benefactor's grandson, (my brother's son) promising to do something handsome for him. But his pious father forseeing the evils attending a youth in going to London, declined the offer. But after his benefactor's death the Lord Mayor of London made this only grandson a present of a farm to the value of £450."

Our author's brother, the clergyman, was still living in 1829 "a spared monument of grace, being 73 years of age; still labors in the gospel of God's dear Son, and is repining for a glorious change." He was three times married and ten children survived him.

Another brother was for many years a member of the Nova Scotia legislature, and left many descendants, of whom several rose to positions of honor. Of one grandchild of this man it was written that he was "a child of uncommon abilities, but Providence saw fit

to remove him from their embraces before he was three years of age, by falling into a scalding pot of liquor. The parents' hearts were rent, but grace produced a healing balm."

As he proceeds the author takes up in turn each one of his father's sons and daughters, tells of their children and grandchildren, giving names and dates and their station in life. As practically all who married were blessed with many children, the mere enumeration takes up considerable space. When his own turn comes the author sets himself down as a farmer and extensive tanner, a captain in the militia, deacon and clerk of a numerous Baptist church, a commissioner of sewers and a commissioner to expend government money on roads. He had six children, all married and with children of their own at the date on which hn wrote concerning them.

Dealing next with the family of a younger brother, the author is moved by the memory of the death of two of this brother's children to observe: "But Ah! Death blasts the finest form, the tender, promising bud, as well as the decaying tree, and leaves the fond parents to mourn. These children were comely and engaging, and were regretted by all who knew them." The death of another of consumption suggests the solemn comment:—

"Man is a transient flower
That in the blooming dies."

A grandson of one brother of the author became a deputy commissary general in Africa, and another a physician in Antigua, West Indies.

Here the original chronicle ends with a summary statement of the three hundred descendants of the author's father who were then living in Nova Scotia. But he returned to the work at a later peroid, and

began a brief continuation of the record by noting four additional offices to which he had himself been elected, in connection with educational and religions affairs. "May the Lord guide us!" be piously ejaculates, "in all our ways, in all our out-goings and incomings."

Then follows a list of the names of nearly fifty members of the family, of different generations, with a detailed statement of the public office or offices held by each. There were a governor and eight legislators, over twenty militia officers, four chief justices, numerous inferior judges and justices of the peace, a number of clergymen, deacons, sheriffs or deputy sheriffs, registrars, commissioners, collectors of customs, and so on. "These," he says, "are a few of the offices possessed by the family. There are besides the above many offices of minor importance filled by members of the family." It was with a pardonable egotism that the venerable compiler devoted a larger space to the enumeration of the offices held by himself than those held by any other member of the family. In conclusion of this second portion of his work the historian, as at the beginning of the story, makes way for the good deacon of the church.

"Let me now give a word of exhortation and advice to those who have read the foregoing pages. You have been reading a record of births and deaths. You observe that man has here no continuing city or place of abode. One generation passeth away and another cometh, and again this passeth away, I am now gray headed and fast ripening for the chamber of death, and in leaving this little book behind me let me entreat you to seek a record in the Lamb's Book of Life. It transports me to think that I shall meet many of my foregoing friends in the realms of eternal

glory, a blessed, glorious, happy thought. Seek, my dearf riend—seek and you shall find that the sojourner in this vale of tears who directs his discourse and affections heavenward will be most happy here as well as hereafter."

Here the record proper is brought to a close, but a still later minute attached to it commemorates the death of three persons, one of whom, we are informed "departed this life November, 1831, with the liver complaint, in full hope of a joyful resurrection."

