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# DEBT AND TAXATION

In St. John Page 32. . .

September 1904.

# The New Brunswick Magazine

VOLUME. IV

NUMBER I

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ST. JOHN, N. B.

Published Monthly at \$1.50 per annum in advance. Single Copies 15 cents. John A. Bowes Editor and Manager.

# The New Brunswick Magazine.

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VOL. IV.

September 1904.

No. 1

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## INTRODUCTORY

In announcing the reestablishment of the NEW BRUNSWICK MAGAZINE as a regular publication, it is necessary to say a few words regarding its foundation. The first issue of the NEW BRUNSWICK MAGAZINE was in July 1898, under the able direction of the late William Kilby Reynolds. At the close of its first year Mr. Reynolds who had accepted the position of Press and Advertising Agent of the Intercolonial Railway found that his time was too fully occupied to continue the editorial and business supervision of the MAGAZINE, which in its first year had obtained a very respectable subscription list, and an arrangement was entered into by which the business end was to be undertaken by myself, and the editorial supervision was to be in the hands of others. Under this arrangement six numbers of the MAGAZINE were published, (the last in December 1899), but it had got so far behind time that it was then considered best to suspend publication until such time as it could be taken up and published regularly at a fixed date each month as it had been at the beginning. Because of the irregular dates of publication no call was made on the subscribers, until permanent arrangements could be made, although a number had sent in the amounts of their subscriptions without

solicitation. These however, only represent a small percentage of the total subscription list.

In placing the NEW BRUNSWICK MAGAZINE before the people again, it is with the firm conviction that there is room for such a publication. The history of its first year amply demonstrated that there was a field, and had Mr. Reynolds been able to continue to give it his undivided attention the MAGAZINE would have grown in influence and circulation, as it grew in years. As will be seen by the current number several contributors have already been secured, and others whose names will be announced later have signified their willingness to furnish articles for future numbers. A entirely new dress of type has been procured, and arrangements made to secure the permanency of the publication. It is not well to make promises in the initial number of a publication as to what the future may bring forth. The present issue has been prepared somewhat hurriedly and does not represent the ideal of its rmanager, but every effort will be made to make each more interesting than its predecessor. The present number makes its appearance about the first of September, but future numbers will appear between the 20th and 25th of the preceding month—that for October will be published before the end of September. The MAGAZINE will contain a minimum of 64 pages in each issue.

JOHN A. BOWES.

DISCOVERY OF THE ST. JOHN.  
24th June 1604.

FESTIVAL OF THE NATIVITY OF ST. JOHN  
BAPTIST.

By, Charles Campbell.

[This poem was read by the author at the public meeting held in St. Andrews Church under the auspices of the New Brunswick Historical Society on Thursday June 23rd, 1904, the evening preceding the celebration of the Tercentenary anniversary of the discovery of the river St. John by Samuel Champlain.]

Neath heaven, grey eagles search the earth ; the os-  
prey scans the sea  
With verge unbounded by cloud or sun, unfailing, far  
and free ;  
From earth, deep-rooted spears uplift their menace  
'gainst a foe,  
Green legions crowding to the brink where virgin wat-  
ers flow,  
Unscarred of keel, unstained of sail, with bounding  
pulses high,  
Swift fleeting to their lover's tryst with soft and gur-  
gling cry.  
Cool shadows dance along the path, the sparkling cur-  
rent cleaves—  
Queen of the Forest, bright, untamed, crowned in the  
Moon of Leaves.\*

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\*The Moon of Leaves—June.

Slow winging as the raven flies, the age-long Past hath  
 sped ;  
 Still, forests guard, the eagles wheel, the osprey soars  
 o'erhead ;  
 A thousand ghostlike snows, dream-white, when win-  
 ter moons are keen.  
 A thousand drifts of bloom and song through tender  
 mists of green ;  
 The salmon's leap, the bluejay's flight, the shadowy  
 canoe,  
 These are the memories of the years that age and  
 childhood knew ;  
 And loves and hates have flared and died as council  
 fires were blown,  
 Closed in the circle of the hills, unknown and un-  
 known !

Like sentinels the moving tides, slow pacing to and  
 fro,  
 Sweep to the ocean and return with strong and search-  
 ing flow.  
 The olden sleep—the virgin peace—the song of Life  
 unsung,  
 All, as of yore, and guarded well as when the world  
 was young !  
 Before the dawn float fading mists, unveiling, as they  
 die,  
 An empty sea whose blue waves leap beneath an empty  
 sky.  
 An empty sea—save for a fleck of white upon the blue,  
 A lonely wing, of longer flight than ever sea-bird flew !

What is it when the morning breaks and star-like  
 dreams are gone ?  
 What is it when the evening falls and stainless day is  
 done ?

What is it when a finger turns the silent leaf of Fate?  
 O! Mighty change! Life enters Death or Love  
 transforms to Hate!

As silent as the voiceless fall of autumn's first-born  
 snow,

As silent, as, 'neath harvest moon, cloud shadows come  
 and go,

So fleets that white wing o'er the sea, beneath whose  
 swift advance, unfold, in fragrance and in  
 strength, the Lilies of Old France!

How dreams the Indian where he kneels, in green and  
 gloomy shade,

With halted breath but steadfast eye, and strong heart  
 undismayed?

His back-thrust hand transforms to stone his warriors  
 gliding near,

His haughty gaze is fixed on him who leads the strang-  
 ers here,

Whose foot first treads the tide-worn rock, whose man-  
 hood, strong and fair,

Speaks to that wild soul with the voice of triumph o'er  
 despair!

The brave and courtly child of France whose march  
 her sway expands

O'er hearts and lives and souls of men in strange and  
 pagan lands!

The ospreys soar to wider heights, a new fear in their  
 eyes,

The eagles vanish o'er the hills with scream of wild  
 surmise,

Whose far call wakes, neath boughs that guard the  
 cradle of the stream,

The soft unrest and wonder of an infant's formless  
 dream!

6 THE NEW BRUNSWICK MAGAZINE

The same, yet nevermore the same, shall other mornings break ;  
Mid widening lights and voices strange old forest shades shall quake ;  
Yet still the ripples, laughing, catch the sunbeam's kisses sweet,  
And league-long pulses of the stream their even cadence beat !

They climb the shore in struggling ranks, their boats well guarded lie,  
Their unushed pace the earliest note of change beneath the sky ;  
The song of waters guides their feet, they pass beyond the hill.  
The Indian holds his breathless poise, his dark face stern and chill !  
Back to the shore with shouts they come, their leader filled with pride,  
His eyes have marked a stately stream tumultuous greet the tide,  
And grateful to his God he builds a simple altar there !  
And craves the priest to sing the mass and say the ordered prayer.

The holy father sings the mass and prays the ordered prayer. ;  
He turns his calm eyes on the souls within his present care ;  
He tells them how, as on this day, God willed the world to bless  
And sent a man to be His Voice and cry in wilderness ;  
To lead the people to a stream His pardoning grace to win,  
To wash therein and cleanse their souls from every mortal sin ;

A prophet brave—the Baptist called—whoever wandered on,

Who feared no man and taught the truth—the strong and pure St. John!

Then spake the bold Champlain and cried: “What nobler stream elsewhere

“Then this I find in wilderness and consecrate with prayer.

“Could pagan souls in dire need seek to wash away their shame?

“My soul invokes the saint, I call the river by his name!

“Quick, to the boats, I must away! Like him I journey on,

“But leave behind me here, I pray, the blessing of St. John!”

The shore is empty, and a sigh steals softly through the trees

Up from the bosom of the bay,—the little summer breeze!

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### AN AMERICAN VIEW.

Among the visitors to St. John at the Tercentennial celebration was Mary Bronson Hartt who wrote an interesting account of what she saw for the Boston Transcript. Describing the meeting in St. Andrews church this writer says:—“The keynote of the evening was loyalty to Canada and through Canada to England. Those Americans who fancy annexation to be but deferred should have been in St. John last week. Every reference to England brought storms of applause; every mention of the United States stiffened the audience at once.”



## Ter-Centenary of St. John.

### Arrival of the Warships of Three Nations and the Regatta.

The celebration of the three hundredth anniversary of the discovery of the river St. John, which took place in the latter days of June will pass into history as one of the most important events occurring in St. John since the Loyalists landed here in 1783, and the real building of a city was begun. To France belongs the credit of establishing the first permanent settlement in Northern America. But that was at Annapolis; the mouth of the great St. John as the site for their first buildings was overlooked. Had St. John been chosen the story of New France might have to be rewritten. St. Croix first, and afterwards Annapolis were selected as a site for a fort and a settlement. St. John with its natural advantages, and at the mouth of a great river was left a wilderness. It was Latour who came years after Champlain's discovery who first demonstrated the importance of St. John as a trading centre. But that event has no place in the Tercentenary celebration, because it was not until about 1630 that Latour built his fort and established a trade with the Indians. But even Latour had pioneers, who had forts further up the river and conducted their operations successfully from 1611. This year Annapolis celebrated the beginning of its history, but St. John only celebrated the tercentenary of its discovery.

The celebration of the Tercentenary of the discovery of the great river St. John by Champlain was brought about through the medium of the New Brunswick Historical Society, and in that society the most active and energetic spirit was Rev. W. O. Raymond, who has taken a deep and unselfish interest in the early history of the St. John river and of the city of St. John. It was due to the fact that the celebration was promoted by this society that it partook so largely of a literary character, and was not signified by parades and pageants that were not unnaturally looked for by the general public, though this feature was not altogether lacking. We had present the warships of the three nations that have played an important part in the history of this portion of the continent—Great Britain, France and the United States. For it must not be forgotten that it was the New Englanders who did most of the fighting for the British in Acadia. Besides we had parades of the local militia, who were joined by the men from the visiting warships, and of the firemen, an illumination of the harbor and a counterpart of the vessel in which Champlain first sailed the waters of la Baye Francois.

The selection of St. Croix instead of St. John was a mistake, because the Indians who lived along the St. John were in constant communication with those of the St. Lawrence, and the valley of our river had been for years the great highway of the aborigines. The most important chiefs lived on the St. John, not on the St. Croix, and not only were more peltries obtainable but the lands, excepting at the mouth of the river, were better adapted for settlement than at the spot selected by de Monts. But fate was against St. John and the French pioneers of Acadia. French Acadia was destined to become a land of romance rather

than of trade, which however became valuable enough afterwards to excite the cupidity of the English settlers of New England, and was responsible for many sanguinary conflicts between the early colonizers of the northern half of the continent. But these events were still in the future when Champlain sailed his frail bark through the falls and explored the lower portion of our beautiful river.

