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ST. JOHN, N. B.

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Cents. John A. Bowes, Editor and Manager.

The New Brunswick Magazine.

Vol. V.

MARCH, 1905.

No. 2

ST. JOHN IS CANADA'S WINTER PORT.

How an Important Trade Has Been Developed For The All Canadian Route.

By John A. Bowes.

It took the people of Canada thirty years after the confederation of the provinces to recognize that they were not dependent on the United States for open ports through which to carry on their trade after the St. Lawrence route was frozen up for the winter. This was in a large measure due to the fact that the Grand Trunk Railway company instead of extending its line from River du Loup to St. John, thereby establishing a Canadian outlet for Canadian trade, built the line from Montreal to Portland, Maine, thereby diverting the trade of the rich province of Ontario to that port, and as the Grand Trunk extended and Ontario became more densely settled the value of the Canadian trade to Portland, Maine increased.

Following the construction of the Intercolonial railway a determined effort

was made by the government of the day to divert Canadian traffic over the government railway to Halifax. Merchandise was carried at exceptionally low rates—below the cost of transportation. Many tons of import freight, were landed at Halifax, but the difficulty of distance could not be overcome. Besides, the Intercolonial then ended at River du Loup, and the Grand Trunk which owned the rails to Montreal could not be expected to aid extensively in the building up of a trade in competition with another section of their own road. In addition to all this the Grand Trunk although greatly aided with Canadian money has never been managed as a national railway, but more as an International highway. The control of the company was in London and for years the directors sought only to keep the road



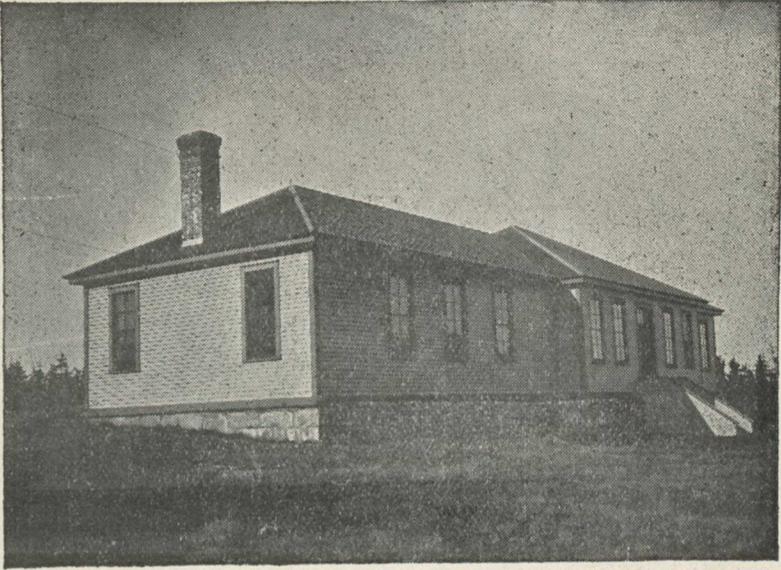
Detention Building, Partridge Island.

open without a thought of the benefit it might be to Canada. It was a dividend on their investments the directors sought rather than the development of the country. They failed to attain their desire and the country suffered also.

It may be truthfully written down that the efforts of the government to induce Canadian importers and exporters to use the Intercolonial railway failed, and that in 1896 when St. John entered into competition for the winter trade of Canada with Portland, Boston and New York, the whole of the winter imports and exports of Canada were through foreign ports. At the present time too much Canadian trade finds its inlet and outlet through United States ports, but the people of Canada are beginning to realize that Canada is possessed of at least one port open all the year around with rail con-

nections with the west that are as good, if not better than is obtainable through any United States port.

It has been demonstrated to a satisfactory conclusion that St. John can handle the import and export trade of Canada as well as that trade can be handled at foreign ports. Goods shipped in Great Britain and from continental Europe have been, and are being delivered to the purchaser in the west of Canada, no matter where—as expeditiously on all occasions as those shipped through foreign ports—and in a majority of instances the delivery is quicker through the port of St. John than through any competing port. At the inception of the trade the Canadian Pacific Railway company made it a rule to give prompt despatch to all import goods and the record made at the beginning has been maintained. It was a new route and the Canadian

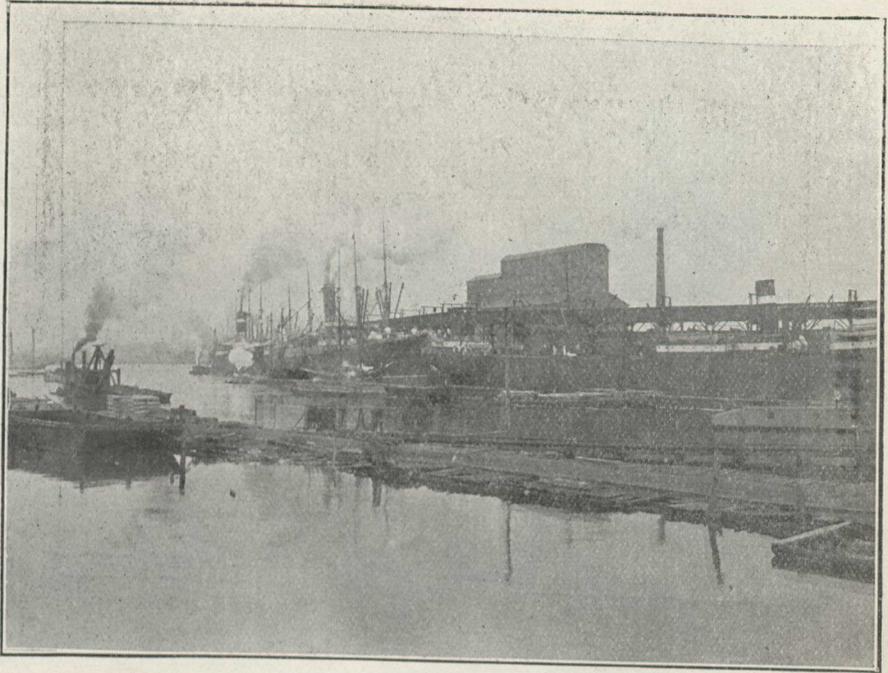


Immigrant Hospital, Partridge Island.

Pacific management was wise enough to foresee that they must do even better than their competitors to secure the trade, and as wise business management has always prevailed in the counsels of the Canadian Pacific, the success of St. John as a winter port was assured from the start. St. John provided the harbor facilities for the trade; they treated the Canadian Pacific with a generosity, almost beyond their means but the railway on the other hand developed the trade, and what is better still has been able by good management to increase it year by year, until today, it has reached a point to seriously tax the present harbor facilities. These however are capable of still further extension. It is only a question of money to provide five times the accommodation we now have and when trade overcrowds the present terminal, as it seems likely to do in

the near future new wharves and warehouses will be provided. Doing the winter trade of Canada through St. John is no longer an experiment—it is an accomplished fact, and as the trade of the Dominion grows in volume, the imports and exports passing through St. John will increase. By demonstrating the possibilities of St. John as a winter port attention has also been directed to its advantages as a summer port. Where a year ago we had only one trans-Atlantic steamship line coming to St. John, last summer we had three, and all proclaim the business satisfactory. This means more lines next year, and in the near future we may expect to get a portion of the import and export trade of the west all the year around.

Although the people of St. John had talked about the winter trade of Canada passing through this port for years, and had spent a quarter of a



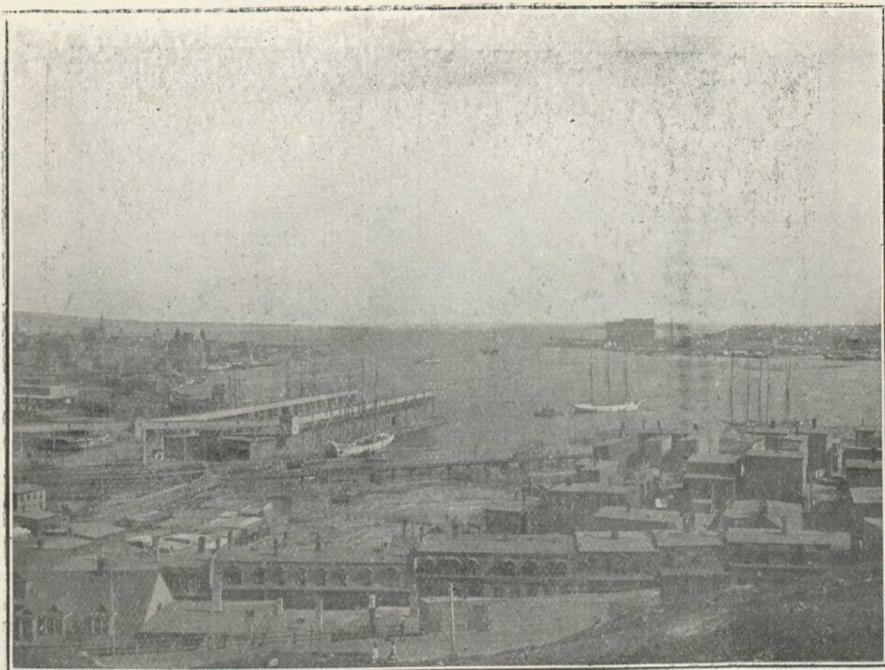
Canadian Pacific Terminal at West St John

million dollars to prepare for it, the actual beginning of the trade came as a genuine surprise to the vast majority.

The story of how St. John secured the beginning of the trade has already been told in the pages of this Magazine. Much as had been done was only the beginning, and when it came to handling the cargoes that followed each other in rapid succession it was soon discovered that well acquainted as the St. John stevedores were with handling deals, they had much to learn, when the stowing of general cargo was undertaken. But the men to whom was assigned this task were willing and anxious to learn and long before the end of the first season, were well acquainted with what was required of them. There was no scarcity of labor either for the work on the ships or

in the warehouses. The Canadian Pacific railway had a number of trained men in different parts of Canada whose services were called into requisition, and they lent material aid at the beginning.