If a chronicler of the present should attempt to build on the foundation laid by this pious old man, the task of continuing the family record would prove colossal. He would have to begin with the fifty-eight grandchildren, one hundred and ninety-two great grandchildren and forty-two great-great-grandchildren who were living in Nova Scotia in 1829, enumerate their descendants through the generations since, in an ever increasing number of offshoots from the parent stock. The province of New Brunswick would afford another field for research, into which this author scarcely entered at all; and there would yet remain the New England branches of the family, scattered through many states and doubtless yet more numerous than in the provinces. The world has changed since 1829 in ways undreamed of then. The man who would seek to trace out the descendants of him who married the daughter of the Pilgrim of 1620, must needs go far afield. The blood of their forefathers has moved them as it moved the Pilgrims, though from different causes, to seek home, or fortune, or adventure in many a place, now populous, that even in the days of our author were portions of the wilderness; or, if the centre of ancient civilization, were too remote for

exploitation by men busy with the concerns of a comparatively new country, and without the means of transportation and communication which have since made, as some one has said, the nations neighbours and the world a whispering gallery.

IMPERIAL PREFERENCE.

By James Hannay, D. C. L.

I have been asked by the Editor of THE NEW BRUNSWICK MAGAZINE to furnish him with my views, based on my recent visit to England in regard to the attitude of the people of the United Kingdom to the question of preferential trade with Canada. I do not know that my experience has been sufficient to warrant me coming to a definite conclusion on this subject, for while in England I did not meet with any of the officials or governing classes, not even a member of Parliament. But I did see and converse with a number of what they call in England middle class people, who I presume would have something to say in regard to any tariff changes, and I must confess that I did not find among them any desire to impose duties on human food for the benefit of Canada. Nor have the results of the bye elections that have been held since Mr. Chamberlain's policy was announced, tended to show that there is any immediate prospect

of the British people changing their tariff policy and reverting to any steps of protection. Indeed there is a very general opinion that if the present government should appeal to the people, making protection a part of their policy, they would be defeated and the Liberals returned to power. Such a result would of course postpone indefinitely preferential trade and make it necessary to invent some new policy looking towards imperialism, if Empire building is really the wish of the majority of the British people.

A Canadian who goes to England for the first time, or after a long absence, is apt to be considerably disappointed at the attitude of the average Englishman towards the colonies. We look upon Great Britain as our Mother Country, and hold for her and her flag a strong sentiment of affection, but we may not always find the same feeling towards us on the other side. The average Englishman knows little or nothing about Canada, and I was almost about to add, cares less; but that may be putting the case too strongly. But what can we expect from a people the majority of whom hardly know that Canada is under the British flag. It is humiliating to have to explain continually to people in England, who appear to be intelligent and well educated, that Canada is not a part of the United States and has no interest in the presidential election. Yet this I had to do many times, and the effect on me, at least, was not pleasing. I have always been a warm advocate of the continuance of our connection with the British Empire, yet if the British people are indifferent to us, how can that connection be preserved?

Of course the problem that is involved in this statement is not immediately pressing. There is no doubt that we could go on for many years to come just as we

have been doing for many years past. An occasional war, to which Canada would send a contingent, might keep alive, and even strengthen the feelings which bind us to the Mother Country. But I think that few Canadians will be content with such a condition of affairs as this. The time has come when we must have something better to look forward to than our present status as colonists, without any voice in the government of the Empire of which we form a part, and whose fortunes we must share. We cannot always wear the badge of inferiority which attaches to the name of Colonist in England, and which always will attach to it so long at existing conditions continue.

Although England has been the the great colonizing nation of the world her treatment of her colonists, until within a comparatively recent period, has never been marked by wisdom. The people who went out to found her colonies, with few exceptions, were men who were seeking to improve their conditions, and most of them were poor. The aristocratic class who governed England thought nothing of them; they were so much despised that convicts were sent out to settle in the colonies, and to be a mere colonist was to be something much inferior to an Englishman who remained at home. This was an exact reversal of the facts of the case, for the colonists who went abroad were certain to be more enterprising and more vigorous than the majority of his countrymen who remained in England. Yet this early idea that a colonist was an inferior being exists to this day and is one of the reasons why the English people take so little interest in us.