When it was first decided to make some local recognition of the importance of the discoveries of Champlain it was suggested that an Old Home week might be also held and this suggestion was carried out. But the date worked against the success of this portion of the programme. It was too early in the year, the vacation season had not commenced and there were difficulties in the way of those in regular employment getting vacations out of the regular season. There were many former residents of St. John, who have made homes for themselves elsewhere but the number was disappointingly small. Those who did come did not lack hospitality. The buildings of the principal streets were gaudy with bunting from Monday morning until Saturday night, and every evening there was a brilliant electric display, but not equal in this respect to that which marked either the visit of the Prince and Princess of Wales, or that attending the coronation of King Edward. Yet there are many who will contend that the best feature of the celebration was the Old Home week for they had renewed many acquaintances who had been well nigh forgotten.

The Royal Society of Canada met in St. John during the week of the celebration and the presence of so many distinguished Canadians lent an additional interest to the occasion. Of the many events St. John has celebrated, perhaps that of May 18th, 1883 was the

most spectacular that the people of St. John have ever witnessed—certainly those of the present and the passing generation. Our fathers have told us of the great procession which formed part of the celebration attending the turning of the first sod of the the European and North American railroad (extension eastward), and of that of 1838 when Victoria was crowned Queen. There were other celebrations before this, and others still more recent, notably those connected with the jubilee of Queen Victoria and that recognizing of the sixtieth anniversary of her reign, and incidentally the celebration of the longest reign in British history. These were both great spectacles, but that was all. We have nothing to remember them by. A statue of the Queen was talked of but it ended in talk—that was all, and today the only recognition that St. John has ever made of the great and beneficent reign of Queen Victoria is a bust of Her Majesty in Trinity church. Yet during the sixty-three years she reigned over the destinies of the greatest nation the sun has ever shone upon, Great Britain made greater advancement as a nation and the British people did more to round off their liberties, which had their beginning with Magna Charta than for three centuries preceding.

Although the fact was scarcely mentioned during the Tercentenary celebration, the Public Library is really a permanent memorial of the Centennial Celebration of 1883, for it was on May 18th of that year that the library was thrown open to the public with appropriate ceremonies. Twenty-one years afterwards the library was again the centre of this other celebration to mark the three hundredth anniversary of the discovery of the River St. John and the inauguration of the first settlement in northern America. Meanwhile a hand-

some and commodious building for the library has been secured, and in the spacious hall of the building a tablet was erected on Friday, June 24th, to the memory of Samuel Champlain and the notable work he did. It is further suggested that the space on the wall opposite the Champlain tablet shall in future be occupied by another dedicated to the Loyalist founders of the city. It would not be inappropriate to have still another to the men who made St. John the centre of trade for the Maritime Provinces before the Loyalists came here.

The morning of June 23rd was ushered in with bright sunshine. In the offing just beyond the island which divides the current of the noble St. John as it passes on to the sea were descried the warships of three nations which were to take part in the celebration of the following day. They had been at Annapolis to assist in the celebration which had concluded there the day before and had crossed the water during the night.

Three hundred years before Champlain in a frail bark had made a similar journey but by a more circuitous route, for he had traversed the coast line of la Baye Francoise, as he named it, and mapped the first chart of its rugged coast line.

Although not the greatest or the most powerful war-vessels of the nations represented, the ships which sailed into the harbor of St. John on June 23rd were excellent types of modern men of war and to the crowds who went to the water front to get a glimpse of the visitors, they presented a sight at once interesting and unique. The Union Jack floated from the peak of the *Ariadne*, flag ship of the North Atlantic squadron, having on board Admiral Sir Archibald Douglas, while the Stars and Stripes told of the nationality of the cruisers *Detroit* and *Topeka* and the tri color wav-

ing in the gentle breeze of the morning, showed the Tronde to be of la belle France. Our own infant navy was represented by the fishery protection cruisers, the Curlew and the Constance, which also had been doing service across the bay and had accompanied the warships on their brief voyage.

The flags which floated from the masts of the warships told almost as plainly as words the changes that have taken place since Champlain's day. The tri color has replaced the flag of the French kings under which the great explorer made his discoveries, and the Stars and Stripes wave over a territory more than three times as populous as the France of the present day, but which was a wilderness when Champlain was making his way around the shores of the Bay of Fundy. For nearly two centuries the Union Jack was the flag of what became the thirteen colonies, afterwards the United States of America, and its people had no small part in driving the lilies of France from this portion of the continent, before they themselves, revolted against the rule of the mother country and banded themselves into a nation, the influence of which is now world wide. The British victory at Quebec following the destruction of Louisbourg had overthrown French rule in Canada, but that vast territory about the Mississippi yet remained to France, and while St. John was celebrating the discoveries of Champlain and the first settlement of the northern portion of America which marked the beginning of French power in America another celebration is in progress, away off in St. Louis where a world's fair is being held in honor of the Centennial of the Louisiana Purchase by which the United States acquired what remained to France of her possessions on the American continent. Acadia (now

New Brunswick and Nova Scotia) was French by right of discovery, but for almost a century and a half it has been British, and while there are some descendants of the earliest French settlers and many of others of more recent date the country is British, the language English and the sentiment of the people irrespective of nationality that of loyalty to the British Crown and Constitution. The lilies have gone from the flag of France as that flag has disappeared from this continent. A new nation different in character, different in government and different in all things has replaced the France of Champlain and instead of the fleur-de-lis we now have the tri color emblematic of a New France of which Napoleon is the hero. In the early history of the country the Bay of Fundy was a favorite battle ground and Annapolis and St. John were hotly contested for by those of British and French blood. But since the close of the war of 1812-3 there has been no cannon discharged in anger around its shores. The flags of three nations, indeed of four, for Canada is almost a nation, waved aloft in the gentle breeze of June 23rd from the masts of war ships bent on a mission of peace. And when Jack came ashore the following day French British and American marched side by side—old time feuds forgotten.

The first event of Thursday in connection with the Tercentenary was a regatta in the harbor which was witnessed by an interested crowd gathered along the wharves, and in row boats and barges, gaily decorated, moving up and down the harbor. Bunting was freely displayed from the masts, and yards of the warships and the vessels of commerce which lined the wharves were in holiday attire. It was high water at 8 o'clock, the hour fixed for the regatta. There were seven events on the programme and the participants in all were

local men. Sheriff Ritchie who acted as referee was in charge of the regatta. He was assisted by J. F. Sutherland and H. McIlreith, (Halifax) judges; Robert Fulton, starter; S. P. McCavour and K. J. Macrae judges at the turning boats; Dr. J. E. March and Heber Vroom clerks of the course.

The first race was a contest in single sculls between W. Coates and James Ross. Coates won.

Next came the dingy race in which there were six starters as follows:— (1) A. Murray, F. Alexander, C. Kinney; (2) Fred Alexander, E. Doherty, Wm. Hurley; (3) John Miller, J. Murray, W. Hatfield; (4) J. Hurley, C. O'Regan, J. Montague; (5) P. C. Lahey Club; (6) R. Doherty, Fred Lee and Leahey. This race was won by crew number two, captained by Fred Alexander.

There were but two starters in the fishermen's race which was won by John Nice and E. R. Wordworth who defeated Fred Cosman and E. Howard.

The amateur four oared race was a contest between two crews—one from the Carleton Amateur Athletic club and the other from the Neptune Rowing club. The Carleton crew which was composed of McLaren, Nice, Belyea and Lanyon won, defeating Fairweather, D'Olliqui, Law and Coates of the Neptune.

The Neptune club put two teams in for the canoe race, Howard and Robinson against Fairweather and Marshall. The first named won.

Added interest was given to the occasion by a contest between three boats crews from the Ariadne who put up a spirited race making excellent time both up and down the harbor. As a closing episode of this portion of the day's sport there was a contest between two boat's crews from the Ariadne and a Reed's Point crew made up the following:—F. C. Lahey, cox-



wain, Robert Doherty, Jack McDermott, Jack Leary, James Hurley, Robert Butler, Daniel McDermott, J. E. Miller, J. Devine, William Spears, Arthur Rourke, T. Stack, J. Murray, Joseph Doherty and William Waters. The local men were defeated by the two boats from the warships. It can scarcely be said that the regatta was representative of the old time spirit which made St. John the nursery for champion oarsmen.

After the regatta the crowds dispersed to view the decorations in different parts of the city, and the warships were made ready for the reception of visitors. At 10 o'clock Lieut.-Governor Snowball accompanied by Lieut.-Col. G. Rolt White, D. O. C., Lieut.-Col. H. H. McLean, A. D. C., Lieut.-Col. McKenzie, A. D. C., and R. S. Barker, private secretary to the governor drove to Reed's Point landing stage where the Admiral's launch was waiting to receive them. A few minutes later they boarded the British flag ship. Stepping upon the deck the Lieut.-Governor was received by a guard of honor while the guns of the ship rolled out a salute. Sir Frederick Douglas and the officers of the ship received their guests, who after a pleasant call were taken to the Detroit where the official party again received a salute and were entertained by Commander Dillingham and his officers who passed them along to the Troude where another pleasant call was made, after which the governor and his party returned to the Royal hotel which was the official residence of the party while in St. John.

Later in the day Mayor White and Hon. A. T. Dunn, Collector of the port, followed the governor's party and visited all four warships and were pleasantly entertained during their brief stay on each ship. The calls were returned during the afternoon

when Sir Archibald Douglas and staff visited the City hall and the Royal, followed by the commanders of the other warships. Later in the afternoon U. S. Consul Ira B. Myers, Count de Bury, Consul for France, and D. R. Jack, Consul for Spain visited the war ships and subsequently called upon Hon. A. Kleezhowski, Consul-General for France who was one of the guests of the celebration committee.

Another event of a distinctly social character, in connection with the celebration was the reception given by Lieut.-Governor and Mrs. Snowball at the Court house which had been handsomely decorated for the occasion. Nearly every one prominent in the social life of the city was present. Miss Laura Snowball assisted in receiving the guests. Sir Archibald Douglas and Lady Douglas, Sir Charles Parsons Commander of the forces at Halifax and Lady Parsons, Mayor and Mrs. White, the officers of the warships and of the local Militia were also present, thus creating a brilliant and picturesque group, the like of which has not before been seen in St. John.