At the beginning it looked to many as if the sudden increase in employment would be productive of labor difficulties but none came and when the second season was over all parties were willing to enter into a business arrangement, and the good name of the port was not in any way affected by minor disagreements which took place. The laborer soon learned that the new trade was of great advantage to him and was eager for employment. The new order made a vast difference with this class and greatly increased their spending powers, and as the trade grew their numbers also increased. The supply-



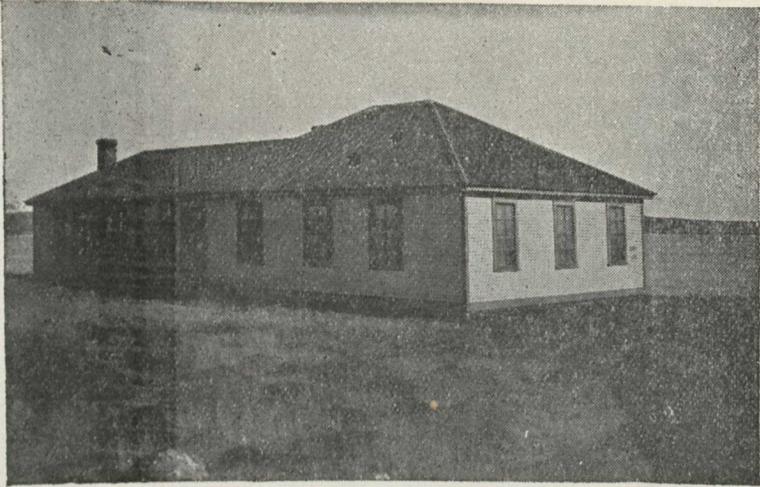
The Harbor of St. John.

ing of the steamers with provisions and other necessities for the voyage became of importance to our merchants. As a matter of fact, there was scarcely an industry that was not benefitted, directly or indirectly by the new trade created. The province also derived a direct benefit from the new business being done in St. John. Employment was increased all along the railway between St. John and Montreal. At last the people of eastern Canada were enjoying some of the benefits which followed the liberal contributions of the federal authority towards the construction of the great national highway and the opening up of the vast prairies of the new north-west. There had been a long wait, but a start was made.

A great deal was said of the difficulties attending the navigation of the Bay of Fundy, but the master

mariners entering St. John have encountered none of these difficulties, which exist only in the imagination of those who would divert the trade to some other route. It is no more difficult to navigate the Bay of Fundy than it is the Atlantic ocean. The approach to St. John is as plain to an experienced mariner as a fenced road is to an ordinary person driving or walking over it.

It was also asserted that it is more expensive to dock a steamer at west St. John than some other places. This too is only imaginary, and one has but to see a steamer docked to realize how simple it is to do by those who understand. When it is known that with a stiff breeze blowing a big liner, with the aid of two tugs can be berthed in from ten to twenty minutes, according to the skill of the master, the bottom drops out of the argument



Detention Building, Partridge Island.

that a large expense attaches to the placing of a steamship at one of the west side wharves.

During the eight years St. John has been in the enjoyment of a share of the winter trade of Canada much has been learned by experience, and from a port indifferently equipped with anything essential to the speedy and safe handling of passengers, cattle and general cargo St. John now possesses an equipment that is not rivalled by any competing port and is far ahead of that of the majority. The quarantine establishment at Partridge island is arranged for the care of of a whole shipload of immigrants, among whom a case or cases of infectious diseases may have developed during the voyage. These buildings are all new, and supplied with every modern requirement. They have been used but once since their construction and the defects that were developed through this occupancy have been or are being remedied. The most serious

of these was the lack of a sufficient water supply. The Spruce lake system was extended in the direction of the island last summer and next season the connection will be made. The facilities for examining immigrants on their arrival are as good as those of New York though on a smaller scale. In addition to facilities for examining the new comer, provision has been made for their detention, in case of sickness or for other causes. They can do their banking, purchase tickets and provisions for their railway journey, mail their letters or send telegrams without leaving Immigration the building.

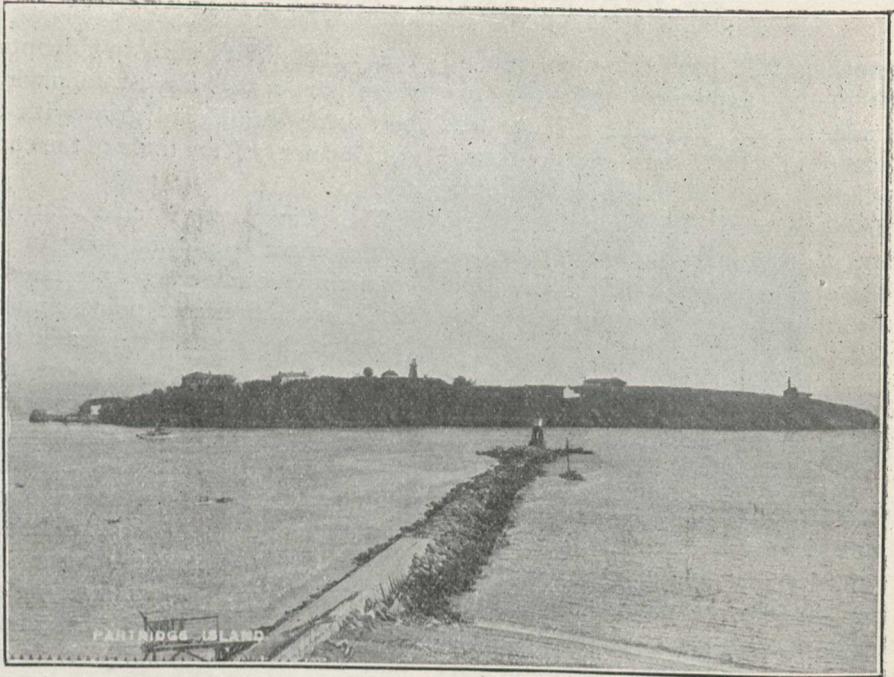
For the speedy handling of freight of any kind, the facilities are of the latest description. Nothing is lacking. The cattle sheds are of the best construction to provide for the housing of animals of all descriptions during the brief rest allowed between their arrival by train, and their departure on board ship. Everything

considered St. John is a modern port, thoroughly equipped to handle any trade passing through. Time was when all that was required were wharves and warehouses, but now there are many other things necessary, and in seven years these have provided. The trade is expanding, in some directions beyond the provision made and the facilities must keep pace with the development of the trade. It is not the intention to deal with future requirements in this article, but merely to tell the story of how passengers and freight are received at St. John, and sent forward to their destinations.

St. John is admirably situated for the carrying on of the winter port trade of Canada. It is nearer the west than any other Canadian port and can never be deprived of this advantage. But most important of all, it already has a large export trade of its own, due to its position at the mouth of the largest river between the Mississippi and the St. Lawrence. St. John is the only Canadian Atlantic port to which vessels come seeking cargo, as is instanced by the number of tramp steamers, which after discharging cargo at New York, Boston, Philadelphia and Baltimore come to St. John for deals. The importance of the wood exports of St. John has been demonstrated quite frequently during the past seven years. Had it not been for our lumber, many of the steamers of the regular lines which came here could not have taken away a full cargo, but would have been compelled to sail with part cargoes as they have done from Portland, Boston and New York. No other Canadian port possesses the same advantage, but is dependent entirely on the export trade which is brought from

the west. With such an advantage there is no reason why St. John winter port trade should not grow with the development of the trade of the country.

The Canadian Pacific Railway management was not long in recognizing the advantages possessed by St. John as an export point, and the fact that they control the traffic from its point of origin, has more than overcome the extra haul as compared with some competing points. St. John owes much to the Canadian Pacific for it was the existence of this great Canadian highway, extending entirely across the continent and reaching every important trading and manufacturing centre of the country that has made St. John possible as a winter port. The Intercolonial was always handicapped by distance when an attempt was made to divert Canadian trade from United States ports. Besides it lacked connections and was dependent for western traffic on the Grand Trunk which great railway has its own line to Portland, Maine, and would have sacrificed a portion of its earnings, if it transferred its export trade to the Intercolonial. Great things were hoped from the extension of the Intercolonial to Montreal, but these have been only partly realized. The revenues of the Intercolonial have been much increased and the government road placed on a sounder commercial basis than ever before, but the extension did not go far enough to give any control of the export trade. It however, furnishes an alternative route, and has been of great benefit in holding the winter trade of Canada for St. John. When it was not possible to transport Canadian cattle



Partridge Island, at the Entrance to St John Harbor.

through Maine, because of the existence of a plague in that state, the cattle were hauled over the Intercolonial to St. John, which thereby preserved an important part of the trade which would otherwise have been lost.

After the first year's business in 1896 it was abundantly clear that the situation of St. John was favorable to the development of winter trade, and that if this trade could be handled by any port in Canada, St. John had the call. The lack of success attending previous efforts to handle the winter trade of Canada through another Canadian port caused western importers to fight shy of a Canadian route at the start, but the excellent despatch given both import and export business soon removed the prejudice, and now the Canadian route is as popular as any other, and growing

more so every year. This is due entirely to the businesslike methods of the Canadian Pacific, for that company has been compelled to meet the strong competition of the Grand Trunk system which spreads over Ontario like a net and reaches practically every point in the province. The trade had settled down into this channel and it was difficult to divert it. The St. John route was new and the people had to have an object lesson of its utility before they were willing to accept it as equal to the one they had been accustomed to. When the trial was made they were satisfied that Canada possessed at least one open port through which its trade could flow after the St. Lawrence became a frozen waste. Ever since Peter the Great lived, Russia has been trying to obtain access to the sea during the winter season but so far the other

powers have prevented the fulfilment of her dream. Canada has been compared to Russia in this respect, but those who have made the comparison forgot the open ports possessed by Canada on the Atlantic and the Pacific. One half of the Arctic circle is within Canadian territory and the other half is Russian but nature has been kinder to Canada than to Russia which does not possess a single open port where her navy is free to come and go at all seasons, while Canada has an extensive seaboard open all the year on both the Atlantic and the Pacific.

Reference has already been made to the excellent provision on the west side of the harbor, for the rapid despatch of passengers and freight. There are berths in this portion of the harbor, for five large steamers. Four of these berths are under the direct control of the city and the other is the property of the Canadian Pacific Railway company. In addition to these docks, which are now in the exclusive use of the Canadian Pacific and the connecting steamship lines, the Intercolonial railway has two terminals in the harbor of St. John one at the upper end of the harbor, near the depot, for handling general cargo and the other at the southern extremity where the lumber, brought from the mills along its line is shipped. There are berths for two steamers of the large size at the upper docks and for three smaller vessels at the lower docks. Besides these the city owns six berths south of Duke street, which are provided with rail connections with the Intercolonial and warehouse accommodation for the rapid handling of import and export goods. In all, St. John

possesses modern facilities for loading and discharging 15 steamers simultaneously, or for the six months of winter traffic accommodations for double the present trade, if all the berths are utilized. For the handling of grain the Canadian Pacific has an elevator at its terminal on the west side with a storage capacity of 1,250,000 bushels while the Intercolonial elevator on the eastern side of the harbor has a storage capacity of 1,000,000 bushels more. These elevators are so located that the grain can be loaded on steamers lying at any of the berths. It is noteworthy that the belt used for conveying the grain from the Intercolonial elevator to the steamships is the longest and heaviest on the continent.