The war of the American Revolution, the most unfortunate event in the history of the British race,

was the direct result of this feeling towards colonists. Englishmen forget that their kindred beyond the seas were endowed with the same feelings as themselves and would resent the imposition of taxes by the British Parliament. They therefore gave their support to that dull witted tyrant George. III, in his measures of taxation, and sustained an eight year's war, which proved ruinous to the nation and converted the thirteen colonies into a hostile confederation, which was ready to take any steps to injure or destroy the nation from which they sprung. Yet notwithstanding the lesson thus conveyed the same policy of taxation without representation continued to be applied to the remaining British colonies of North America, and the British custom house establishment existed in this province until the year 1848. For almost as long a period the revenues arising from the Crown Lands of the Province were appropriated by the British government without any reference to the wishes of the Legislature, and the whole system of government was based on the idea that colonists were incapable of legislating wisely, or looking after their own interests. That this idea has not altogether died out may be seen by reference to some of the despatches from the Colonial Office, which abound in advice in regard to matters of which the colonists are certainly the best judges.

There is but one way in which the ties between Canada and Great Britain can be strengthened and that is by the people of Great Britain learning to know us better. Why should not the children in the English schools be taught the value of Canada and the other great British colonies. There was a time when it seemed to be the deliberate policy of the British government to keep the common people in ignorance, but those evil days are past and now every

English child can obtain an education. Surely, then, those who control and endow the schools should aid in the work of Empire building to the extent of having the children taught such things as it is essential they should know in regard to the various countries which form the grand British Empire. As for the people who are beyond the school age their knowledge of the colonies will have to be obtained in a different fashion. The English newspapers at present publish hardly anything about Canada. The smallest and poorest European nation fills a much larger space in their columns than this great dependency, the largest, wealthiest and greatest colony that any nation ever possessed. Scotland fills ten times as large a space in the British mind as Canada, yet Canada has one million more inhabitants, has one hundred times the area and ten times the resources of the Northern Kingdom.

Until Mr. Chamberlain became Colonial Secretary no British statesman seems to have appreciated the worth of the colonies. The story of the efforts of the British North American colonists to obtain assistance from the Intercolonial Railway is one that no Canadian can read without feelings of indignation. In 1862 Messrs, Howe, Tilley and Rose representing the three provinces, asked for a guarantee of £60,000 a year from Great Britain to effect this great Imperial object. It was refused, although the troubles arising out of the Trent affair must have convinced every person, who was not wilfully blind, that without an Intercolonial Railway Canada could not be defended against the United States. Yet Great Britain while unwilling thus to aid her greatest colony had just emerged from a war in the Crimea which no one now pretends to justify, which and cost more money than all the railways that have since been

built in Canada. If all the money that England has thrown around in unnecessary wars and in subsidizing foreign nations which have since become her enemies, had been expended in the development of her colonies they would have been four times as populous as they are at present, and no nation could afford to treat her with contempt. But British statesmen are often men of very small ability, being drawn mainly from the aristocratic classes, who but seldom produce a man of first class capacity. For the past sixty years therefore, the colonial policy of England has been wholly negative in its character. It has aimed at nothing but to get through the year with the least possible amount of trouble. Prior to that the colonies had a preference in the British markets, but this was coupled with a practical veto on all colonial manufacturing industries, so that the preference lost most of its value. If there had been a statesman in England a century ago capable of framing an enlighting colonial policy, and that policy had been adhered to up to the present time, the colonies and the Mother Country would have been held together by something more substantial than sentiment. Mutual interests which do not exist would have been created and the tide of emigration which has been turned to the United States would have flowed steadily to our shores. It is estimated that during the nineteenth century not less than seven millions of people emigrated from the British Islands to the United States. If one half of these people could have been induced to settle in Canada what a difference it would have made in the history of the Dominion. The population of Canada would have been half as great as that of the United Kingdom and we would have been in a position to defy any enemy. There is no more shameful page in the

story of Great Britain than the supine fashion in which she permitted her sons to leave her shores to become citizens of a foreign nation, when they might have been made residents of her great colonies and powerful aids in the work of Empire building. As an example of the neglect with which Canada has been treated, I need only mention the startling fact that Great Britain has not contributed one penny to those great Imperial enterprises the Intercolonial and the Canadian Pacific Railways, although without them the Canadian Confederation could not exist. Still more startling is the fact that within the past forty years leading British statesmen were ready to barter away Canada to the United States, to win the friendship of the latter country.