His Worship the Mayor, entertained the members of the Royal Society at lunch at the Union club during their visit and on Friday gave an official dinner at which the invited guests, were those who had taken a prominent part in the celebration.

His worship had at his right Hon. M. Kleezkowski, Consul-General of France; Vice-Admiral Douglas, the Bishop of St. John, the Chief Justice, Hon. Charles Francis Adams, Captain Aubrey of the Troude, the Attorney General, the High Sheriff, Rev. Dr. Forest, Rev. J. de Soyres, M. Gipps, Hon. J. P. Baxter and Mr. Hovenden. On the left of His Lordship sat Lieut.-Gov. Snowball, Capt. Dillingham of the Detroit Sir Charles Parsons, Col. G. Rolt White, Premier Tweedie, Capt. Browning of H. M. S. Ariadne, Major MacLaren, Lieut. Hayhurst, Prof. Thwaites, Lieut.-Col. McLean, Major Hartt, Baron d'Halewn and R. S. Barker. H. D. Troop was in the vice-chair.

## HISTORICAL REVIEW.

### A Literary Symposium in Honor of Champlain and De Monts.

The real recognition of the Tercentenary commenced on Thursday evening June 23rd, when a public meeting was held in St. Andrews church under the auspices of the New Brunswick Historical Society, which was presided over by Rev. W. C. Gaynor, president of that society. The opening address of Father Gaynor at this meeting, which was attended by one of the most representative audiences ever gathered together in St. John, is a clear and lucid statement of the importance of the discoveries of Champlain to this Continent and to Europe. During his remarks Fr. Gaynor said :—

“The occasion certainly deserves the best treatment at our hands. The glamour of historical tradition encompasses it; the fascination which deeds of hardihood and daring always exert on the human mind, exalts it; the story of the intervening centuries gives it the proper perspective. Underlying all this is the comforting assurance that we are rewriting an ancient chapter in the history of this, our native land. For us the dates 1604- 1904 denote much more than an elapsed historical period of three hundred years. They present to our mental vision two scenes which are in the most striking and effective contrast. A great river mingling its waters with the greater tidal influx of the

sea, is, indeed, a common feature of each, but how different all else! In the one picture primeval rock, clothed with the scanty vegetation of dwarf spruce and coned cedar; edged with silt and mud at low tide; tenantless of aught in human form save the few dusky followers of some Indian sagamore; a brooding solitude with no sound to violate its sublime sanctity except the splash of a salmon or the shriek of a gull. Sunlight in plenty to bring out the dark forests on the sky line or to flash back the silver of the rills and brooks that lost themselves down these steep declivities in the waters of the greater stream. On the bosom of the river a quaint vessel swings at anchor, its decks crowded with the adventurous sons of France—an incongruous company—while the white flag of the Borbons flashed its fleur-de-lis in the sunlight.

“Contrast this picture with the scene of today. The rock-ribbed hills still rise from the water's edge, but they bear on their shelving declivities the serried habitations of men; great churches raise their massive forms and with their towering spires point heavenward; silt and mud have been clothed with great wharves and other structures of our waterfront; the shipping of the world frequents our harbor in the prosecution of world-wide commerce; and 50,000 people crowd our streets and make their homes in this city by the river. Over all this transfigured scene float two flags; the old flag of England, symbol of our loyalty to the mother-country, an empire's pledge of peace and effective protection; and our own cherished flag with its maple leaf, emblem of a united and self-respecting people, who are solving their own problems and working out their own great destiny.

“Great contrast, indeed, in those two pictures! Yet I would not have you connect them together as a mat-

ter of cause and effect. Sequence of time and identity of place is the bare connection between them. As the discovery and naming of the River St. John was, after all, but an incident in the history of the De Monts-Champlain expedition, so the discovery itself is but an incident in the history of this city and province. It was the lot of other men and later times, men of a race alien to those great and adventurous Frenchmen, to build through travail and stress and struggle this city of ours. But, elsewhere throughout this province and throughout these provinces by the sea, and in that great province whither the St. John will lead us if we trace its waters towards their source, nay, throughout this whole dominion, our fellow-citizens of the same blood as the great Champlain have done, and are doing the full duty of a noble race in building up the country of Jacques Cartier and de Monts and Champlain along the lines of a civilization best suited to the self-reliant genius of this New World.

"We are not, therefore, in this celebration acknowledging a debt of gratitude, such as we would pay to the memories of men who had, for instance, founded our city or been largely instrumental in shaping our national destinies. We are rather honoring the courage and hardihood of those early pioneers and navigators of unknown seas. Incidentally, we are not averse to felicitating ourselves on the age and respectability of this country of ours which borders la Baye Francoise of Champlain. As dates go in the history of this continent, so young in centuries, but so great in achievements—we can point with pardonable elation to the fact that even before Old Quebec was we were. This is no light boast, in view of the fact that we are accustomed to look upon Quebec as the embodiment of all that is ancient, hoary and eminently respectable

in American history. The English settlement on the James River in Virginia was yet to come; fifteen years afterward Plymouth Rock had not yet met the tread of the feet of the Pilgrim Fathers."

Following the opening address of the president Dr. A. A. Stockton vice-president of the New Brunswick Historical society spoke of the importance to the world of the discovery of America, and sketched the history of the St. John under French and British rule. He paid a deserved tribute to the Loyalists, the real founders of St. John, and referred to the important part taken in the development of Canada by the French, incidentally alluding to the fact that the present Premier of Canada is a French Canadian, and that the Acadians were represented on the Bench of this province by Justice Landry who was afterwards one of the speakers. The Consul-General of France in Canada, Mr. Kleekowski as the representative of that nation spoke briefly in French and afterwards in English on the object of the gathering and of the cordial relations now existing between the France and Britain. Commander Dillingham of the Detroit, representative of the United States, told of his voyage from the birth-place of Columbus to be present at the celebration of the discoveries of Champlain. He was followed by N. Hovenden of the Royal Historical Society of Great Britain who regretted that the archives of the mother country contained but little, touching the early history of this section of the world. Charles Campbell read his poem which is given elsewhere in full. Benjamin Sulte of the Royal Society spoke of the character of Champlain and the important place he held in the history of Canada.

Mr. Justice Landry as the representative of the Acadians pointed out that there are 140,000 of these

people in the Maritime Provinces who are working out the destiny of the country side by side with those of British descent. Their loyalty to king and country is to be relied on, and their progress educationally is so satisfactory that even the humblest of them speak both languages and are taking their place in the government of the country. Charles Francis Adams of the Massachusetts-Historical society and Hon. J. P. Baxter of the Maine Historical society both referred to the devotion of the Loyalists to the cause of the king in the revolutionary war, and to the sturdy character displayed by these men in building a new nation alongside the country they had left when its conditions were changed. Another speaker from the United States was Reni Benoit of Lowell, Mass., who was present in the representative of the Acadians in the United States. The other speakers were Col. George T. Denison of the Royal Society who dealt with the Loyalist settlement of Canada, and Hon. J. W. Longley, Attorney General of Nova Scotia whose speech was one of the most interesting of the evening, reviewing as he did the leading events of the past three centuries. Altogether the meeting was a pronounced success and much new light was thrown upon the importance of the discoveries of Champlain and de Monts. The gathering was remarkable for the number of distinguished men who were present.

## THE CHAMPLAIN MEMORIAL.

### Address of Rev. W. O. Raymond at The Unveiling of The Tablet.

One of the principal events in connection with Tercentenary celebration was the unveiling of the Champlain Tablet in the hall of the new Free Public Library building. This took place at 4 o'clock on the afternoon of June 24th. The tablet is of brass framed in oak, and occupies a prominent position on the left wall of the entrance hall, and is a handsome adornment of the building. The lettering which is in two colors is surmounted by profiles of Champlain and de Monts in relief—the latter the artistic work of F. H. Miles. The lettering was done by R. H. Green & Sons. It is purely a local production of which both artist and engraver have every reason to be proud.

The exercises attending the unveiling were under the auspices of the New Brunswick Historical society and presided over by Rev. W. C. Gaynor who after a brief address, descriptive of the men whose names they were present to honor, called upon His Worship Mayor White to unveil the tablet. Before removing the covering the mayor took occasion to make a short speech during which he said that Champlain and de Monts had left a monument to their memories more enduring than brass.

The ceremony of removing the covering from the tablet over Rev. W. O. Raymond delivered an



address on the achievements of Champlain and de Monts which follows. Mr. Raymond said :

"The eastern and northern shores of America began to be frequented by European fishermen as early as the year 1504, a century before the expedition of de Monts and Champlain entered the Bay of Fundy. But these hardy fishers were too intent upon their immediate gain to think of much beside ; they gave to the world no intelligent account of the coasts they visited ; they were not accurate observers, and in their descriptions of what they saw and did, fact and fiction were blended in equal proportion.

"It is true, nevertheless, that through the enterprise of these ancient mariners the shores of north-eastern America were fairly well known before Carada or Acadia contained a single white inhabitant. True their knowledge was at first rather indefinite, but as years passed on the shores that had so long lain hidden in the mists of antiquity began to disclose their outlines as the keen search-light of discovery was turned upon them from a dozen different sources.

"The first recorded exploration of the southern coast of New Brunswick is that of de Monts and Champlain in the year 1604. No colonial settlement had then been made in America north of Florida. Cartier's attempt on the St. Lawrence had failed and the attempt of the Marquis de la Roche, in 1598, to establish a penal colony on Sable Island had ended in dire disaster.

"Champlain's acquaintance with New France may be said to have begun a year before he set forth with the Sieur de Monts to establish a colony on the shores of Acadia. On the 15th of March, 1603, he had sailed from Honfleur for the River St. Lawrence in one of the two little barks of the expedition under Pont

Grave, sent out by the Commander de Chastes, governor of Dieppe. In this voyage Champlain seems to have been specially commissioned as the king's geographer and narrator. On his return to France he laid before the king a careful account of the country, its inhabitants and products, the whole embellished by many interesting sketches and plans of the places he had visited. So far as New France is concerned we have in this report to the king the commencement of Champlain's memorable series of narrations, equally remarkable for vivid description, terseness of style and accuracy of detail. The king soon became deeply interested in the new world, and he decided to foster colonial enterprises. It is at this point that de Monts comes to the front as a colonizer of Acadia.