Upwards of a million dollars if, not altogether, have been expended in harbor improvements by the people of St. John, in providing facilities for the winter trade of Canada. The Canadian Pacific has spent more than a quarter of a million more to provide yard room and tracks for handling the freight. Just how much the changes made by the extension of the Intercolonial yard, made necessary by the increased trade of that railway and the new wharves and warehouses provided have cost, has not been calculated but will amount to at least half a million dollars. The direct expenditure at St. John, as the result of the new trade brought here since 1896 has therefore been in the neighbourhood of a million and three quarters, or if the expenditures made by the Dominion government at Partridge Island and for dredging, are counted in the total, it will reach nearly two millions of dollars, half of which has come from the people of the city. No

city in Canada has done so much to assist itself to obtain the trade of the country as St. John. At Montreal and Quebec the Dominion government, through Harbor Commissions, have provided the capital to create facilities for the trade of the Dominion, only a portion of which is made a tax on trade itself, the remainder being in the nature of a gift from the federal exchequer. It is the general opinion that sooner or later, the demands of the country will compel the government to nationalize the principal ports in which case the people of St. John will be recouped for their large expenditure, which has been made as much in the interests of the trade of the whole country as those of St. John itself.

But docks, warehouses and grain elevators are not the only conveniences required for a terminal point, where a hundred steamships are loaded in a season. For the care and handling of cattle extensive yards and sheds are required. These were provided according to plans prepared when the improvements were first constructed in 1897. These turned out to be unsuitable and were condemned by the Dominion authorities. After the fire of 1903 new buildings much more convenient than those originally planned were constructed and St. John now possesses the most modern and best facilities for handling cattle, sheep and horses of any Atlantic port. They are convenient alike for the railway and the steamships. There is every facility for housing, feeding, watering and inspecting stock that experience has demonstrated to be necessary. The development of traffic in these classes of freight shows that the efforts made by the city and

railway to provide for the rapid and safe handling of such valuable freight are appreciated by shippers.

With all the advantages possessed by St. John it is not remarkable that the winter trade has developed so rapidly. In 1896 there were but 22 cargoes shipped out of St. John during the winter season and but three lines of steamers—one of them not strictly a winter port line—trading out of St. John. For the season of 1904-5 there are six regular lines taking and delivering cargo at St. John. These steamship lines ply regularly between London, Liverpool, Manchester, Bristol, Glasgow and Antwerp. Besides the European lines St. John is the winter terminus of the South Africa line and there is an all the year around service with the West India Islands. With such excellent steamship connections, the trade by the Canadian route must continue to grow. During the South African war thousands of tons of Canadian hay were exported through St. John, and quite an industry established which of course came to an end with the close of hostilities. As one result of the war there is now a regular and growing trade between Canada and South Africa. Another feature of the winter trade of St. John is the considerable freight from the orient brought in the Canadian Pacific steamships from Japan and China which is carried over their line and placed on board their steamers in the Atlantic service for distribution in Europe. This trade is of course interfered with more or less by the war but when business resumes its normal conditions it will grow again as it has grown since its inception.

When St. John entered the lists as

a competitor for the winter trade of Canada which was then being almost wholly done through Portland, Boston and New York there were many to prophecy failure. The most persistent opponent of St. John was Portland Maine, and this is not to be wondered at for Portland as the Atlantic terminus of the Grand Trunk railway was growing fat on Canadian trade. As the west of Canada developed the trade of Portland increased and the fact that the regularly subsidized mail lines made Portland their freight terminus had much to do with holding the Canadian trade for the American port, and also made it more difficult for St. John to obtain freight during the first season. The first step in the direction of an all-Canadian service was to compel all subsidized lines to select a Canadian port as their termini.

The longer railroad haul to St. John was certainly a handicap but the fact of the easier grades of the Canadian Pacific as compared with the Grand Trunk to Portland lessened this disadvantage considerably. But the greatest difficulty of all to overcome was the failure to make Halifax a winter port. Western Canadians remembered the long delays their freight had been subjected to when brought by that route some years ago, and the expectation of a repetition of these experiences caused them to be chary of ordering goods to be shipped through St. John. It was in overcoming this prejudice that the Canadian Pacific company did good work for the Canadian route. Goods on through bills of lading were given prompt despatch and rapid transit to their destinations. It was early discovered that the equipment of the

road between St. John and Montreal was not sufficient for the traffic that might be done. Sidings were too far apart and too short to accommodate the new trade, but after the first season the company not only increased the number of sidings but lengthened out those already laid greatly facilitating the handling of the long trains of import and export freight hauled by modern engines. Immense sums of money were expended on improving the road bed between St. John and Montreal. Trestles were filled in and heavier steel laid over the entire length of the road. New steel bridges capable of bearing the strain of the heaviest locomotives and loaded trains replaced lighter structures. The yards at such points as McAdam, Brownville and Farnham were extended and several hundred acres purchased at Bay Shore to give accommodation for the rapidly increasing trade. Carleton was re-named West St. John and under its new name was frequently discussed by conventions of freight superintendents of the great American roads when the adjustment of schedules was under consideration.

As an indication of the growth of the winter trade of St. John it may be mentioned that during the first season there were but 22 sailings of winter port steamers. The number was increased to 46 during the second season and to 48 during the third season. One important feature of the trade through St. John and which had much to do with making it permanent was the fact that when other cargo was not available the steamers could always obtain deals, to fill up with. This could not be done either at Portland Maine or Halifax.

Therefore while St. John was handicapped in some ways it had advantages in others. Now that the trade has been firmly established here St. John enjoys the advantage of a greater number of export points than does its chief competitor for Canadian trade, as all the steamship lines subsidized by the Canadian government for the Atlantic trade make their termini here and several others that are not subsidized. At present steamers sail from St. John to Liverpool, London, Glasgow, Manchester, Bristol, Belfast, Antwerp and South Africa. The Canadian Pacific Railway company has direct lines under its own management plying regularly between St. John, Liverpool, London, Bristol and Antwerp.

There is no better way of illustrating the growth of the trade through St. John than by the number and size of the steamship sailing between St. John the trans-Atlantic ports. The number and tonnage in the different years since the commencement of the winter trade is as given below:

	Sailings	Tonnage
1895-6.....	22.....	50,892
1896-7.....	46.....	92,492
1897-8.....	48.....	102,316
1898-9.....	48.....	126,431
1899-0.....	63.....	153,952
1900-1.....	63.....	140,772
1901-2.....	70.....	193,582
1902-3.....	94.....	289,335
1903-4.....	94.....	326,729

The comparative statement on page 77 illustrates the growth and development of the whole trade passing through St. John since the beginning of the present century:

The value of the exports show an almost continuous increase. No record was kept for the two first seasons but since the figures have been com-

pared the value of the winter exports have been as follows:

1897-8.....	\$ 4,848,768
1898-9.....	7,176,246
1899-0.....	10,567,051
1900-1.....	6,704,939
1901-2.....	10,403,617
1902-3.....	14,503,747
1903-4.....	16,534,275

This gives a total of \$70,737,743 for the years mentioned, or about \$78,000,000 of export goods handled since the business was opened up.

To show the relative proportion of grain and lumber exported through the port of St. John since 1895 the following table is given:

	Grain Bushels	Lumber Standards*
1895-6.....	272,910	6,521
1896-7.....	1,429,852	13,793
1897-8.....	3,547,220	6,618
1898-9.....	3,020,898	11,837
1899-0.....	4,425,874	14,526
1900-1.....	3,307,852	16,649
1901-2.....	2,139,600	17,412
1902-3.....	4,875,402	22,476
1903-4.....	3,787,783	24,489

*A standard of deals is 1980 sup. feet.

The arrival of a steamer is announced from the signal station at Partridge Island. When the vessel has called at Halifax her arrival is timed almost to a minute, but when the voyage is commenced at some port on the other side of the Atlantic, the fact that she has passed Briar Island or some other headland at the mouth of the bay is the first intimation of the exact whereabouts of the steamer. It takes but a few hours after being reported at the entrance of the bay for an ocean liner to make St. John. On her arrival the quarantine officer, after the pilot, is the first official to board the new arrival and then if nothing unusual has occurred on the voyage, and the vessel has a

clean bill of health, she is permitted to dock immediately.

Once the steamer is docked and this is neither a long nor a difficult task the passengers are permitted to come ashore, the hatches are opened and the baggage brought out. Cabin passengers are permitted to leave whenever they please but remain

until their baggage has been examined by the customs authorities. Steerage passengers are treated differently. As the large majority of these are booked for western points in the United States and Canada they are first submitted to examination by officials of either government. For this purpose the upper floor of the ware-

	1900-1	1901-2	1902-3	1903-4
Grain	Bushels	Bushels	Bushels	Bushels
Wheat	1,017,779	1,863,864	.....	3,020,719
Corn	609,060	.....	.....	79,450
Oats	950,200	201,517	.....	459,190
Peas	298,906	112,142	.....	99,998
Rye	168,603	12,496	.....	.....
Buckwheat	.....	5,810	.....	1,400
Barley	347,096	.....	.....	126,628
Grain in bags	18,511	311,573	.....	392
Total grain	3,410,155	2,507,411	4,662,375	3,787,783
Flour and Meal	Packages	Packages	Packages	Packages
	152,982	293,195	121,790	265,513
Live stock	Number	Number	Number	Number
Cattle	12,072	11,613	29,728	27,947
Sheep	13,110	6,867	13,297	21,870
Horses	229	3,175	99	31
Lumber	Sp'l feet	Sp'l feet	Sp'l feet	Sp'l feet
Deals boards etc	34,519,034	34,476,623	43,395,684	46,448,220
Other lumber	.....	.....	1,106,040	.....
Hay	Tons	Tons	Tons	Tons
	2,079	76,355	11,388	12,344
Cheese	Packages	Packages	Packages	Packages
Butter	34,947	67,480	42,818	163,574
Eggs	1,088	32,825	12,260	9,068
Meats	18,443	7,733	16,664	84,866
Wood Pulp	27,729	44,022	67,990	85,387
Lard	47,722	50,404	71,963	8,414
Manufactures	49,980	78,813	107,401	191,425
Miscellaneous	10,018	30,381	125,368	115,539
	36,146	78,090	95,039	169,042
Apples	Barrels	Barrels	Barrels	Barrels
	8,400	10,573	69,605	67,419

house nearest Union street has been fitted up and citizens of St. John can comfort themselves with the fact that no better facilities exist anywhere than at the port of St. John for the speedy handling of immigrants. Although the building is owned by the city of St. John the Canadian Pacific Railway company and the Candain Immigration Bureau pay a rental to cover the additional cost of construction. In addition to the accommodations in this building the Canadian government has constructed at its own expense a building fronting on Union street where there are accommodations for immigrants detained for any cause. The upper floor of this building is used for a hospital at present but another building is to be constructed for this purpose during the coming season. After the Immigrant has passed the doctor and answered the various questions satisfactorily he is permitted to go forward to his destination. While the personal examination of immigrants is going on their effects and baggage are brought from the steamship to the baggage room of the immigration building. Here it is arranged alphabetically so that it may be claimed with as little delay as possible. The Canadian Pacific Railway always anticipates the arrival of a shipload of immigrants with a sufficient train service to take them wherever they want to go. These trains are on tracks adjoining the building so no time is lost in getting the new arrivals started on their westward journey. When one train is filled another takes its place until in a few hours after reaching land all immigrants are on their way westward.