It will be seen by these references to past history that the policy of Mr. Chamberlain with regard to the colonies, is an entirely new departure in British colonial policy, at all events since the inauguration of free trade. It came as a surprise to the people on both sides of the Atlantic, and to the people of Canada it was especially grateful, because it seemed to show that the people of Great Britain were beginning to set some value on the colonies. But to propose a policy is one thing; to have it adopted is another. Although it was not accepted by the government, the mere suspicion that it might be adopted by the Conservative party had the effect of losing the government the support of a majority of the Liberal Unionists. As for the Liberal party, they, one and all, opposed the new policy as inimical to the free trade system. I was many times asked what the Canadian people thought of the Chamberlian policy and I always replied that their attitude towards it was one of expectancy. They felt that it was a question for

the British people to decide, and until this was done it would be wise to abstain from giving expressions to their views on the subject. Certainly the Canadian people would be pleased to have a preference in the British markets, but that preference might be coupled with conditions to which they could not assent. The British manufacturers might demand a tariff that would be ruinous to our own industries, and which would have the same effect as the prohibition of manufacturing in the colonies a century ago.

England is so densely peopled that the soil is incapable of producing enough food to sustain the population. Large quantities of wheat, meats, dairy products and other articles of human food have to be imported from foreign countries or from the colonies. No duty is levied on these importations, because cheap food is believed to be essential to the manufacturing supremacy of Great Britain. The working men of England would look with extreme disfavor on any policy that would increase the price of their bread. If Mr. Chamberlain can make them believe that duty on foreign food products for the benefit of the colonies, will not do this he may be able to carry his policy into effect. At present I cannot see that th British working man has accepted this view of the case.

Great Britain is now passing through a period of trade depression which is not favorable to the imposition of taxes on human food. The country has recently emerged from a great war which has cost $1,000,000,000 and added $600,000,000 to the national debt. The expenditure of the country for the army and navy has been increased to such an extent, that the government has been forced to face a deficit. Taxation has been largely increased but there is still no

prospect of the revenue being equal to the expenditure, for a year or two at least. The price of consuls has fallen, and they are now not worth more than Canadian 3 per cents. In the meantime the war between Russia and Japan has injured British trade to a serious extent, while there is all the time in view the possibility of the nation becoming involved in that struggle. The Boer war was popular at first but now that people are beginning to count the cost, a decided change has taken place in public sentiment. It is felt that this war might have been avoided if a consistent colonial policy had been pursued from the beginning of the occupation of South Africa. There was no good reason why the Dutch who trecked from Cape Colony into the hinterland of the British possessions should have been permitted to set up two separate governments. If the British wanted the Transvaal and Orange State territory, they should have claimed it from the first. If they desired no more than the possession of Cape Colony they should have resisted the efforts of miners and speculators to involve them in territorial disputes with the Boers. A policy, sometimes weak and at other times aggressive was certain in the end to lead to trouble. No more typical example of the weakness and inconsistency involved in the British colonial policy is to be found than in the case of South Africa.

Why has British Coloniel policy always been weak? Because the nation has never known what it wanted, and has usually resisted the acquisition of new territory. Because when new territory was acquired, it was thought that it should be governed for the benefit of people in England, and not of those who resided upon it and were building it up. If the latter statement does not apply at present to the great self

governing colonies it is only because they have won after a long struggle rights that ought to have been conceded to them freely by the Mother Country. And with these concessions has come indifference to colonial interests and ever willingness for separation on the ground that Tennyson put it.

So loyal is too costly
Friends your love is but a brother
Loose the bond and go.