"Pierre de Guast, Sieur de Monts, was a native of Sanitonge, a gentleman in ordinary of the chamber and governor of Pons. He was a Huguenot and had rendered important services to Henry IV during the wars of the League. The Sieur de Monts was fully aware of the ability and experience of Champlain as a navigator, and probably the more readily availed himself of his services as being, like himself, a native of Sanitonge. The King of France gave to de Monts jurisdiction over Acadia, or New France, a region so vast as to include within its bounds the Maritime Provinces of Canada, the greater part of Quebec and half of New England. The sites of places so far removed as Montreal and Philadelphia lay within its confines. With the assistance of a company of merchants of Rouen and Rochelle, de Monts and his associates collected a band of 120 emigrants, including artisans of all trades, laborers and soldiers, and sailed from Havre de Grace on the 7th of April, 1604. The colonists embarked in two vessels, of 120 and 150 tons,

respectively. A month later they gained the shores of Acadia, explored the coast and entered the Bay of Fundy, to which the Sieur de Monts gave the name of la Baye Francoise.

"Champlain gives a graphic account of the voyage of exploration. In this, however, we need not follow him. Suffice it to say that on the memorable 24th of June there crept cautiously into the harbor of Saint John a little French bark—a paltry craft, but she carried the germ of an empire, for de Monts, Champlain and Poutrincourt, the founders of New France, were on her deck.

"There is in Champlain's "Voyages" an excellent plan of St. John harbor, which he says, lay "at the mouth of the largest and deepest river we had yet seen which we named the "River Saint John, because it was on this Saint's day that we arrived there." Champlain did not ascend the river far, but Ralleau, the Secretary of de Monts, went there some time afterwards to see Chkoudun, the Chief of the river, and reported it as "beautiful, large and extensive, with many meadows and fine trees such as oaks, beeches, walnut trees and also wild grape vines." In Champlain's plan of St. John harbor a cabin is shown on Navy Island; this he describes as a "cabin where the savages fortify themselves." Here, undoubtedly, was the site of a very ancient encampment.

"Lescarbot the historian, a contemporary of de Monts and Champlain, says that the explorers visited the cabin of Chkoudun, with whom they bartered for furs. According to his description :—"The town of Ouigoudy, the residence of the said Chkoudun, is a great enclosure upon a little hill enclosed with high and tall trees (or poles) tied one against another; and within the enclosure several cabins great and small,

one of which is as large as a market hall, wherein many households reside." In the large cabin, which served as a Council chamber, they saw eighty or a hundred savages, all nearly naked. They were having a feast, which they called "Tabagie." The Chief, Chkoudun, made his warriors pass in review before his guests. Lescarbot describes the Indian Sagamore as a man of great influence who loved the French and admired their civilization. He even attended their religious services and listened attentively to the admonitions of their spiritual guides, although he did not understand a word. "Moreover" adds Lescarbot, "he had in imitation of us a great cross erected in the public place called Ouigoudi at the port of the Saint John." The name Ouygoudy applied by the Indians to the Chkondun's village on Navy Island, is nearly identical with the modern We-go-dic used by the Maliseets to designate any Indian village or encampment. They have always called the St. John river Woolastook. The Indian name of the place where the City of St. John now stands is Men-ah-quesk, which is readily identified with Menagouche, the name applied to St. John by Villebon and other commanders of Acadia during the French regime.

"According to Champlain's plan of St. John harbor, the channel on the west side of Navy Island was somewhat narrower three hundred years ago than it is today. The main channel of entrance to the harbor is shown by the soundings given in his plan to have been, as now, to the East of Partridge Island. In this particular Champlain is more accurate than his successors. The well known plan of Lieut. R. G. Bruce, R. E. in 1761 places the main channel to the west of Partridge Island, as also does DesBarre's chart of 1780. Even so reliable an authority as Charles Morris,

Surveyor General of Nova Scotia, says "the best channel into the harbor is on the west side of Partridge Island."

"Navy Island assumes a historic interest in our eyes as the first inhabited spot, so far as we know, within the confines of the City of Saint John. Champlain's plan shows a little ship snugly ensconced at low tide on the flat, below Navy Island, the site of the proposed dry dock. Sand Point too is shown, and the cross at its extremity was probably erected by the explorers on the 20th of June in honor of their discovery. Groups of savages are depicted on either side of the harbor, and a moose is feeding near the Haymarket Square.

"This is practically all we know of St. John three centuries ago, and for that knowledge we are indebted to Samuel de Champlain.

"The question has been asked, and may as well be answered here, why has the foremost place in the celebration of the discovery of the River St. John been assigned to Champlain, whereas in the case of the celebrations at Annapolis and at St. Croix Island the leading place has been given to de Monts? In this matter the New Brunswick Historical Society has not acted unadvisedly, and if in assigning the foremost place in our St. John celebration to Champlain, the members of the Society have erred, it has been an error of judgment rather than of knowledge. But it will be an easy matter to convince the audience present here today (if there be any need to deal with the matter at all) that the Historical Society had good reason for giving the honor of the day to Champlain. The connection of the Sieur de Monts with St. John is of the slightest kind, he saw it and passed on. At Isle de St. Croix he established a settlement and passed a calamitous winter. At

Port Royal he founded a colony of a more stable character. The ruins of the settlement at St. Croix Island remained to speak of his sojourn, and at Port Royal the marks of his occupation were of a yet more permanent character. At St. John, de Monts left absolutely nothing to show that he had ever visited it. It is to Champlain we are indebted for the story of its discovery, it is to Champlain we are indebted for the very accurate plan of the harbor, and there can be little doubt that it was Champlain who suggested that "la Riviere St. Jean" should be so named in honor of the Saint on whose day it was discovered. And yet today the Historical Society, in the tablet to be unveiled, would make the two central characters of our celebration partners in the honors of the ter-centenary as they were "comrades in toil and danger, in anxiety and achievement."

"No one is so foolish as to gainsay the fact that de Monts commanded the expedition and was granted a charter from the king. But this goes to establish his title to the land rather than his claim to perpetual fame. In the history of Canada as well as in the eyes of the world Champlain must be regarded as incomparably the greater man. The best years of his life were given to Canada; for her sake he crossed the Atlantic more than a score of times; his ashes rest within the borders of our country and it has been well said:—"In doing honor to such a man, whatever may be his nationality or his faith, we do honor to ourselves, to our religion and to our God."

"The enthusiasm of the vast throng that this morning gathered at the shore to welcome our representation of the coming of the early explorers was a source of great satisfaction to those who planned this feature of the celebration, and we are satisfied that it

will stamp indelibly in the minds and memories of the young the date and circumstances of a very important historic event ; one more important than was realized at the time, for, in the eyes of Sieur de Monts, the visit to our harbor and river was but a passing episode. It is most gratifying to the Historical Society today to realize that there never has been an anniversary in which the citizens of this community united with such hearty good will and such enthusiasm as that of today. The three hundredth anniversary of the day whereon our Harbor and our magnificent River were seen by European eyes and named in honor of St. John, shows that even in so young a country we are making history.

"Nor can we forget that our Acadian friends have their share in the setting up of this permanent memorial now to be unveiled. They speak the language of the discoverers of Saint John. Through their representative, the Hon. Judge Landry, they have contributed to the erection of this tablet. To them and our other friends, whose progenitors came from the land of Champlain and de Monts, we desire today to address our closing words.

"L'un auteur bien connu, parlant de Champlain dit que si l'illustre navigateur devait visiter de nouveau l'endroit de ses découvertes le jour de la St. Jean, 1604, il se trouverait sans doute inconnu au milieu de la population actuelle. Il est inutile d'ajouter que l'anniversaire que nous célébrons démontre que l'auteur fait erreur sur ce point.

"Reconnaissant envers le grand navigateur, explorateur, et organisateur qui, il y a trois cents ans, donna à notre fleuve et à notre port le nom qu'ils portent encore, nous Anglais de race et de langue rendons à nos frères français d'origine, mais néanmoins citoyens

loyaux comme nous même du Canada, et fidèles à ses institutions—nous rendons, dis-je, notre tribut d'estime et de sympathie.

[Translation]

A well known historical writer in speaking of Champlain states that if the illustrious navigator were to revisit the scene of his discovery on St. John's day, 1604, he would doubtless find himself unknown by the people of today. It is quite unnecessary to say that our celebration of today shows that the writer to whom references is made is in error.

"Grateful to the grand navigator, explorer and colonizer who on this day, three hundred years ago, gave to our river and harbor the name which they still bear, we of the English race and English tongue tender to our brothers of French ancestry—citizens of our common country and equally loyal with ourselves to Canada and her institutions—our tribute of sympathy and good will."

Mr. G. U. Hay followed Mr. Raymond explaining the meaning of floral emblems on either side of the heads of Champlain and de Monts.



# THE CITY'S FINANCES.

How Debt and Taxation are Piling up in the  
City of St. John.

By John A. Bcwes.

The proper government of the city in which we live is of greater importance to the individual than the administration of either federal or provincial affairs. Yet the majority of men are too busy to give this important matter serious attention. If a man be in business he adds his tax bill to his general expense account, swears a little at the conditions of the streets, if he has been unusually jolted as he drives to his office in the morning, says unkind things about monopolies if a street car impedes his progress, wonders why the water pressure is so light when a fire breaks out or where the street sprinklers spend their time if the dust happens to choke him. This is about the sum of the interest of an ordinary citizen of the wealthier class in the affairs of the city in which he lives. After trying by every means in his power to evade taxation and conceal his growing wealth he is content to pay what the assessors finally adjudge him worth for rateable purposes. Then he ceases to be interested. It is this lack of interest, this lack of good citizenship that makes civic government so often a

bye word, and is productive of those mushroom growths of reform such as St. John experienced in the Tax Reduction movement, when a few well intentioned gentlemen who were totally ignorant of the affairs of the city succeeded in making themselves thoroughly ridiculous in attempting to reform something that did not need reforming and overlooking matters of the highest importance to the city. St. John experienced one genuine reform movement. This was in 1879 and until 1883 enjoyed the best government it ever had since its history began, and fairly good government for five years after that date.