The hold of the steamer is quickly cleared of the baggage of the passengers and other hatches are opened and the cargo of freight broached. That of a perishable nature, if there be any such, is the first taken care of. It takes longer to empty the hold of its freight, but in an astonishingly short time a train is loaded up with western goods and started on its journey. There is no scarcity of labor as the number of men waiting the arrival of a steamer to obtain employment is generally in excess of requirements. Two separate gangs of men work—one employed by the steamship company to discharge and load the steamer—the other by the railroad to load and discharge cars. The work goes along night and day alike, and on Sundays also if a steamer is detained by stress of weather. All sailings are advertised in advance and if the steamer has been delayed less time is given for loading and discharging, therefore the number of men who are employed varies greatly from time to time.

Few people have any idea of the number of persons who find employment along the docks of St. John as the direct result of the winter trade—nor do they imagine what desolation their would be without this new business. In the first place there are at least 500 ship laborers in constant employment at the west side docks, and half as many more are given part employment. The wages earned by these people are all spent in procuring the necessaries of life. Before the winter trade came here, the earnings of a ship laborer were publicly stated to be about \$300 a year, and this meant that many of them did not earn that much, while of course some

earned more. Because of the additional employment afforded the earnings of this class of labor is now fully \$450 on the average and the number of men who work longshore has been increased. Had there been no winter trade done through St. John and the laborers of the port had continued to depend on the lumber shipments for employment, many of them would have been compelled to look for work in other directions, to gain a their livelihood.

It has become the habit in St. John to find fault with the Canadian Pacific on the ground that this great corporation has been too generously treated by the city of St. John. Certainly St. John has been generous in its treatment of the Canadian Pacific. But it must be borne in mind that the Canadian Pacific has also been generous with the city. I have already referred to the handicap of distance which the Canadian Pacific has had to meet. It is 297 miles from Montreal to Portland Maine, and 481 from Montreal to St. John. Because of the easier grades of the Canadian Pacific as compared with the Grand Trunk as already mentioned, this handicap of distance is reduced somewhat but it would take a greater reduction in grades to make up for the extra haul of 190 miles than is possible to obtain. The Canadian Pacific has therefore to haul its grain and other low class freight at a rate painfully near cost to meet the Grand Trunk rates and the rates from Buffalo to Boston. What the Canadian Pacific has had to give up to get the trade for its line is quite as much as what St. John has had to give up to secure the trade for her laboring men. This branch of the

subject is altogether ignored when it comes up for consideration and St. John people are prone to imagine and say that they alone have made any sacrifice to secure the trade. It must not be forgotten that if the Canadian Pacific ended at Montreal there would be no winter export trade passing through St. John. It is only because the Canadian Pacific is a great trans-continental line and hauls wheat from its point of origin that makes it possible to overcome the extra haul to St. John on this low class of freight or to make a profit on the goods of a higher. If the Canadian Pacific had to divide up with other companies to obtain the traffic the hope of St. John to become the "Liverpool of America," would have been still born. There have been two factors in the growth and development of the winter port trade through St. John—the generosity of the city in providing practically free accommodations for vessels using the Canadian route and the willingness of the Canadian Pacific to haul freight 150 miles further than its competitor at the same rate in order to hold the trade originating on its line for haulage to tide water.

The interest St. John people have always had in shipping has perhaps led them to ignore the importance of the employment afforded citizens by the railway. The number of men to whom work is given is larger than is supposed, but varies from time to time. Grain is of course handled almost exclusively by machinery, yet there are fully 30 people employed about the elevator in various capacities. The placing of freight trains in sidings and making up trains with goods for the west, keeps three shunters and their crews constantly at

work. But of course the greater number of men are engaged in handling package freight in and out of the cars. During the present season there has been an average of 300 men employed constantly at this work. Like the ship laborers the wages of these men goes into immediate circulation to supply their necessities. In all, upwards of 1000 men find employment at the Canadian Pacific terminal during the season which commences about the middle of November and ends early in May.

The following statement gives an idea of the traffic handled by the Canadian Pacific during the past few seasons:

	Tons Inward	Tons Outward	Grain Bushels
1899-1900	122,535	193,446	4,396,989
1900-1901	11,730	108,641	2,795,488
1901-1902	35,694	183,705	2,144,937
1902-1903	54,122	222,335	5,033,146
1903-1904	47,539	235,649	3,919,098

From this it will be seen the total import and export freight handled during the season of 1903-4 amounted to 289,288 tons. This was exclusive of grain which would add another 100,000 tons to the total or nearly half a million tons altogether. This would require 25,000 twenty-ton cars to handle it or 5,000 trains of 1,000 tons each. As the trains do not average 1,000 tons each some idea is given of the labor that has to be performed by railroad trainmen in handling so much traffic for 1000 miles, and the average of freight is hauled that distance if not further.

St. John is the farthest east shipping point doing a large trade. It is not yet ten years since the trade was opened up. There has been an immense increase in the traffic since the

beginning, but the trade is in its infancy. Canada is growing rapidly, and the ratio of development of the next decade will be far greater than in the last ten years. The Canadian Pacific is constantly adding to its mileage in the west, and reaching new producing points. The Canadian Northern is being extended rapidly through one of the most fertile sections of the west, and before long the Grand Trunk Pacific will also be a factor in the development of the west. So far the whole expense of developing Canadian trade within the boundaries of Canada during the winter season has been borne by the people of St. John, and the Canadian Pacific railway. All that the government has done so far for the Canadian winter route, has been to make it obligatory that subsidized lines shall use Canadian ports, winter and summer. Meanwhile millions have been spent on the summer route by way of the St. Lawrence. St. John has no fault to find with this through experience has demonstrated that certain classifications of freight can be shipped through St. John at all seasons to better advantage, than by other routes. As already intimated, St. John has spent up to the limit of her means to demonstrate the possibilities of the Canadian route. It is to the advantage of the whole country that Canadian trade shall be done through Canadian ports and as the whole country shares in the advantage of cheap transportation the federal authority should contribute to the winter route just as it does to the summer route. The agitation for free ports should not end at Quebec but should also reach the Maritime Provinces.

STORY OF THE QUEEN'S RANGERS.

A Famous Fighting Regiment Which Came to St. John at the End of the Revolution.

By James Hannay, D. C. L.

CHAPTER II.

When Simcoe took command of the Queen's Rangers in October, 1777, he at once proceeded to organize them for that active kind of warfare in which they afterwards became so famous. Their strength at various periods and their composition have already been referred to; it now only remains to describe their system of drill and the tactics they employed.

"A light corps," as Simcoe observes, "augmented as that of the Queen's Rangers was and employed on the duties of an outpost had no opportunity of being instructed in the general discipline of the army, nor indeed was it very necessary; the most important duties, those of vigilance, activity and patience of fatigue, were best learned in the field; a few motions of the manual exercise were thought sufficient; they were carefully instructed in those of firing, but above all attention was paid to inculcate the use of the bayonet and a total reliance on that weapon. The division's being fully officered and weak in numbers was of the greatest utility, and in many

situations was the preservation of the corps. Two files in the centre and two in each flank were directed to be composed of trained soldiers, without regard to their size or appearance. It was explained that no rotation, except in ordinary duties, should take place among light troops, but that those officers would be selected for any service, who appeared to be most capable of executing it. It was also enforced by example, that no service was to be measured by the numbers employed upon it, but by its own importance, and that five men, in critical situations or employment, was a more honorable command than one hundred on common duties. Sergeants' guards were in a manner abolished, a circumstance to which may in a great measure be attributed, that no sentinel or guard of the Queen's Rangers was ever surprised: the vigilance of a gentleman and an officer being transcendantly superior to that of any non-commissioned officer whatsoever."

Such is Simcoe's account of the system he pursued in training his famous corps, and nothing need be added to it, beyond quoting his remarks on the spirit that prevailed

the corps after the battle of Brandywine. "If," says he, "the loss of a great number of gallant officers and soldiers had been severely felt, the impression which that action had left upon their minds was of the highest advantage to the regiment. Officers and soldiers became known to each other; they had been engaged in a more serious manner and with greater disadvantages than they were likely again to meet with in the common chance of war; and having extricated themselves most gallantly from such a situation they felt themselves invincible. This spirit vibrated among them at the time Major Simcoe joined them, and it was obvious that he had nothing to do but to cherish and preserve it. Sir William Howe, in consequence of their behavior at Brandywine, had promised that all promotions should go in the regiment, and accordingly they now took place."

On the 19th October, 1777, the British army marched to Philadelphia, the Queen's Rangers forming the rear guard of the left column, and in their encampment their post was on the right of the line in front of the village of Kensington; the army extending from the Delaware to the Schuylkill. The post of the Rangers was several times attacked by American patrolling parties, who could come, by means of the woods, very near it without being discovered. The greatest vigilance was therefore necessary on their part and the whole corps was always under arms before daylight. The mounted men of the Rangers here made themselves very useful in discovering the enemy's patrols. An American post at Frankfort was surprised by the Rangers about this

time and an officer and twenty men taken prisoners. Pulaski, who commanded a large body of American cavalry, made an attempt on the Rangers late in October, but was repulsed. On the 5th Dec. the army marched against Washington at Whitemarsh, and on the 8th the Rangers were engaged in an attack on the enemy, in which the Americans lost about one hundred men, with hardly any loss to the British. When the army returned to Philadelphia the Rangers resumed their old post at Kensington. Some idea of the severity of the service in which the Rangers were engaged may be gathered from the fact that, as Simcoe says: "The 4th January, 1778, was the first day since their landing at the head of Elk that any man could be permitted to unaccoutre." The landing at the head of Elk took place on the 25th August, four and half months before.

A considerable portion of the duty of the Queen's Rangers during the winter was to secure the country and facilitate the inhabitants in bringing their produce to market for the supply of the army. This was a very important duty, as it was above all things necessary to assure the country people of protection in order that the army might be properly fed. Simcoe so gained the confidence of the people that they were always ready to give him every information of the enemy's movements. The American patrols who came to stop the markets were considered by the country people as robbers; and private signals were everywhere established, by which the smallest party of the Rangers would have been safe in patrolling the country. "The general mode adopt-

ed," says Simcoe, "was to keep perfectly secret the hour, the road and the manner of his march; to penetrate in one body about ten miles into the country. This body generally marched in three divisions, one hundred yards from each other, so that it would have required a large force to have embraced the whole in an ambuscade, and either division being upon the flank, it would have been hazardous for an enemy, so inferior in every respect but numbers, as the Rebels were, to have encountered it; at ten or twelve miles the corps divided and ambuscaded different roads and, at the appointed time, returned home. There was not a bye-path or ford unknown, and the Hussars would generally patrol some miles in front of the infantry. The market people, who over-night would get into the woods, came out on the appearance of the corps and proceeded uninterruptedly, and from market they had an escort, whenever it was presumed that the enemy was on the Philadelphia side of the Frankfort to intercept them on their return into the woods. The infantry, however inclement the weather, seldom marched less than ninety miles a week; the flank companies, Highlanders and Hussars, frequently more. These marches were by many people deemed adventurous, and the destruction of the corps was frequently prophesied. The detail that has been exhibited and experience takes away all appearance of improper temerity; and by these patrols the corps was formed to that tolerance of fatigue and marching, which excelled that of chosen light troops of the army, as will hereafter be shown."