There need be no surprise felt that the British people have not been prepared at once to accept the Chamberlain idea; such changes as it would involve can only be brought about slowly. Any preferential policy that might be framed between Canada and the Mother Country could only be based on mutual interest, if intended to be permanent. If we obtain a preference for our food products in the British markets we will have to give an equivalent in a more extended preference in favor of British goods than that which now exists. The question will arise how far can that preference be carried without endangering our home industries. For the British consumer the question will be, to what extent will a preference given to colonial products increase the price of food, and can the colonies make Great Britain independent of foreign nations with respect to food products. I believe that these questions can be solved favorably to Mr. Chamberlain's idea, but to do so will undoubtedly take time.

Closely connected with the question of Empire building is that of the manner in which the Empire shall be governed. It is clear enough that the present system has outlived its usefulness, and that the British Parliament has become an incompetent body. If any one doubts this let him study the course of

legislation in recent years, and note the number of useful and necessary measures that it has been found necessary to abandon, simply because there was no time to deal with them. A legislature which cannot do the work of the nation which elects it needs to be reformed or abolished. Yet the British Parliament which is incapable of doing the work of the United Kingdom is expected to legislate for the whole empire, and to exercise a supervision over the legislation of all colonies. If we are ever to have a truly united Empire it will be necessary to have a Supreme Legislature, in which every part of the Empire will be represented, and which will not be kept from its proper work by the consideration of petty local parochial questions. This truly Imperial Parliament should consist of one chamber, for the idea of a second chamber is a relic of the barbarous ages which ought not to be tolerated in this twentieth century, and it ought to represent all the colonies as well as the Mother Country. We would then have an equal voice in those questions which concern the whole empire, and could not be dragged into costly and unnecessary wars to serve some private interest. Nor it is likely that under such a system the Premier, of the Empire would be the nominee of his uncle, a great nobleman, who had been Premier before him, or that a majority of the Imperial Cabinet would be composed of persons, who had no other claim to the distinction, except their titles and wealth. The Empire in times past has been well nigh ruined by such sham statesmen and we desire to see no more of them. The best talent that the Empire possesses is what is needed for its proper government.

The serious problems that confront us can only be solved by men of ability and force of character. It

may not yet be too late to bring about Imperial Federation, although much valuable time has already been lost. But Legislative union between the colonies and the Mother Country would render necessary a complete change in the ideals of our kindred across the sea in respect to the qualifications of a statesman Neither wealth, ancient lineage, or family influence ought to be allowed to count for anything in comparison with ability. Great Britain has become great in spite of an evil system, by reason of the capacity of her people, and no such handicap as has hindered her progress should be allowed to prevail in the Government of the United Empire. In this connection I may say it is to be regretted that Canada has acquiesced in the idea of giving titles to certain of her public men. There is no place for such decorations in this country and no man is more thought of because he has Sir before his name. Here in New Brunswick we are fortunately free from this infliction and we may rejoice in the fact that this Province does not at present possess a single knight. Canada is a democratic country. Our system of Government is based on the wishes of the people and we do not desire, nor would we tolerate any privileged class. Conditions that were created under the Feudal System should not be reproduced in this new world.

The conclusion of the whole matter seems to be that Great Britain has failed to properly value her colonies or to take sufficient interest in their welfare, but that this indifference is passing away. The attention of her statesmen has been directed to foreign questions, which however important they may have appeared at the time, are not to be compared to the all absorbing question of the maintenance of the unity of the Empire. The time has come when a new de-

parture must be taken, and a leading British statesman, has put forward a plan for the purpose of drawing Great Britain and her colonies closer together by the creation of mutual interests. This plan has not been before the public long enough to win general acceptance, but it has been received with favor in some influential quarters and may be expected to win adherents as it comes to be better understood. In the meantime the people of the colonies are waiting for the British voter to speak, and if a closer union does not take place than now exists, it may be safely predicted that it will not be the fault of the colonies, or at all events, not the fault of this great colony of Canada.

IN THE EDITOR'S CHAIR.

ST. JOHN'S FINANCES.