The jump of nine cents on each \$100 in the rate of taxation in the city of St. John in one year and the demand for additional expenditure has directed public attention to the condition of the civic finances. In 15 years the rate of taxation in this city has increased from \$1.32 to \$1.71 or 39 cents on each \$100 of taxable property. At the close of the year 1889 the gross debt of St. John including the school debt was \$2,938,227.90 while at the end of 1903 the debt had risen to the vast sum of \$4,356,694.86 an increase since union of \$1,418,466.96 or more than 35 per cent. The sinking fund to meet this debt increased from \$324,894.13 in 1889 to \$532,888.83 in 1903. In 1889 the city closed the year's transaction with \$94,390 to its credit in the bank. Of this the sum of \$63,476. belonged to the sinking fund. At the close of last years business the city had \$4,846.04 to its credit while of sinking fund monies alone there should have been \$18,367.81 in cash. The real financial condition of St. John on current account at the close of last year's operations was a deficiency of \$31,775.21. The immediate liabilities on December 31st were:

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Cash due sinking fund	\$ 18,367.81
Orders passed not presented	4,406.20
Interest coupons not presented	8,922.98
Due county institutions	4,944.98
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Total	\$ 36,621.25

In 1889 the balance sheet of the city on current account showed a bank balance of \$94,395.05. The immediate liabilities were:

Orders unpaid	\$ 6,200.84
Interest coupons unpaid	12,257.74
Balance due County	4,500.21
Collateral Bond (Portland)	7,726.23
Cash due sinking fund	64,747.05
	<hr/>
	\$ 95,433.08

The difference between the cash balance and these liabilities is only \$1,043.03 while in 1903 it had grown to \$31,775.21 an increase in the deficit of \$30,734.18. No returns has been published of the uncollected taxes of 1889 but in 1890 the figures would not be materially different. Compared with 1902 they were:

	1890	1902
County	\$ 27,984.97	\$ 46,366.52
City	106,613.30	232,041.98
Water	31,900.96	104,166.95
	<hr/>	<hr/>
	\$ 159,492.23	\$ 382,575.45

The question of tax collection will be dealt with subsequently. These figures are given merely to show that while the city had not much available cash at the end of 1902 the Chamberlain had still large uncollected balances to realize on.

Briefly summarized the financial condition of the city of St. John in 1904 as compared with 1889 will show an increase in the city debt \$1,418,466.96 an

increase in the civic assessment of \$156,903.31 an increase in the percentage of taxation levied of 39 cents on each \$100. On the other side there has been an increase of assets of \$1,806,006.70, an increase over liabilities of \$914,476.54. And of the sinking fund of \$207,994.70. But unless there is a radical change in the management of the affairs of the city these increased assets make no difference to the tax payer. The rate of taxation will continue to increase year by year for the simple reason that the assets we have purchased with our cash are not remunerative—they do not return interest on their cost, and the rate payer has to go down in his pocket and fish out the difference.

The year 1889 had witnessed a most important change in the civic government of St. John. Prior to that date the people who dwelt at the mouth of river St. John lived under what was practically three civic governments, for the old city of St. John was subdivided into the east and west sides by the river and what had formerly been the parish of Portland up to 1872 had become the city of Portland in 1883 and was governed by a Board of Aldermen. It is true that the Common Council of the city of St. John governed the east and west divisions of the city but from the Deed of Settlement in 1853 there had been separate assessments levied on each side of the harbor while the management of the Common lands West was vested solely in the six representatives from the West Side, the Mayor having a casting vote in the event of a tie between the West Side representatives. When the debt was adjusted in 1883 the West Side assumed \$80,000 of what was known as the old city debt which at that time amounted to \$417,088. But the West Side which could never be accused of forgetting its own

interests made it part of the contract that the East Side should maintain the ferry and make good any deficit there might be in its running expenses while they had all the revenues of their lands and fisheries for themselves. This latter revenue was sufficient to pay off the cost of the City Hall and afterwards to help maintain the streets and pay the interest on the West Side water debt for which debentures amounting to \$106,360 were issued in 1860 and subsequently increased to \$131,000. But the West Side was not wholly selfish as in 1871 they agreed to tax themselves for the interest on \$40,000 to enable the Western Extension Railway to enter the city over the Carleton Branch railway, and to show how deeply interested the whole people of the West Side were in this project, it was agreed at a public meeting held in the West Side City Hall that a considerable portion of the required amount should be levied as a poll tax so that rich and poor contributed to secure the terminus of a railway, which they believed would in time become a transcontinental line. The dream of that day is the accomplished fact of today, but very differently worked out to what was expected when that memorable public meeting was held, and how few of those who attended that enthusiastic demonstration lived to see their hopes realized.

In 1883 the last year of the old manner of things the assessment levied on the residents of the East Side was at the rate of \$1.30 on each \$100 of the assessed value of real estate, personal estate and income. While in the West Side the assessment was at the rate of \$1.04 on the same classes of property and income. The rate in Portland was \$1.42 on each \$100. The Poll tax levied in that year was \$2.25 for St. John East and West and Portland.

The Union Act changed the old order of things entirely. Under its provisions St John East and West and Portland became one city. The water and sewerage commissioners which existed for St. John East and Portland and for St. John West were wiped out and the management of these vast properties vested in the hands of the Common Council of the united cities. All civic debt with the exception of the school debt of old St. John (\$200,000) was consolidated.

In their reports the commissioners appointed to arrange a basis of union stated that the net civic indebtedness was \$2,264,369.59 for the old city of St. John and \$404,480.38 for Portland. This statement included the school debt but the total of the sinking funds was deducted. These sinking funds in the year 1887—the year the commissioners reported on, amounted to \$287,564.73, of which \$250,279.73 was held on account of the debt under the direct control of the Common Council. The total assets of the old city of St. John were stated by the union commissioners at \$2,901,140.20 a surplus of \$636,770.61 over liabilities. The assets of Portland were stated to be \$425,815.25 or \$21,334.87 over liabilities. Two of the recommendations of the commissioners, and the most important contained in their report, was that the united cities should expend \$60,000 for improvements on the West Side of the harbor and \$60,000 for the construction of a highway to Indiantown. The report was considered by the civic governments of both cities. Some changes were made in the details and the whole question was submitted to the people who voted strongly in favor of union and at the next session of the legislature the basis as recommended by the commissioners was crystalized into an act and some

months later the new and united cities started in business. Such was the beginning of the united city of St. John. The old city had been jogging along steadily reducing its indebtedness for several years and with every prospect of a still further decrease. Portland on the other hand had been steadily adding to its debt with every prospect of greater increases in that direction, as the city extended and the demand for better streets and water supply and more sewers continued.

At the close of 1882 the net debt of St. John East and West was \$1,057,176.98 in 1887 it was \$895,538.47. The net debt of Portland in 1882 was \$90,245 in 1887 it was \$158,130. Meanwhile the assessment rate was steadily increasing in all three sub-divisions. In 1882 the rate for St. John East was \$1.20, West .82 cents, Portland \$1.32½. In 1888 it was increased to 1.30 in St. John East, \$1.04 for St. John West and \$1.42 in Portland. But notwithstanding that the act of union entailed a higher rate of taxation on some sections of the city it was in the best interests of the communities affected that union should take place. Still the commissioners who framed the Union Act and who figured that the consolidation, including the new debentures that would have to be issued would only cost the united city two cents additional taxation on each \$100 will be surprised to find the rate for 1903 is \$1.62 on each \$100 notwithstanding an increase of 1783 in the number of rate payers. And while the comparison does not belong exactly here, it may be not without interest to glance at the valuation of the first year of union and compare them with those of 1903:

	1889	1903
Real estate	\$11,754,300	\$13,440,700
Personal estate	7,881,800	8,174,200
Income	3,494,000	4,127,600
	<hr/>	<hr/>
Totals	\$23,130,100	\$25,742,500
Increase in 14 years		\$ 2,612,400

The following is a comparison of the assessments levied in 1889 and 1903:

1889	\$321,565.32
1903	443,767.50
Increase in 14 years	\$ 122,202.18

The reason why the year 1903 is taken instead of 1904, the present year, is the change made in the method of assessing the banks which now pay a specific tax, thus reducing the amount of personal property by the amounts formerly assessed on these institutions. The rate of taxation in 1889 was \$1.32 on each \$100. In 1903 this had been risen to \$1.62 and in 1904 to \$1.71, the total assessment for the current year being \$478,468.63 a further increase over 1903 of \$34,701.13. The increase for the current year is for every civic service excepting light. It may be interesting to students of civic affairs to know that the county taxes are 31 cents and the city taxes \$1.40 on each \$100 and of the city taxes 76.7 cents are for schools and debenture interest the amount being about equally divided while but 57.6 cents are for the supports of streets, fire, police and lights. The first mentioned sums are not directly under the control of the Common Council, the Board of School Trustees having the right to order the Council to assess a sum in excess of any sum yet asked for while the debenture interest is beyond their control although councils of the past are responsible for its existence. The point which the citizens are most deeply interested in--the



kernel of the whole matter is that in 15 years the valuation of the city has increased less than 10 per cent. while the tax levy has increased over 25 per cent. and the question is being asked where is the end.

In the 15 years which elapsed from 1889 to 1903 there fell due of debentures issued previous to these dates the sum of \$1,387,000 of which \$390,454 were paid from the sinking fund and \$996,546 were re-issued. The greater part of the re-issued bonds were for water supply East and West sides and for the city of Portland debentures which were issued with a redemption clause at the end of ten years which the chamberlain took advantage of, thereby effecting a saving of one per cent. in interest. The total of new bonds issued since the union is given by the chamberlain in his report for 1903 as \$2,421,746.66. Deducing the amount issued to recoup old bonds the expenditures of the Common Council on capital account amounted to \$1,425,200 or about \$100,000 a year since the union.