Parties of the Queen's Rangers were

almost every day at Frankfort where, since the surprise already mentioned, the Americans did not keep a fixed post. Simcoe had trained his men to quick and energetic movement with the bayonet, and his standing order was, "Take as many prisoners as possible, but never destroy life unless absolutely necessary." On one occasion a patrolling party of Rangers approached Frankfort undiscovered by an American sentinel on the bridge. They were so near that they might easily have killed him, but a boy was sent to warn him to run for his life. He did so and no more sentinels were posted there afterwards, "a matter of some consequence," says Simcoe, to the poor people of Philadelphia, as they were not prevented from getting their flour ground at Frankfort mills."

Towards the end of February, the Queen's Rangers and 42nd Regiment crossed the Delaware and marched to Haddonfield to intercept a convoy of cattle which General Wayne was taking to Washington's army at Valley Forge. Wayne got his convoy to a safe place before their arrival, but Simcoe was detached with his Rangers to Timber creek, where he captured several militia-men, a quantity of stores, a number of boats and one hundred and fifty barrels of tar which were sent to the fleet. He went to Egg Harbor where he captured a quantity of rum, which was destroyed, and some cattle. The Rangers then returned, and Wayne's troops gathered in force to follow. The march from Haddonfield was performed in an extremely bitter storm of cold sleet, and the night, which was extremely cold, was passed without a fire. At dawn next day, Captain Kerr was detached with fifty

of the 42nd and his company of Rangers to a place three miles and a half distant to escort some wagons of forage which were to be brought in. Lieut. Wickham, with ten of the Hussars, patrolled in his front towards the enemy, which were but a few miles off in force. Word was sent to Kerr, who got off his detachment in safety, and Wickham did his part so well that he escorted the enemy to the very outposts. They were at once attacked by the Rangers and 42nd Regiment and driven back, both infantry and cavalry; the latter were under Pulaski, whose horse was shot as he retreated. Col. Stirling of the British army, who commanded the detachment, made a most flattering report of the conduct of the Rangers on this occasion to the Commander-in-Chief.

In March the Queen's Rangers, with the 27th and 46th Regiments and New Jersey Volunteers, went down the Delaware and landed at the mouth of the Aloes creek to forage. At Hancock's and Quintin's bridges, on this creek, were posted large bodies of American militia behind breastworks. Col. Mawhood, who commanded the detachment, masked these bridges and foraged in the rear. The officer who commanded these troops in front of Quintin's bridge, which consisted of seventy of the 17th Regiment, sent word that the enemy were in great force there and acted as if they meant to pass over the bridge when he quitted it, in which event he would be in great danger. Mawhood marched with the Queen's Rangers to his assistance. They got near the bridge without being perceived by the enemy, and halted in the wood. A beautiful trap was now set for the

Americans. Capt. Stephenson's light company of Rangers was got into a public house close to the bridge and by the side of the road, which went straight away from Aloes Creek. Two companies under Capt. Saunders were placed in ambush close to the road, and the remainder of the corps remained hidden in the wood. The detachment of the 17th Regt. which was posted near the house then called in their sentinels and marched in full sight away from the creek. A large body of the enemy followed in pursuit passed the house where Stephenson's company were ambushed and would also have passed Capt. Saunders's men without seeing them had it not been that one of them was heard stifling a laugh. The Americans then fled in every direction, but about one hundred of them were taken or drowned in the creek; among the prisoners, was the French officer who commanded them. The only loss of the Rangers was one Hussar, who was shot and mortally wounded by a man to whom he had given quarter.

As the enemy were reported to be in force at Hancock's bridge, Simcoe was sent with his Rangers to make a night attack upon their post. Unfortunately for the complete success of the enterprise, the main body of the Americans had been withdrawn. Only thirty men had been left, and these were in Hancock's house, a large brick building near the bridge. Capt. Dunlop's and Stephenson's companies attacked those in the house, with such fury that every man in it was killed. This was a lamentable occurrence, and has enabled American writers to assert that these men were massacred, but it must be remembered that it was a night attack and that Simcoe's

Rangers, instead of this insignificant detachment, expected to meet a force of at least 700 or 800 men, and, of course, a desperate resistance was expected. A patrol of seven men that had been sent down the creek were also surprised by the Rangers and all but one killed.

Two days after this, the Queen's Ranger's patrolled to Thompson's bridge, also on Aloes creek, but it was deserted. The militia were so thoroughly demoralized by the affairs at Quintin's and Hancock's bridges, that on the previous evening when a cow was leisurely approaching Thompson's bridge it was taken for an enemy, fired at and wounded. The American militia, however, did not wait for its onslaught, but took to their heels and never halted until they had placed several miles between themselves and the dangerous bovine. The Rangers returned to Philadelphia on the 31st March.

Shortly after this a large drove of fat cattle intended for Washington's army was captured by a clever ruse. They were met about thirty miles from Philadelphia, between the Delaware and Schuylkill, by a friend of the British who passed himself upon the drovers as an American Commissary, billeted them at a neighboring farm, and immediately galloped to Philadelphia, whence a party of dragoons was sent out for the cattle.

Intelligence was received that General Lacey, with a large force of Pennsylvania militia, was to be at the Crooked Billet, twenty-five miles from Philadelphia, on the 1st May. Simcoe proposed that he should march against him with the Queen's Rangers, and it was arranged

that he should be accompanied by a detachment of light infantry and cavalry under Lieut. Col. Abercrombie. The march, which was a long and severe one, was made at night, and it was planned that the Ranger's should make a circuit and get in the rear of Lacey's quarters. Simcoe had arrived at a point where he quitted the road to make the last circuit and got behind the enemy's quarters and was explaining to his officers the plan of attack—which was that each was to be guided by circumstances, except Captain Kerr's division, which was to force Lacey's quarters and barricade them for a point to rally at in case of misadventure—when an alarm shot was heard. Abercrombie's cavalry had been discovered by the enemy who at once decamped. The Rangers cut off some smaller parties but the main body of Lacey's troops ran so fast that by no efforts could the infantry of the Rangers reach them. Sixty of the Americans were killed or taken with all their baggage. This flight of Lacey's is what an American historian of the war, Lossing, calls "cutting his way through." The guides of the Rangers computed their march on this expedition at fifty-eight miles. They lost none in killed and only a few of the men were wounded. Captain McGill's shoe buckle stopped a bullet which might have cost that valuable officer his foot. "This excursion," says Simcoe, "though it failed in the greater part, had its full effect, of intimidating the militia, as they never afterwards appeared but in small parties and like robbers."

On the 11th May, 1778, Sir Harry Clinton succeeded Lord Howe as

Commander-in-Chief and received instructions from the Government to evacuate Philadelphia. Simcoe was at this time raised to the rank of Lieut. Colonel. On the 17th June Col. Simcoe in public orders complimented the Rangers on their bravery and good conduct. The British army evacuated Philadelphia on the 18th June, and the Queen's Rangers marched to Haddonfield as part of General Leslie's division, forming the advance of the left column of the army. They experienced no interruption until the 23rd, when at Crosswick's they had a skirmish with the enemy, who attempted to dispute the passage of a bridge, the planks of which they had taken up. The Rangers crossed on the stringers of the bridge, Capt. Armstrong gallantly leading the way with his Grenadiers. On the 24th, the army marched to Allentown, the Rangers still leading the column. There the order of march was changed, and, as Washington's army was following, the German Yagers, the Queen's Ranger's Light Infantry and Dragoons formed its rear guard. That day after the troops had encamped, Simcoe and Lieut. Wickham, while on patrol, fell in with two Americans who, deceived by their green clothes, took them for fellow-countrymen. Wickham pretended to be an American officer and introduced Simcoe as Col. Lee. One of the Americans was very glad to see him and said he had a son in his corps; and gave him a full account of the movements of the American army, from which Simcoe said he had been detached for two days. The other man proved to be a committee-man from New Jersey. They pointed out the encampment of the British

army and were completely deceived, until having told all they knew, and the committee-man having said, "I wonder what Clinton is about," Simcoe replied, "You shall ask him for yourself, for we are British." The next day the army marched to Monmouth, and on arriving there the Rangers covered headquarters, while the army halted for a day and foraged.

On the morning of the 27th June, Colonel Simcoe, with twenty of his Hussars and the grenadier company of infantry, under Captain Armstrong, was ordered to try to cut off a reconnoitering party of the enemy, supposed to be under the command of Lafayette. While advancing Simcoe fell in with a large body of the enemy, who, after firing a volley, fled in a panic, the Baron Steuben, who was with them, losing, his hat in the confusion. A second body of the enemy advanced in force under the command of a general officer, but they were checked and two prisoners taken. Colonel Simcoe received a painful wound in the arm, and three of the infantry, and two of the Hussars were also wounded, one of the latter mortally. The force that was thus handsomely defeated by sixty of the Rangers consisted of eight hundred New Jersey militia, under General Dickenson. As Simcoe observes, "The America war shows no instance of a larger body of men being discomfited by so small a number."

On the following day the battle of Monmouth was fought. Simcoe being disabled and unable to lead his men, the Queen's Rangers were commanded on that famous day by Capt. Commandant Ross, who had been an officer of the 35th Regiment. He was

detached with the Light Infantry under Col. Abercrombie to turn the enemy's left; went through the whole fatigue of that hot day, and although the corps had been under arms all the preceeding night, it there gave a striking and singular proof of the vast advantages its severe training at Philadelphia, by not having a man missing or any that fell out of the ranks through fatigue, yet on that day more than fifty British soldiers died of the heat without receiving a wound. At Monmouth the Americans were badly defeated and only saved from a great disaster by the timely arrival of reinforcements under Washington. During the day the Rangers as usual distinguished themselves, and when the army resumed its march towards Sandy Hook they had the honor of forming its rear guard. The army arrived at Sandy Hook on the 5th of July and there embarked for New York, and Simcoe could boast that in the whole of the arduous march from Philadelphia he had not lost one man by desertion.

CHAPTER III.