The articles which have appeared in THE NEW BRUNSWICK MAGAZINE, dealing with the financial position of St. John have awakened interest in a most important topic. It is a question in which every citizen is directly interested, if not oftener, at least once a year, when the annual reminder of citizenship in the form of a tax bill is sent in. When it is taken into consideration that it is costing $156,963 a year more to run the city than it did 15 years ago, it is not unreasonable for people to ask the question, what this money is expended for. If the city were growing in population and its boundaries were being extended, it

would not be a serious matter, but is must be borne in mind that if we accept the census figures as correct, there has been no increase in St. John's population for 30 years. We have held our own that is all. There have been reasons for this stagnation, and while the outlook for the future is brighter than it formerly was, that future will be seriously handicaped if the increase of the city debt goes on in she same ratio as during the past 10 years. When is is considered that the debt has increased one and a half millions and the rateable property including income, has only increased $2,600,000 it is time for rate payers to take the matter seriously and ask themselves, what the effect of such a rapid accumulation of debt will be on the commercial interests of the city. Civic debts may be divided into two classes, first that which is created to purchase revenue producing property, and second, that which is created for public improvements, that producing no revenue, but which are a direct charge on the tax payers. In the first class are the improvements made to harbor properties, the extension of water mains, the purchase of the Carleton Electric plant. All of these are revenue producers. The cost of the harbor improvements, made with a view to obtain for St. John the winter trade of Canada, has been large. Something over a million dollars have been expended directly and indirectly towards this end, and when the whole cost of the harbor is put against the income derived therefrom, there is an annual deficit of something about $20,000 which is charged against the rate payers in taxation on the public debt. The water properties are now more than self sustaining but the service is so innefficient that further expenditures will have to be made, and another deficit created to put the works in effective shape to

combat a serious fire, or even to give a sufficient supply for manufacturing and domestic purposes. The Carleton Electric plant although purchased by the city has not yet been taken over, and it will take a year to demonstrate its value as a revenue producer. But apart from the electrical business this expenditure was justifiable on other grounds, as acquiring the plant gave the city back the control of a valuable lease of wharf property, and now places practically the whole of the west side wharves under the direct control of the city. The second class of debt is for improvements to the streets, fire department, sewerage system and such works from which no revenue is expected. The increase in these directions although large, are small in comparison with those for harbor and water purposes. But the additions to the debt are not the only burdens that have been added to the rate payers of St. John. The assessment for the seven principal services of the city have been increased over $100,000 in 15 years since union. This is shown very clearly in the following brief table.

	1889	1904	Increase
Streets - -	$35,460	$64,210	$28,750
Police - -	25,221	33,175	7,954
Fire - -	26,672	42,138	15,446
Light - -	11,462	24,614	13,152
Sewerage - -	5,998	12,307	6,309
Ferries - -		3,307	3,307
Total	$103,813	$179,751	$75,838

This other service is the schools which cost in 1904, $26,000 more than in 1889. All of these services, excepting schools, are under the direct control of the Common Council. It will be seen that this is a practical increase of 75 per cent. in the cost of services

which in 1889, were supposed to have reached the limit. In the meantime the rate of taxation has increased 39 cents on each $100 assessed. This is because the expenditures of the Council have exceeded the increase in the valuation of the rateable property. That there must be an end to this sort of thing, every man of common sense must admit, and it is for the rate payer to say when the end is to be.

THE CHRISTMAS NUMBER.

The Christmas Number which will be issued on December, 10th, will close the present volume of the Magazine. The contents will include a complete story by Dr. James Hannay. These stories, from the pen of Dr. Hannay, were written some years ago, but have not been published before. They deal with historical incidents and legends of New Brunswick. That for the Christmas number centres around the Great Miramichi fire, which in 1825 devasted the northern section of New Brunswick. The other features will be articles by Rev. W. O. Raymond, Rev. W. C. Gaynor and another chapter on Civic Finances.

With the January number the form of the Magazine will be changed. The page will be enlarged, to be uniform with that generally adopted by Magazines. The publisher cannot promise more than 80 pages of the enlarged size at the beginning of the volume, but later the number will be increased to 96 pages, which will give ample room. The complete prospectus of the new volume will appear in the Christmas number.