This is a goodly addition to the debt of any city but when the burden is added to practically the same property it becomes serious. Fortunately for St. John the interest changes or the debt have not kept pace with the debt itself otherwise the matter would be still more serious. As the interest payable account of 1889 is incomplete, as portions of the interest were paid before union the accounts of 1890 are taken for comparative purposes. The interest change in 1890 was \$170,776.76 on a bonded indebtedness of \$2,733,702. while in 1903 when the bonded debt is given as \$3,912,003 the interest change is stated at \$180,926.58 an increase of only \$10,149.82. This is due to the fact that the new issues of bonds have all been at 4 and  $3\frac{1}{2}$  per cent. while the older debt bears interest at 6 per cent. But the low rate of interest seems

to have acted as an incentive to the Council to keep the bond issues moving. It is considered the proper thing by all writers of civic problems in this city to hold the Common Council wholly responsible for the increase in civic taxation. That the council, as the governing body, is directly responsible is without question, but so far as the major portion of the debt incurred since union is concerned the Council has only carried out the mandate of the people. Of the new bonds issued since the union \$152,000 were for West side street improvements, and the highway to Indiantown. It was estimated that the latter would cost \$60,000 but when the work was done the sum of \$92,000 had been expended on this road. The West side wharf improvements which were demanded by the people, have cost \$616,000 up to date, and the expenditure is still going on. When the other harbor improvements are added to the cost of the West side wharves and warehouses the total amount expended on the harbor since union is found to be \$783,700, and this is not all, for practically the whole harbor revenues of the last three or four years have also been eaten up in improvements and repairs. This means that upwards of \$900,000 has been paid out to improve the harbor in the past 15 years. Water and sewerage which were also demanded by the people have cost \$413,000 since union. Add together the debt directly due to union to the bonds issued for harbor improvements and those for water and sewerage and it will be seen that the bulk of the total issue of new bonds are for these three services. All that is left is an expenditure of \$48,000 for fire purposes and \$21,500 for all other services. The harbor expenditure, which is in reality a change that should be assumed by the whole country is more than half of the whole increase to the bonded debt.

The question which the citizen of St. John is face to face with is a grave one, affecting in a great degree the future of the city. No one can look with complacency on an increase, of 25 per cent. in taxation in a few years with the prospect of still further increase, for the fiat has gone forth that unless a better water service for fire protection is considered the recent increase in fire insurance rates will be maintained. Just what this increase amounts to cannot now be exactly determined but it is unquestionably greater than the increased taxation to provide an adequate water supply would be. For a quarter of a century the Common Council have been industriously dodging this important question but it has now reached a point point when it must be dealt with---how the Council must determine

This resume of the city's financial position is but one phase of a many sided question. There is much more to say before those unacquainted with that somewhat elusive and confusing document the City Accounts can have a comprehensive idea of where the money the ratepayers annually pay into the City Hall goes to. At the present time it costs something over \$2,000 a day to pay the running expenses of the city of St. John of which about \$650 a day is paid for interest alone. This brings one naturally to the question of the rise and growth of the city debt. Which will be the subject of the next article.

# LA TOUR'S BEQUEST

A Tale of Buried Treasure on The St. John  
River.

By James Hannay D C L.

## CHAPTER I.

The time was midsummer ten years ago and the place was a steamer on the St. John river, on which I was enjoying the beginning of a holiday which had been peremptorily ordered by my physician with an intimation that if his advice was neglected the consequences would be very serious indeed. This was why I was idling away my time viewing the scenery of the noble river on which I was sailing instead of attending to my usual duties in a distant city. It was a pleasant change and recalled the memories of an earlier day when every point on the whole river was as well known to me as the streets of my native town. The old landmarks were still there and looked so familiar that I seemed to be a boy again cruising in my light pleasure boat along these shores.

As standing near the bow of the steamer, on the upper deck, I took in each charming prospect I became aware that two other persons were sharing the delight which I experienced. One was a gentleman at my own age—I was then under thirty;—the other was a lady

considerably younger who resembled him so much that it was evident they were brother and sister. The gentleman was tall, dark and handsome and had a foreign air which may have been due to the style of his beard or of his dress or to an indefinable something in his manner; but when I caught the tone of his voice I was aware that he was speaking English. The lady was tall also and dark like her brother, but the features which were simply handsome in him were beautiful in her, and with her glorious black eyes, fine color and splendid figure it would have been difficult to find anywhere a finer-looking woman.

It was easy seen that this interesting pair were strangers to the scenes they were viewing, and yet so anxious to know them that they were striving to make them out by means of a guide book, a task which is frequently impossible from the fact that the writers of such books are not generally familiar with the places they attempt to describe. It was after wrestling for some time with the problem of how to reconcile the scenery with the description that the gentleman, making a very polite bow, accosted me:—

"Will you be so kind," said he, "as to tell me the name of this great water that we are entering upon?"

"This," I replied, "is the Long Reach, a sort of lake in the river, for in some places it is three miles wide."

"I have heard of it before," said he, "it is one of the old French names which still survives in English."

I was somewhat surprised to hear a stranger, evidently from across the sea, speak so confidently of the old French names in what was once a part of Acadia, but I said nothing except to signify my assent.

When people are interested in the same objects they soon cease to be strangers. In a few minutes I was conversing on familiar terms with the gentleman, his

sister being all the time an attentive listener. I found his knowledge of the first explorers of the St. John to be very complete, so much so indeed that I could only supplement it by identifying the places which these explorers had described.

"That," said I pointing to a long point which was just coming in sight, "is Oak Point."

"Ah," said he, with renewed attention, "that must be the place which Champdore visited in 1608 and which Champdore describes, and these are the three islands where Champdore found beeches, butternuts, and vines of the wild grape."

We were by this time approaching the three islands referred to which now bear the names of Caton's, Rocky and Jones' Island. I saw at once that my new companion was greatly interested in them, but not more so than his sister. "Pray tell us all you know about them," she said, in her own charming manner, "we have heard of these islands in France, our native land."

I was right then in my conjectures; English was not their mother tongue although they spoke it as well as I did. As it chanced I knew a good deal of two of the islands in question. Caton's island I had never visited because there was nothing on it but forest; with the other two I was very familiar. They are connected by a strip of low intervale land which is covered with water when the river is high, a famous place for snipe and ducks as my gun could attest.

"The island that bears the unromantic name of Jones the one nearest Oak Point," I said; "it would be a splendid place for a hermit who wished to keep within the sound of civilization. Here he might be near the busy world and not of it. He would see the steamers and the traffic of the river pass him day by day, and hear the whistle of the locomotive as it rushed up

the Nerepis Valley, and yet live in a little solitary realm of his own island fields, drink of the purest springs and in their season repose beneath the branches of his own vines and eat of their grapes."

"How pleasant," replied the lady, "then there are grapes there still?"

"Plenty of them," I continued, "there is one huge vine on which I have seen more than a cartload of splendid grapes, it may be one of those that Champdore saw more than two centuries and a half ago."

"But that second little island," said the gentleman, "what of it?"

"That," I answered, "is Rocky Island, a most appropriate name because it is surrounded by a belt of rocks and is very small, not being more than an acre in extent. It is, or rather has been, a great resort for treasure seekers."

"What!" he hastily exclaimed, with a visible start, "treasure seekers! Why do they look for money there? Is there any tradition on the subject?"

"The truth of the matter is," said I, "there is no tradition that I have been able to trace. Soon after the first settlement of the country some one conceived the idea that Captain Kidd had buried some of his ill-gotten money there, and fools have been digging for it at intervals ever since."

"But they have not found any?" said he.

"Never a devier, and it is my opinion that if they dig until doomsday they never will. But their want of success will not deter others from digging, for the crop that never fails is the crop of fools."

"Still," said the sister, "it must be very exciting this digging for money. It is a kind of gambling where the amount lost cannot be altogether ruinous, and then there is the hope of winning so much with so little trouble."

"If any one wished to bury money about here, I should think that island would be just the place," said the gentleman. "Who knows but that there may be treasure buried there?" As he said this he looked at the little isle which we were then passing with a face which showed more than common interest.

Our conversation then drifted away to tales of buried treasure the world over and we all agreed that it was highly improbable that the pirates who frequented the coast of Acadia two hundred years ago had any great amount of treasure to bury. Never did a forenoon pass more pleasantly than that I spent with these strangers identifying for them each notable landmark on the river and enjoying their agreeable conversation. Unfortunately I was not going as far as Fredericton, but had to leave at an intermediate point. Before we parted we exchanged cards, the gentleman saying as he handed me his, "I must meet you again."

I expressed the greatest pleasure at the prospect of doing so, but when I read the name on the card I was more than astonished, and must have given a visible start, for it was that of the greatest man known to Acadian history, "CHARLES LATOUR."

## CHAPTER II.

It was just a week later that I received a letter from Latour containing a very urgent request that I should meet him in Fredericton on business of the greatest importance. It hardly needed so strong a summons to induce me to renew my acquaintance with such agreeable companions, and next day I was with them again in



their sitting room at the Barker House. Their greeting to me was so cordial that I felt as if I had met old and tried friends. "We will talk of our business this evening," said Latour, in the meantime let us enjoy this beautiful afternoon and take a drive. This excellent idea was unanimously adopted, and when we returned to the hotel we were in a proper frame of mind to appreciate a good dinner, while I was consumed with curiosity to learn what business Latour could possibly have with a stranger like me. I had not long to wait, for as soon as dinner was over the young man led me back to his apartments where in the presence of his sister, he told me the following singular story.

#### LATOUR'S STORY.

"I saw you start," said Latour, as he settled himself in an easy chair, when you saw the name on my card, but you will be still more surprised when I tell you that I am a lineal descendent of the great Latour and of his first wife the heroine of Acadia. The name of this noble woman was Frances Marie Jacqelin, and her family still exists in Rochelle, where in 1625, at the age of sixteen she was united to Latour. Strange as it may seem to you it was a matter in connection with this very union that brought me to America.

"The business which has drawn me here is of such a nature," he continued, "that I require the assistance of a discreet and well informed adviser and confidant, and I cannot but rejoice at the good fortune which threw us together at the very outset of my visit. I intend to entrust to you a secret of the greatest consequence to my family, not only in a pecuniary point of view, but also in respect to clearing up a mystery which successive heirs of the house of Latour have been unable to solve.

"Latour's first marriage was one of pure love and

affection, and up to the time of his wife's death in 1645, the Acadian heroine and her husband were devoted to each other. His second marriage was forced on him by events and may be described as a political union. It took place in 1653 and its real object was aptly described in the marriage contract as being the peace and tranquility of the country and concord and union between the family of Latour and that of Charnisay, the second wife's former husband. Latour was then nearly sixty years of age, but he still had thirteen years of life before him and lived to see two sons and three daughters born to him by his second wife. Yet if we may trust family tradition the children of his first love were always nearest his heart. These children were three in number; Jeanne who married Martin D'Apren-distigue and resided at Jemseg on the St. John River and two younger sons Claude and Richard who went to France after the capture of Fort Latour in 1645. It is from Claude, the eldest son that I trace my descent. The children of Richard dropped the name of Latour,—to which they had indeed no claim, it being simply the title of the family estate which went to the oldest son—and retained the proper family name of St. Etienne under which the name of their descendants are now numerous in France. The Latour's are also numerous, but owing to the fact of my grandfather having but one son, my father, and he no other children but my sister and myself, I have no relatives on that side of the house nearer than second cousins. With this preface you will be the better able to understand the story which I am about to relate.