After the return of the British army to New York, the Rangers were encamped at King's Bridge, on the Harlem River, and with them were, Emmerick's corps of Chasseurs and the three Provincial corps of Hovenden, James and Sandford, most of whom afterwards were affiliated with Tarleton's Legion. The Rangers had previously been supplied with a gun, a three-pounder, and now an amuzette and three artillerymen were added, so that the corps had be-

come a miniature army consisting of horse, foot and artillery. The post they occupied was a very extensive one, much exposed and liable to attack, and as Washington's army was encamped at White Plains the Rangers had full employment. The American advance corps, under General Scott, occupied from Phillip's creek on the North to New Rochelle on the East river, and sometimes they came in force to Valentine's hill, which was not more than two miles from Simcoe's camp. The Rangers ambuscaded one of these parties of the enemy and caused them some loss, and there was hardly a day in which they were not actively engaged. Tarleton took command of Hovenden's and James' Provincial corps and became an active colleague of Simcoe in the operations around King's Bridge. Early in August the Rangers cavalry of Tarleton's Legion penetrated several miles into the enemy's lines, and at Mamaronec captured the guard there, two or three commissaries who were in a fishing party, and forty horses, and returned without accident. This, like most of the exploits of the Rangers, was a night attack, and although the results seem small there was no bolder or more remarkable operation in the whole war.

At this time the Americans were joined by a party of sixty Stockbridge Indians and they speedily made their presence known by an attack on one of Emmerick's patrols beyond King's Bridge. Simcoe rightly judged that the Indians and American light troops would be likely to make another attack next day and he resolved to lay in ambush for them. His idea was that as the enemy moved forward he would be able to gain the heights in

their rear and attack them. In pursuance of these intentions, Lieut. Col. Emmerick was detached with his Chasseurs and ordered to post himself in a house designated, but he unfortunately mistook a nearer house for the one at a greater distance of the same name, and this error nearly spoiled the plan. Emmerick then sent forward a patrol. Lieut. Col. Simcoe, who was half way up a tree, on the top of which was a drummer boy, saw a flanking party of the enemy approach. The troops had scarcely fallen into their ranks when a smart firing was heard from the Indians, who had lined the fences of the road and were exchanging shots with Emmerick whom they had discovered. The Queen's Rangers moved rapidly to gain the heights, and Tarleton immediately advanced the Hussars and Legion Cavalry. Not being able to pass the fences in his front, he made a circuit to return further on their right, which being reported to Simcoe he broke from the column of the Rangers with the Grenadier Company and directing Major Ross to conduct the corps to the heights, advanced to the road and arrived without being perceived within ten yards of the Indians, who now gave a yell and fired upon the Grenadier Company, wounding four of them and Simcoe. The Indians were driven from the fences and Tarleton got among them with the cavalry and pursued them rapidly down Courtland Ridge, while Simcoe joined the battalion and seized the heights. An American captain of light infantry and some of his men were taken, but a body of them under Major Stewart left the Indians and fled. Forty of the Indians were

killed or desperately wounded, among the former being the Chief Ninham. The Indians were so demoralized by this affair that a large number of them who had intended to join Washington's army gave up their design. The Legion Cavalry had one man killed and one man wounded; several of the Rangers were wounded, two of them being Hussars.

Col. Gist, who commanded a light corps of Americans, was posted at Babcock's house near Yonkers and from thence made frequent patrols. Simcoe resolved to attack him and if possible capture his party, and made such dispositions of the Rangers, Tarleton's Legion, Wreden's German Yagers and Emmerick's Infantry as seemed likely to effect that object. Gist would certainly have been captured with his whole force, for the Rangers had passed all his sentinels and got in his rear, but for the blunder of a portion of the German Yagers who were to have seized a bridge but neglected to do so, the only one by which Gist could have escaped. Gist got away, but one of his patrols was captured and his camp destroyed, and soon afterward Washington quitted White Plains with his army, a result which was largely due to the continual checks which his light troops had received.

In the latter part of September the British outposts were advanced and the Queen's Rangers with Delancey's, Emmerick's and the Legion Cavalry, all under Col. Simcoe, formed a flying camp between the Bronx river and Chester creek. As this corps was liable to be struck at it seldom camped two days and nights in the same place and constantly occupied a strong position. In October, Gen.

Grant being about to embark for the West Indies, was so well satisfied with the Queen's Rangers that he offered to take with him that corps among the number of chosen troops destined for that service. This highly flattering offer was declined by Simcoe from a feeling, that to accept it would not be just to the native American non-commissioned officers and soldiers. Major Ross, however, went on the expedition as Brigade Major and was killed at St. Christopher. Capt. Armstrong of the Grenadiers became Major in his room.

The last exploit of the Queen's Rangers this year was the capture of Col. Thomas, a very active partizan of the enemy, and the breaking up of a post of Dragoons. These services, which involved a march of fifty miles, were successfully accomplished, and on the 19th November the Rangers went into winter quarters at Oyster Bay, Long Island. This post was greatly exposed to attack, there being no available support nearer than Jamaica, thirty miles distant, where the British Grenadiers lay. Simcoe elaborately fortified his post and arranged a general plan of defence in case of attack. No attack, however, was made, although several were contemplated by the enemy. The Hussars of the Rangers, which had, heretofore, belonged to the several infantry companies, were now formed into a separate troop, and Lieut. Wickham became their Captain. The situation of Oyster Bay was well calculated to secure the health of the soldiery; the water was excellent, vegetables and oysters were abundant, and the Rangers were kept in a high state of efficiency for the field. New York being in great want of forage,

Oyster Bay became a central and safe deposit for it, and frequent expeditions towards the eastern and interior parts of the island were made to enforce the orders of the Commander in Chief. Excursions were also made frequently to execute other orders relative to the intercourse with the inhabitants within the American lines and to escort messengers between Sir William Erskine, who commanded on the east end of the island, and Jamaica. On one of these expeditions, on the 11th April, 1779, Captain Kerr, together with Sergt. James McHardy and privates John Stokes and Henry McBroom of his company, were captured by the enemy.

During the winter the corps was constantly exercised in the firing motions and charging with bayonets, upon their respective **parades**. As the season opened they were assembled together and trained to attack a supposed enemy posted behind fences, a common position of the Americans. They were instructed not to fire but to charge bayonets with their muskets loaded. The light infantry and Hussars were put under the direction of Capt. Saunders, who taught them to gallop through woods, and, acting together, the light infantry learned to run by holding the horses' manes. The cavalry were also instructed, as the infantry lay flat on the ground to gallop through their files. The captains of companies were forbidden to teach their men to march in slow time, and the orders were, "To pay great attention to the instruction of their men in charging with the bayonet, in which case, the charge was never to be less than three hundred yards, gradually increasing in celerity from its first onset, taking

great care that the grand division has its ranks perfectly close, and the pace adapted to the shortest men."

On the 2nd May, 1779, the Queen's Rangers was by general orders styled and numbered "The First American Regiment," and its officers declared to be entitled to have their rank permanent in America and to receive half pay in case the Regiment was disbanded. "The Queen's Rangers," says Simcoe, "consisting of 360 rank and file, in great health and activity, left their cantonments on the 18th May, and by a given route arrived at King's Bridge and encamped there on the 27th, and formed the advance of the right column of the army which marched from thence on the 29th to a position extending from Phillip's house to East Chester heights. The Rangers marched on June 3rd to Croton bridge, where the enemy had been collecting the cattle of the country, seized them, took some prisoners, and returned to their quarters. On the 24th they again advanced to Croton bridge and took a considerably number of prisoners. They were actively engaged in various services in the advance of the army until late in July, when, they again occupied their old post of the previous year at King's Bridge. On the 5th August, at midnight, word was brought to Simcoe that a party of American dragoons had surprised and captured a large number of Loyalists at West Chester. He at once started in pursuit with the Rangers, leaving orders for the Legion and Emmerick's corps to follow. The cavalry pursued the enemy so expeditiously that most of the Loyalists whom they had taken escaped, and at New Rochelle the Americans were overtaken. Colonel

White, who commanded them, abandoned his infantry and fled with his cavalry, the infantry throwing themselves behind a stone wall, from which they fired a volley at Simcoe's Hussars as they attempted to rush past, killing, or wounding four of them, and then taking to their heels. Col. Diemar, who commanded an independent troop of Hussars which followed the Rangers, pursued them across the creek, the losses of the enemy's infantry amounting to twelve, of whom several were drowned in the creek. The enemy's cavalry were pursued to Byram's bridge, dropping the remainder of the Loyalists in their flight. On the 8th August the light troops fell back to the redoubts, and a grand guard being in advance, the Rangers were for the first time since they left their winter quarters, on the 18th May, permitted to take off their coats at night.

The Buck's County Dragoons and Capt. Diemar's Hussars were placed under Simcoe's orders, and on the 13th August the corps marched for their old post, Oyster Bay, where they arrived on the 17th. This movement was made because it was thought the enemy contemplated an attack on some of the British posts on Long Island. In October the Rangers marched to Richmond on Staten Island, where they relieved a regiment that had been very sickly while there. Simcoe immediately ordered their huts to be destroyed and encamped his corps.

From this point Simcoe and his Rangers performed one of the most remarkable exploits of the whole war. He had information that fifty flat boats on carriages, capable of holding 70 men each, were on the road from

Delaware to Washington's army, and that they had been assembled at Van Vicker's bridge on the Raritan. Simcoe proposed to the commander in chief to burn them, and the plan was approved and ordered to be put in execution. On the night of the 25th Oct., the troops detailed for the service, consisting of the Queen's Rangers, both infantry and cavalry, Stewart's New Jersey Cavalry and Capt. Sandford's troop, embarked at Billop's Point. At Elizabethtown Point the infantry were landed and ambuscaded every avenue of the town. The cavalry then marched for Van Vicker's bridge, Major Armstrong of the infantry being ordered to re-embark as soon as the cavalry left, land at South Amboy and proceed to South river bridge where he was to lie in ambush. Simcoe with his cavalry proceeded to Van Vicker's bridge, everywhere passing themselves off as belonging to Lee's American Legion. They destroyed the boats at Van Vicker's bridge, captured a number of prisoners, and then, as the country was beginning to assemble in their rear, returned. They burnt Somerset court house and liberated some Loyalist prisoners there. In passing an ambuscade, formed by a body of men under one Mariner, Simcoe's horse was killed and he so severely stunned by the fall that he was made prisoner. Three others of his men were made prisoners from the same cause, but the rest got off in spite of all the efforts made to intercept them, dispersed all the Militia they fell in with, killed some, among others a Captain Vorhees, and captured others, and at South river joined Major Armstrong, whose infantry had taken several prisoners.

The Queen's Rangers returned to Richmond that evening, the cavalry having marched upwards of eighty miles without refreshment, and the infantry thirty. Col. Harry Lee, father of the late General Lee, in his memoirs of the war gives an account of this remarkable expedition, in which he pays a handsome compliment to Simcoe and his Rangers, the more valuable as it is the testimony of an enemy. He says:—

“This officer commanded a legionary corps called the Queen's Rangers, and had during the war signalized himself on various occasions. He was a man of letters and, like the Romans and Grecians, cultivated science amid the turmoil of camp. He was enterprising, resolute and persevering; weighing well his project before entered upon, and promptly seizing every advantage which offered in the course of execution. Gen. Washington, expecting a French fleet on our coast in 1779-80, and desirous of being thoroughly prepared for moving upon New York in case the combined force should warrant it, had made ready a number of boats, which were placed at Middlebrook, a small village up the Raritan river, above Brunswick. Sir Henry Clinton, being informed of this preparation, determined to destroy the boats. The enterprise was committed to Lieut. Col. Simcoe. He crossed from New York to Elizabethtown point with his cavalry, and setting out after night, he reached Middlebrook undiscovered and unexpected. Having executed his object, he baffled all our efforts to intercept him on his return, by taking a circuitous route. Instead of turning towards Perth Amboy, which was supposed to be the most probable course, keeping the Raritan on his right, he passed that river, taking the direction towards Monmouth county, leaving Brunswick some miles to his left. Here was stationed a body of militia who, being apprised (it being now day) of the enemy's proximity, made a daring effort to stop him, but failed in the attempt. Simcoe, bringing up the rear, had his horse killed, by which accident he was made prisoner. The cavalry, deprived of their leader, continued to press forward under the second command, still holding the route to English town. As soon as the

militia at Brunswick moved upon the enemy, an express was despatched to Lieut. Col. Lee then posted in the neighborhood of English town, waiting for the expected arrival of the French fleet, advising him of this extraordinary adventure.

"The Legion Cavalry instantly advanced towards the British horse, but, notwithstanding, the utmost diligence was used to gain the road leading to South Amboy (which now was plainly the object) before the enemy could reach it, the American cavalry did not effect it. Nevertheless the pursuit was continued, and the Legion horse came up with the rear soon after a body of infantry sent over to South Amboy from Staten island by Sir Henry Clinton to meet Simcoe, had joined and gave safety to the harrassed and successful foe."

"This enterprise was considered by both armies among the handsomest exploits of the war. Simcoe executed completely his object, then deemed very important, and traversed the country from Elizabethtown point to South Amboy - 55 miles in the course of the night and morning; passing through a most hostile region of armed citizens; necessarily skirting Brunswick, a military station, proceeding not

more than eight or nine miles from the Legion of Lee, his last point of danger, which became increased by the debilitated condition to which his troops were reduced by previous fatigue. What is very extraordinary, Lieut. Col. Simcoe, being obliged to feed once in the course of the night, stopped at a depot of forage collected for the Continental army, assumed the character of Lee's cavalry, waked up the Commissary about midnight, drew the customary allowance of forage and gave the usual vouchers, signing the name of the Legion Quartermaster, without being discovered by the American Forage Commissary or his assistants. The dress of both corps was the same, green coatees and leather breeches; yet the success of the stratagem is astonishing."

After this brilliant exploit the Rangers went into winter quarters at Richmond, which they secured and fortified under the able direction of Major Armstrong. Lt. Col. Simcoe returned to his corps from imprisonment on the last day of December, 1779, having been exchanged.

TO BE CONTINUED.

SHE DID SOME GOOD.

LADY VISITOR (to old parishioner): "Well, Mr. Higgins, and has the nurse been to see you yet?"

OLD PARISHIONER: "Yes, mum, thank 'ee. She's called once, an' done my foot more good than all the imprecations I've ever used!"

EXPLAINED.

TEACHER: "Can any little boy tell me how it was that David prevailed against the giant Goliath?"

PUPIL: "My pa says brute strength never is in it with the feller with a pocketful of rocks."

WANTED HIM TO TEST IT.

HE: "I see there's a Yale man, don't you know, who has a machine for weighing thought."

SHE: "Indeed. But suppose a man never thinks? What then?"

HE: "I don't know, I am sure."

SHE: "Why don't you go up and test it?"

MATERIAL FOR SLINGING.

SUBBUBS (plodding home from the station): "Goodness! I never saw so much mud as there is this year."

BACKLOTZ: "No wonder. This is a presidential year."

FOR A WOMAN'S SAKE.

A Serial Story.

By Mrs. C. N. Williamson.

SYNOPSIS OF PRECEDING CHAPTERS:

The Duke of Oxfordshire, at the country-house of a Cabinet Minister, Lord Wentwood, proposes to the Duchess of Oxfordshire, the young widow of his cousin. The Duchess, who in earlier days had been a singer in opera, accepts him on his promise to give her "his complete trust." In the rosery, under the moonlight, approach Cecily Dalzell, the Duke's young ward—who had previously exercised an attraction for him—and Dick Paget. The Duchess reads in Cecily's blushes her love for the Duke. He has an appointment in London in the morning with Vanderlane, an American friend, and the Duchess insists on that appointment being kept, and drives with the Duke to the station. He wonders "why she has been so anxious to get him away to-night." Was there an old lover—Sir Edgar Malvern for instance—to be whistled down the wind? Suddenly the carriage door is flung open, and a man is seen struggling to retain his hold upon the door-post, while the door sways with the motion of the train. The Duke rescues him, to learn that he, too, is a lover, returning from a surreptitious visit to his lady. He had boarded the express as it slowed down at the junction. Fearing that a suspicious father is having the trains watched at Waterloo, for the lady's sake he borrows the Duke's cap, coat, and return ticket. In payment for the ticket a note is accepted, on which is a bloodstain. The pursuer had cut his hand in dropping from a first-floor window. He leaves the train at Vauxhall, and the Duke is arrested on a charge of murdering Sir Edgar Malvern. His accuser is the tell-tale five-pound note. The Duke, however, is able to clear himself. It transpires that the murdered man had gone to an adjacent inn from the dance at Lord Wentwood's expecting a lady to call. Instead, a young man appeared with a letter from the lady, and, apparently, at the interview which followed the murder was committed. The reference to the lady disturbs the Duke's mind. In the morning Vanderlane calls. He has had an adventure over night with "the most beautiful woman in the world." The Duke begins at once to narrate his own adventure, when a district messenger arrives with a parcel. The travelling companion of the night before had promised faithfully to return the borrowed coat. Here it is!

CHAPTER III.

BY SPECIAL MESSENGER.

The package was neatly wrapped in brown paper, was about twelve inches square, and as thick as it was broad.

"I reckon you'd better tell Haskins to keep that messenger waiting a minute," said the Kentuckian, coolly. "It'll be your overcoat and cap returned with thanks."

"By Jove! you think so?" cried the Duke. "Haskins, keep him!"

"Very sorry, your Grace, but the boy didn't even come to the door with the parcel. The hall-porter signed for it, and sent it up."

"Call down the tube for them to catch him," said the Duke; and Haskins disappeared.

The parcel was tied with thick string, a blob of red sealing-wax, like a spot of congealed blood, holding it in place here and there. The fastenings were so elaborate as to suggest that the sender had intended the recipient to be a long time in opening the package; but an American pen-knife quickly cut the Gordian knot. The Duke was still in bed, and Vanderlane tossed the parcel on to his knees.

"You were right," said the Duke. "It is the coat and cap, and"—pulling them out of the paper—"no sign of a note or a card with them."

"Let's have a look in the pockets before we make up our minds to that," suggested Vanderlane. "Do the Jack Horner act. Put in your thumb and see if you can't pull out a plum."

The Duke proceeded to turn out the pockets of his own coat, of which there were four, two outside and two in the satin lining. The two former were empty, but in one of the latter were a few scraps of paper torn into bits as small as cheery leaves, and in the other was a woman's handkerchief—a cobweb thing of finest lawn and lace, which smelt of violets.

As this film of daintiness fell into his hand the blood streamed up to young man's forehead. "Good Heavens, it is Madge's!" he exclaimed.

Vanderlane looked keenly at his friend. "Who Madge may be I don't know, and don't want to know unless you want me to, but I do know this

mighty well. 'Tis a bad thing to jump at conclusions."

"What conclusion is there when I find a woman's handkerchief in the pocket of a man's coat, except that she has given it to him?"

"For the matter of that the coat happens to be yours."

"Her handkerchief wasn't there when I had it last."

"Would you swear to that?"

"Of course."

"Well, then, this man may have picked it up."

The Duke was now very pale. "He may, indeed, now you put that in my mind. Already I had thought it possible that she might have been the woman who was to visit Malvern in his sitting-room at the Revel Arms."

"But you told me just now that the woman who was expected to call there didn't call, and a man came instead."

"Yes, with a note from her. Therefore she knew the murderer. And as for the handkerchief, either she gave it to him, or to Malvern, at the dance. What does it matter which of the two men had her favour?"

"Poor Magda—whoever she may be."

"Why poor?"

"In case she's fond of you. But perhaps it's only the other way round."

"Since last night she has been engaged to marry me. Look here, Nick, you're the best chap on earth, and it will do me a lot of good to speak out what is in my heart to you. I was looking forward to telling you when I wanted only your congratulations. Now that I would be glad of your advice and help there's all the more reason why you should be told.

'Magda' is the Duchess of Oxfordshire already, because she is my cousin's widow. If she marries me—"

"It'll be some years, anyhow, before she can be made a 'Dowager Duchess'," Vandlerlane broke laughingly into the other's pause.

"I wish you hadn't said that," remarked the Duke frowning. "If I had married someone else, of course Magda would at once have had to take a place in the background as the Dowager Duchess of Oxfordshire. She wouldn't have liked that. There'll be plenty of people without you to insinuate that that was her reason for accepting me."

"'Handsome Guy' can't be very conceited, or he wouldn't be troubled by that. But, see here; if you really want my advice, for goodness' sake don't go trumping up ridiculous suspicions against your fiancée on the strength of a pocket-handkerchief."

"If that were all! I didn't tell you everything when I ran through the story of my adventure of last night. I didn't mention Magda at all, flirting with Edgar Malvern, against everyone's advice."

"Say against your advice."

"Don't chaff. Her friend Lady Wentwood—a sweet saint of a woman whom we all call 'Madonna'—disapproved of their being so much together. I knew for she told me so. She said that she had begged Magda to be prudent. But prudence and Magda!—they're as far from one another as the north pole is from the south. If Magda thinks she wants to do a thing she does it and regrets it afterwards, if it has to be regretted."

"Wonderfully like you in that, my dear boy. Apparently she thinks now that she wants to marry you,

and it's for you to see that she doesn't regret that afterwards."

"She will have to explain the mystery of this handkerchief to me, and one or two other things. By Jove! the bits of torn paper. I had forgotten them. What if they are parts of the note she wrote to Malvern! The man who carried it, wishing to keep her name out of the affair, may have taken back the letter after committing the murder."

"You forget that you turned out his pockets in the train, and that you were wearing this overcoat at the time."

"No, I don't forget. I didn't ask or wish to know what was in the fellow's pocket-book. There were letters, I know; and this handkerchief may easily have been in it, too, folded among the papers."

As he spoke the Duke began laying together the tiny scraps of thick creamy paper which had been in the pocket of the borrowed overcoat.

"There's no handwriting on it," he announced. "Most of the bits are blank, but there have been a few words—typewritten. It would be a task almost as hopeless as Psyche's with the grains of wheat to piece the words together—but look here. On this scrap are a few letters in gold, evidently part of an address, stamped on the paper. 'I should be a fool to doubt that the word, when whole, was Revel Abbey. Good Heavens! Nick, what a hideous discovery for a man to make about a woman he worshipped—and believed in.'"