“In the autumn of 1652, a few months before my great ancestor's marriage to Madam Charnisay, he very unexpectedly made his appearance at the house of his daughter, Madam D'Apren-distigue. The family tradi-

tion, which was committed to writing by my grandfather, states that his arrival did not occasion us much surprise as the manner of it. Usually he travelled with twelve or fifteen armed men in his train, who rowed a large boat, but on this occasion he came in a small shallop, and had but one companion, an aged and faithful servant named Robin, who had been with him for forty years. Both looked greatly fatigued, and Latour especially seemed in low spirits, a condition most unusual to him. He had with him a small tin box, of which he appeared to take a great deal of care."

"It was not until the day after his arrival that his daughter learned the cause of his visit. Calling her and her husband to him, he said suddenly, 'I am about to marry again.'

"To marry," exclaimed his daughter in much astonishment, but who is the lady?"

"Madam Charnisay," said Latour quietly, 'I marry again for the sake of my family and to settle the deplorable distractions into which this country has fallen. With the Duke De Vendome enlisted on the side of the Charnisay family, I see nothing but a renewal of the conflict of ten years ago, and I am too old to face another civil war in Acadia. To avoid this, I will unite the families which indeed are both threatened alike by the claims of Le Borgue and the hostility of the English of Boston. But in doing this, I do not forget the claims of you my daughter, and of your two brothers now in France. They will be provided for by the appropriation in the marriage contract to their sole use, and also by my will of my estates in France, and I have brought with me a grant to you and your husband of ten thousand acres of land on the River St. John.'

"The destruction of Fort Latour," continued he'

'greatly impoverished me and deprived me of almost all those heirlooms, which I should have wished to hand down to my children. But my great success in my Hudson Bay ventures in the fur trade has in part restored me to affluence, and will enable me to present my future wife with the sum of thirty thousand livres tournois as a marriage gift, as well as to set aside a sum for you and your brothers on my decease. Considering the great uncertainty of the times, and the danger of an attack in my fort by Le Borgne or an English invasion, I have concluded to bury the money and jewelry destined for your brothers and yourself. In the place where I have concealed it, if it draws no interest, it will be exposed to no risk. But it must not be touched until my death, for fortune may be unkind to me again and I may have need of it. In this box you will find the deed of your land, and also a sealed paper containing my directions as to the disposal of the treasure and the description of the place where it is concealed. This paper is not to be opened until my death, and I charge you with the duty of seeing that my bequest is properly divided.'

"When Latour had concluded he handed the tin box to his daughter and almost immediately afterwards took his departure for Fort Latour, his residence at the mouth of the River St. John. Although Jeanne D'Aprandistigue met her father many times after that, he never alluded in the remotest degree to the subject of his bequest, and she was too much in awe of him to refer to the matter.

"Latour died in 1666, and his daughter Jean who was in France at the time persuaded her brother Claude to come with her to Acadia in order that the sealed papers might be opened in his presence and the treasure unearthed. The sealed letter proved to be a very

short letter with a parchment enclosure and read as follows:—

“MY CHILDREN,

‘This letter when you read it will come to you like a voice from the tomb; accept then a father’s blessing. It is my wish that you divide the treasure I have concealed equally between you. You will find its place of deposit described in the accompanying parchment, which you will heat at the fire in order to bring the writing upon it to view. Here are some jewels of your dear mother’s which I commend to your particular care:—

CHARLES DE ST. ETIENNE.

“When this affectionate epistle was read neither Claude Latour nor his sister could refrain from weeping, for it recalled not only tender memories of their dead father, but also thoughts of a much loved mother. But when they came to examine the parchment enclosed, not only did they find it entirely blank but the most vigorous application of heat failed to develop any characters upon it that could be distinguished. The parchment utterly refused to disclose its secret and Claude had to return to France disappointed in his expected legacy. He took the parchment with him, however, in the hope that some French chemist might be able to succeed in solving the mystery it concealed. All was in vain; the best skill of France was baffled and the parchment still remained blank.

“Years passed on, Jeanne D’Aprendistigue returned to France and died; Claude and Richard also passed away; their children and their children’s children lived and died and were forgotten. But the now faded parchment still remained in the family and passed regularly to the eldest son of the line of Latour until in due time it came to me, the tenth in descent from my great

ancestor. Many were the efforts that were made to solve the puzzle of the parchment, and various were the opinions expressed by the family in regard to it. Some thought that Latour in his haste has forgotten to write upon it, while others of a more cynical nature thought it was his design to perpetrate a huge joke upon his descendants. But such views found no acceptance with the majority of the family, and most of them firmly believed the day would come when the mystery could be cleared up and Latour's treasure found.

"My great grandfather who perished in the first French Revolution was one of the most staunch believers in the parchment. In a letter written the night before his execution, to my grandfather, then a child, he instructed him ever to preserve it in the family. My father who died only two years ago was an equally strong believer and bequeathed the parchment and the same injunction to me. I thought the best method I could adopt to carry out his wishes would be to undertake the solution of the mystery myself. I felt that I had many advantages over my predecessors for such a task. My circumstances were easy and my fortune considerable. I, like my sister had enjoyed the benefit of an English education at the best schools and colleges, so perfect that, as you may perceive I speak English like a native, and in ordinary conversation with my sister prefer to use it to my mother tongue. My long residence abroad brought me in contact with the best scientific minds of the age, especially with men who had made chemistry a life-long study. I felt that in modern chemical discoveries must lie the key to the secret of the parchment.

"I will not trouble you," continued Latour, "with an account of my failures which were many. The art of writing with sympathetic ink is one that has wholly

gone out of fashion except among school-girls, and I found few who could give me any light on the subject. It was not until last year that I chanced upon the proper party to help me in my difficulty. This person was a young Scotchman named Leslie whom I had first met while a student at the University of Edinburgh. He while there attended with me the chemical lectures of Professor Crum Brown, and was looked upon by the rest of us as a person whose enthusiasm for chemical knowledge was so great as almost to disturb his reason. That I suppose was why I did not become more closely acquainted with him at Edinburgh, where, however he did not remain long.

"It was quite by chance that I met him again while on a walking tour in Scotland. He had established himself in a small town in the north where he was making a precarious living by keeping a drug store, and spending his spare time, which was abundant, in chemical experiments. It struck me the moment I renewed my acquaintance with him that if any one could help me decipher the parchment Leslie was the man. So as he was showing me his laboratory, I told him of my difficulty and asked his assistance.

"Leslie laughed much more than I thought was necessary over the matter, but he restored my good humor by assuring me that if a single line had ever been written on the 'parchment he would disclose it. Give me forty-eight hours to think over it,' said he, 'and trust me to solve the secret. You may imagine how gladly I heard these words and how intense my anxiety was during that forty-eight hours.

"Again I was with Leslie in his laboratory where he had made every preparation for the experiment. I was very nervous but he was as cool as ice. 'I have got at the secret,' said he, the parchment needed mois-

ture as well as heat to 'bring out the writing; let me see it.'

"I took the precious heirloom from my pocket and handed it to him. In a moment he had it stretched in a cylinder of steel and fastened it firmly. Then he directed a small jet of steam against it until it was thoroughly moist and afterwards covered it with a colorless fluid which resembled alcohol. The cylinder was then heated by means of a steam coil until the parchment was too hot for the touch, and as it gradually dried I was then aware of a startling change in its appearance. Even while I looked, slowly and gradually the lines of writing appeared one by one, very faint at first but every moment becoming more distinct until at length they shone out clear and plain so that the dimmest eyes could read them. My own eyes indeed were very dim at that moment for they were filled with tears of joy as I saw the good faith of my great ancestor vindicated and the secret of two centuries solved.

"Leslie, who was a man of action and not of sentiment, promptly removed the parchment to a table and, while the writing was still fresh, traced it over with real ink so that it could never elude us more. Almost before I had recovered my composure the work was done and I could read in good old French where Latour's bequest was concealed. I gave Leslie two hundred pounds on the spot and would have given him more had it not been that I had to quarrel with him to get him to take anything. But I felt that the service he had done could not be overpaid.

"Now," concluded my new friend, "you have my story; will you help me to find the treasure of Latour."

"I will," I replied, "you may count on me." And so we parted for the night.

(Conclusion Next Month.)



# IN THE EDITOR'S CHAIR.

## AN EXPLANATION.

It was originally intended to issue the initial number of THE NEW BRUNSWICK MAGAZINE in August and to devote it almost entirely to the Tercentenary celebration but mechanical difficulties stood in the way which it took time to overcome. Meanwhile a portion of the matter had been put in type and printed. The delay in publication rendered the Tercentenary matter untimely and made it necessary to entirely rearrange the contents but what had been printed is bound up with the present edition in order to prevent further delay. It was also the intention to have the MAGAZINE illustrated, but this could not conveniently be arranged for the first two issues. Commencing with the November number all important articles appearing will be fully illustrated. The October issue of THE NEW BRUNSWICK MAGAZINE will present a more varied list of contents, than was possible in the present issue. Dr. Hannay's story of La Tour's Bequest will be completed. The second article on Civic Finance will deal with the history of the city debt, showing when and for what purposes the present debt of four and a half millions was created and how it is managed and the provisions for its redemption, proportion of the revenues of the city required for interest and the amounts that are assessed on the citizens. The first of a short series of articles by Clarence Ward on the Old Merchants of St. John will appear in this issue. Another article descriptive of a journey from St. John to Fredericton and return in the

early part of the last century has also been arranged for. An article on the results of Public Ownership of Utilities by a well known writer who is too modest to permit the use of his name will deal with some of the more important phases of a subject which is now exciting world wide attention and is a live issue today in St. John.

### ST. JOHN'S FINANCIAL POSITION.

The first of a series of six articles discussing the financial condition and civic government of St. John is published in this number. Necessarily the first article is a review of the whole situation and is presented with as few figures as possible to accomplish the object in view—a clear exposition of the exact financial condition of St. John. In 1889 the cities of St. John and Portland were united. At that time the debt of the united cities was \$2,938,227.06. At the close of 1903 it had risen to \$4,356,694.86 an increase of \$1,418,467.80. The general assessment levied for city purposes in 1889 was \$321,565.32 while in 1904 the assessment has reached \$478,468.63—an increase in 15 years of \$156,903.31. This statement is sufficiently startling to cause every rate payer in St. John to seriously consider the future of the city. If the rate of taxation continues to increase, as it must, unless totally different methods of government take the place of those which have ruled since 1889 it will so increase the cost of doing business that our trade and manufacturing interests will suffer. The ratio of increase in the assessment has far exceeded the ratio of increase in rateable property including income. The total valuation in 1903 was \$25,742,500 an increase over 1889 of \$2,612,400. This disparity between the

increase in the assessment and the increase in rateable property has caused an increase in the percentage of taxation of 39 cents on each \$100 of rateable property. The working man assessed on \$400 income paid in 1889 \$7.28 taxes, while in 1904 his tax bill will be \$8.84 an increase of \$1.56. Should the same workingman have been prudent enough to have saved \$1,000 to build himself a home his taxes in 1889 were \$20.48 while in 1904 they are \$25.94 an increase of \$5.46—the greater part of a week's wages. The owner of real estate is affected in a similar way. If he is the fortunate proprietor of a double tenement of the assessed value of \$3000 from which he derives a rental of \$300 his income is lessened \$11.70 by the increase in taxation, unless he has been able to increase his rental which in the majority of cases he has not been able to do. The merchant and manufacturer are similarly affected. If one of these has to carry a stock of \$10,000 the increase in his taxes amount to \$39, which he must add to the prices of his goods or be satisfied with that much less profit. Taxation must come out of the people in the end and therefore every citizen is directly interested in the good government of the city in which he lives. The object of this series of articles on the civic government of St. John is not to abuse the Common Council for increasing taxation in such an alarming way but to show how the expenditures were incurred that has produced this result and to point out how important reductions in taxation can be effected without paralyzing the public service. The next article will deal with the city debt telling its history explaining its origin and growth from year to year, and how the money is provided to pay the interest.

## THE CANADA ATLANTIC.

The important position which the Canada Atlantic railway occupies in the solution of the transportation question in Canada has not been as fully recognized as it should be by the people of the Maritime Provinces. When it was reported that this railroad had been sold to a syndicate interested in Vermont railways there was a certain vague idea that such a transfer would prove detrimental to the interests of New Brunswick and Nova Scotia. These interests are again threatened by the reported purchase of the Canada Atlantic by the Grand Trunk railway.

The main line of the Canada Atlantic railroad runs from Depot Harbor on Georgian Bay, an arm of Lake Huron, to Swanton, Vermont, at which point it has direct connections with New York, Boston and Portland Maine. At Coteau Junction 38 miles from Montreal the Canada Atlantic connects with the Grand Trunk over the tracks of which it has running rights into Montreal. At Hawkesbury 84 miles from Ottawa, the Canada Atlantic connects with the Canadian Northern lines in Quebec giving a through line from Depot Harbor, over which a considerable quantity of grain gathered in Canadian Northern territory in Manitoba and the Northwest has been hauled for export at Quebec. At Ottawa the Canada Atlantic connects with the Canadian Pacific.

Much of the grain that is shipped through St. John by the Canadian Pacific is brought across the lakes to Owen Sound where it is stored in elevators for shipment during the winter. Depot Harbor is on the eastern shore of Georgian bay, while Owen Sound is on the western shore. From Depot Harbor to Montreal by the Canada Atlantic is 380 miles, while

it is 450 miles from Owen Sound to Montreal—a difference of 70 miles in favor of the Canada Atlantic. At the present time it is to the interest of the Canada Atlantic to hand over its traffic to its connections at Swanton, Vermont, from which it gets a large west bound traffic destined for Duluth and other United States points.

The purchase of the Canada Atlantic by the government of Canada has been strongly advocated by those persons who desire to see the Maritime Provinces share the advantages which follow the development of the west of Canada. Already the Canadian Northern has a large trade and elevators at Port Arthur Ont. This traffic is naturally handed to the Canada Atlantic system and finds an outlet over that road, at United States ports. If the Canada Atlantic were a part of the Intercolonial that road would naturally get this traffic and it would go through Canadian ports instead of United States ports, and furnish work for the idle elevators at St. John and Halifax. The distance from Owen Sound to St. John over the Canadian Pacific is 932 miles. From Depot Harbor to St. John over the Canada Atlantic, Grand Trunk and Intercolonial the distance is 1110 miles or 178 miles in favor of the Canadian Pacific route, but when Halifax is taken as the terminal point the Intercolonial route is only 10 miles longer than the Canadian Pacific route. But it must be borne in mind that the Intercolonial route is not the shortest possible all Canadian route.

If we take the Canadian Pacific Temiscouta and Intercolonial railways—the old St. John valley route—the distance between St. John and Montreal is reduced to 605 miles or 985 miles to Depot Harbor. This distance can be still further shortened by about 50 miles, so that on all Canadian route from St. John to

Depot Harbor, shorter than the Canadian Pacific to Owen Sound is possible. But to get this shorter route without too great an expense it is necessary to acquire existing roads and build connections.

Should the Canada Atlantic become a part of the Grand Trunk its traffic would naturally find an outlet at Portland Maine but if it is to be a portion of the Grand Trunk Pacific it would furnish immediate traffic for the eastern end of the new transcontinental line. The tracks of the Grand Trunk between Toronto and North Bay now cross those of the Canada Atlantic at Scotia Junction 51 miles from Depot Harbor and 213 miles from Ottawa.

From the standpoint of the interests of the Maritime Provinces the Canada Atlantic should become a portion of the government railway. Its acquisition would place the government in a position to control rates between the east and the west. The argument that the present traffic of the Canada Atlantic is largely in bonded goods going from one section of the United States to another amounts to nothing. We in Canada have no objection to hauling all such freight that can be procured but those of us who live in the east and are forced to contribute to the construction of railroads to open up the west want as much of the advantages as we can get that follow the construction of these railroads. The purchase and operation of the Canada Atlantic as a part of the government railway system would do much to bring about this much desired result.

#### THE CARLETON LIGHTS.

The Common Council has had under consideration the purchase of the plant of the Carleton Electric Light company. The people of the West Side having refused to tax themselves for 100 years for street lamps

an agitation was commenced by a number of spirited ladies in 1883 who carried around a subscription list until a sufficient sum was obtained to pay for one years street lighting with gasoline. After a year or two of this method of street lighting the West Side aldermen decided to appropriate a thousand dollars a year from the West Side Common Lands fund and assess for \$1000 to have the streets lighted by electricity. Tenders were invited and that of D. W. Clark & Son accepted. Their offer for the number of lamps required was \$2,000 per annum and the contract dated from November 1st 1895. Messrs Clark's interest in the first contract was merged in the Carleton Electric Light and Power Co., and a new contract made on the expiry of the old one with that company at annual rate of \$112.50 per lamp. In 1902 there were 31 street lamps at this price and one additional for the ferry, the payment for West Side light in that year amounting to something over \$3,200. In addition to street lighting the company which has an exclusive franchise on the western side of the harbor supplies light to private parties in Carleton and Fairville.

The main difficulty the aldermen have is to decide on the value of the plant and franchise, and according to the side one of them takes, it is worth all it cost or is value only for junk. Great improvements have certainly been made in the construction of electric plant since 1885 when some of the present plant was put into operation and it will therefore be difficult to get even experts to agree on the actual value of the plant, some of which must be comparatively new. Another hitch seems to be as to the exclusive character of the franchise if taken over by the city. It is stated in an Act of the Assembly that should the city acquire

the property and franchise of the company the corporation of the City of St. John will have the exclusive right to manufacture and supply electric light on the West Side but notwithstanding this positive wording in the act the Recorder does not give it as his positive opinion that the St. John Railway Co. as an assignee of the rights of the old gas company will be excluded from competing with the city or the West Side. As the city is now a large customer of the St. John railway company it is hardly probable that the directors would care to enter a field where they have to fight a legal battle for exceedingly doubtful results.

Those who favor civic ownership strongly support the purchase of the franchises of the Carleton company as a step in the right direction. St. John has two contracts for electric light supply and does its own lighting in the North End. The contract with the St. John Railway Company is now for 142 lights at \$85 per lamp of 2000 candle power. The North End lamps, which are of 1200 candle power cost \$80 each—there are 92 of these, which is about the full capacity of the station. This cost includes interest, taxes and 10 per cent. per annum for depreciation on a valuation of \$10,000 for the plant. The capital expenditure on account of the North End lighting station, as represented in the bonded debt, is about \$14,000 and there have been expenditures for dynamos of about \$5,000 which have gone into the general assessment. If the city did all its own street lighting a saving would certainly be effected. This is plain from the results in the North End. The fixed expenditures would not be much greater for the whole city than for the North End and would cut down the price to about \$75 per lamp all around. It is therefore argued that it is a step in the direction of economy to acquire the



franchises of the Carleton company now that they are for sale, and in support of this there is certainly no reason why the city should not be able to manufacture light as cheaply as a private company.

The main question for the people to consider is the price asked for the plant—is it worth the money. Undoubtedly much of it would have to be renewed in a few years at most. If the city is going into the lighting business it should do so on a basis that will not hamper the future. The aldermen, or such of them as wished, have had the privilege of examining the books of the company and are in a position to know the cost of production and the selling price of the light the difference being the margin of profit of the company. If there is sufficient margin after paying working expenses to pay interest and furnish a sinking fund for the bonds besides setting apart 10 per cent. each year on the value of the plant for depreciation, the aldermen should not hesitate in making the purchase. To reduce the matter to plain figures the Carleton, Co. should show, a surplus over actual cost of production and care of lamps of \$4,000 a year to make the investment a good one. This will strike some people as a high estimate but is fully justified by the experience of many cities and towns. The interest on the investment alone amounts to \$1,000 per annum at 4 per cent. and that is as cheaply as St. John can borrow money today. It takes about 2 per cent. per annum to furnish a sinking fund for the bonds and the depreciation as figured out by practical experience is placed at 10 per cent. per annum.

Civic ownership is the correct thing for all public utilities but governing bodies frequently fail to figure all the items of cost and give the public a wrong impression of the value of public ownership. An excellent example of this is found in the accounts of the North End light station. The actual expense per lamp during the past three years varied from \$62.26 to \$57.40 but when depreciation, taxes on the valuation of the plant and interest on the cost is added the cost per lamp is increased to \$80. per annum and the practical experience of nearly 20 years shows this to be about the correct figure.