"You've made no discovery, though you've made plenty of guesses. But the really serious question of the moment—if I understand this matter—is, what are you going to do with

these two bits of circumstantial evidence, which may cause great distress to a woman, if nothing worse?"

"Magda's letter to Malvern, and her handkerchief found in the murderer's pocket! Why, I——"

"Your Grace," broke in Haskins' worried voice at the door, "a lady has called, and desires to see your Grace on important business."

"Who is it?" demanded the Duke, sharply. Then, as the valet glanced questioningly at the American, he added: "You need not be afraid to speak before Mr. Vanderlane."

"Very good, your Grace. It is Miss Dalzell."

"Cissy here? Go, tell Miss Dalzell that I'm not dressed, but will come and talk with her as soon as possible."

Nick Vanderlane noticed that the Duke looked disappointed. Perhaps he had expected to hear that his visitor was the Duchess.

"It's my ward," explained the Duke, when Haskins had disappeared, shutting carefully behind him the door of the sitting-room, which had previously stood an inch or two ajar. It was odd that neither of the two men had heard the electric bell, announcing the arrival of a stranger, but they had been absorbed in their conversation and had been deaf to irrelevant sounds. "I've often told you about Cissy Dalzell, whose father, an old friend of my people's, died stony broke, leaving the child of eight alone in the world. You remember, in a way I adopted her, sent her to school, and that. She's living now with a chaperon, who used to be her governess, and Lady Wentwood had her down at Revel Abbey for the dance last night. What has brought her to

town in such a hurry, and especially what has induced her to come here, I can't imagine. I shall give her a scolding when I've had my tub and dressed. Meanwhile, will you go into the next room and amuse her until I can show up?"

"She won't like meeting a stranger, perhaps," said Vanderlane.

"She'll like meeting you, if she has any sense. By the way Nick, it would be doing me rather a good turn if you were to fall in love with the child, and take her off my hands. She's a nice little thing, and awfully pretty."

"Thanks muchly, old man, but my affections are engaged.

"Engaged? You never told me that."

"It's only my affections that are engaged. Unfortunately the rest of me is free, and likely to remain so for some time, I'm afraid, as I don't know the name of the lady I love."

"Ah! the mysterious woman."

"Yes. Mysterious is the right word, as you'll say when you hear the story. But that's for by-and-bye. I'll go now and play the heavy uncle, or the inoffensive Platonic friend to your ward, Miss Dalzell."

Nick Vanderlane sauntered, with the air he had of being always leisurely, into the adjoining room. At the opening of the door, Cecily Dalzell sprang up eagerly, but uttered a faint, disappointed "Oh!" when she saw a stranger instead of her handsome guardian.

Vanderlane introduced himself quaintly. The child really was very pretty, with a style of beauty which, he judged, would have appealed to Guy and suited him excellently well. She was a slim lily of a girl, with a small, colourless face, almost trans-

parent in the pearly purity of its skin, great, earnest, grey eyes, and a halo of pale golden hair which was like sunshine seen through mist. She had a tender mouth, with coral-red lips, which drooped wistfully at the corners. "The very girl of all the world for Guy! Nick said to himself. "See might have been made for him—which, of course, is the reason why he finds fault with the pattern."

"I have heard my guardian speak of you," Cecily said, with shy stiffness. "He told me that he was to meet you this morning, but I fancied from what he said that it would be early. You have just come back on your yacht from Italy somewhere, haven't you?"

"As a matter of fact I got in a day before my time," replied Vanderlane. "Guy doesn't know that yet. He thinks I steamed into Tilbury this morning. Our appointment was for an early hour, but he had a bad night and overslept himself. That's why I'm here now."

"I came to talk to him about last night," said the girl. "I know that he knows what happened, because as I came into this room I heard his voice speaking in there" (she nodded towards the bedroom door) "and I couldn't help catching a few words."

"Would you mind telling me what they were, as they must have been addressed to me?"

"He said very loudly, 'Magda's letter to Malvern, and her handkerchief in the murderer's pocket.' Of course he meant the Duchess of Oxfordshire, and he wouldn't have called her Magda to you unless he were engaged to her. He is, isn't he?"

"You must ask him," said Nick.

"I don't need to. It is just what I

expected, and as for those things that I overheard him say, I am not surprised at them either."

"Evidently you don't admire the Duchess?"

"Oh, I admire her beauty. Everyone must do that. But she is just the sort of woman Guy always warned me against in old days, and now—now he falls in love with her himself. Once, abroad at an hotel where I was with Mademoiselle Renaud, there was a charming actress staying. She was sweet to me, and I wanted to know her awfully, but Guy wouldn't let me. He said actresses ought to stay in their own world, instead of trying to get into ours, and that probably she was an adventuress."

"Well, what is the Duchess but an adventuress? She tried to get into our world, from the stage, for she was a singer, partly English, partly Austrian, in Vienna, and she had no title, or money except what she made in opera. She was only Mademoiselle Magdalene de Lamberg till the old Duke married her; and just because she's a Duchess now, everybody makes much of her, and admires her extraordinary ways, which Guy would hate if they were mine."

Nick listened to this tirade in silence. He was becoming curious about this amazing Duchess, whose cause, almost unconsciously, he seemed to have been championing. It was clear to his shrewd, quiet eyes that this young girl was in love with Guy, and furiously jealous of the Duchess. This being the case, it was singularly unfortunate that she should have overheard those impulsive words of Guy's. The child's face promised sweetness of disposition, as well as deep feeling, but jealousy is apt to

bring out all that is worst and most cruel in a woman's nature. This girl would be capable of evil, as well as good, Nick Vanderlane said to himself, and there was no telling what use she might not try to make of the knowledge which she had unexpectedly acquired.

Why he should feel inclined to help the woman whom he had never seen, Vanderlane did not know, unless it were a vague instinct to protect the absent. Nevertheless, the fact remained that he found himself planning to shield the Duchess of Oxfordshire. He began turning over in his head one excuse after another for leaving Miss Dalzell long enough for a private word with Guy, before the latter should come into the room. He thought that, for the Duchess's sake, Guy ought to be warned that the girl had heard the words least desirable for her to hear of any others that had been spoken. Then the Duke would have time to concoct some plausible story which would account to Miss Dalzell for what he had said.

Nick drew the conversation to his late yachting trip, on which he had been absent for some months. He spoke of Tangier, which he had visited, and told a story about a piece of jewellery, said to be a lucky talisman, which he had picked up, there. "It's in Guy's room," said he. "I'll go and fetch it, and shew it to you."

Before Cecily could object, if she had wished to do so, he was at the door of the next room, and had passed in. Guy was not there, but he could hear sounds of splashing from the bathroom adjoining. He must stop where he was for a few moments, and pretend to Miss Dalzell that he

had mislaid the fetish, which really did exist, and was, as usual, in his pocket. As he waited, he glanced mechanically at the table beside the bed, where the Duke had placed the lace handkerchief and the torn bits of paper. They were no longer there.

"I suppose Guy has hidden them away somewhere, and a good thing too," he said to himself but at that moment the Duke, in his dressing-gown, came in from the bath. He noticed that Vanderlane stood near the table. "It's like you, Nick, to think of everything," he exclaimed. "I was worrying because I'd left those things lying out on the table, and hurried all I knew to get back and stow them somewhere out of sight. Of course, the police mustn't know that they exist. Better never have Malvern's murderer found, if finding him depended on those clues, than have the Duchess's name mixed up with the hateful affair. No matter how recklessly in fault she may have been, no matter how much I may resent her conduct, you and I must keep the secret of that handkerchief and the notepaper from Revel Abbey."

"Do you mean to say you've done nothing with them?" asked Nick.

"No. But surely you——"

"When I came in here to find and speak to you for an instant, they were gone."

"It's impossible!" exclaimed the Duke. "The door of the flat is always locked, and Haskins would not have let anyone come in here. You were with Cissy in the next room."

"Yes, I left her there not five minutes ago."

The Duke, very pale, touched the electric bell which connected with his

man's room, and Haskins almost instantly appeared. The valet knew nothing of the vanished handkerchief and papers. He had not even noticed them on his master's table. He was certain that the catch had been down on the door of the suite, as usual, but hurried out to make sure. A moment later he returned, to say that he found the door locked. No one could have opened it, except one of the maids, with a pass key, and thinking it possible, though most improbable, that this had been done, Haskins had gone out into the corridor. There he had met the maid who had kept the Duke's flat in order, asked her if she had been in, and was met with such a look of surprise that he could only believe her denial to be genuine.

Again a search was made for the missing things. Haskins, greatly distressed at the incident, looked in all possible and impossible places, but not even a scrap of paper as large as a pin-head could be seen. The mystery of the disappearance seemed inexplicable, and the same thought was in the minds of the Duke and Vanderlane. Had a detective, employed by Scotland Yard, seen the messenger arrive with the parcel, and in some extraordinary way contrived to annex the clues which the Duke might have been disposed to conceal?

If this had happened they would probably be put out of their pain of suspense very soon. Meanwhile, there was nothing to be done at the moment. Nick told the Duke what Cecily Dalzell had overheard, and, after an absence of some minutes from the sitting-room, went back to the girl with the promised talisman ostentatiously held in his hand.

It was a large square turquoise,

with various cabalistic signs engraved upon it, which were supposed to preserve the owner from evil and bring him good fortune.

"Why, the Duchess has one like that," exclaimed Cecily. "She always wears it for luck, and she won't tell anyone where she got or what its history is."

"Humph! That's odd," said Nick. "There are supposed to be only five of these things in the world. Once they composed a bracelet, which belonged to a favourite of a Sultan of Morocco. She was said to practise witchcraft by means of the bracelet, and a jealous rival excited the Sultan's suspicions against her. Soon after, she disappeared, and the story is that she was murdered and thrown down a well, though it was given out that she fled with much jewellery from the harem. The bracelet vanished with her, but eventually three of the turquoises appeared again, in different countries. What became of the remaining two, no one has ever found out to this day, though the little tragedy I've been telling you, happened forty or fifty years ago. I have one of the three; the present Sultan of Morocco has another; the Queen of Spain had the third, but lost it, and last night I saw a lady wearing it, or a magnificent imitation."

"Perhaps it was the Duchess of Oxfordshire you saw," said Cecily.

"Oh, no, that's impossible. The lady who wore the turquoise was unmarried. Perhaps the stone which the Duchess has isn't exactly like this."

"It is, I'm sure. It's such a queer thing, and the signs on it are so odd I couldn't be mistaken," replied the

girl in the strongest manner possible.

At this point in the discussion the Duke came in, with no welcome smile to greet his ward.

"What on earth has brought you here, Cissy?" was his only greeting. "And alone, too. You know it is forbidden."

The child's beautiful grey eyes filled with tears, and Nick thought, half in amusement, of "Sweet Alice," who wept with delight at the smile of her "Ben Bolt," and trembled with fear at his frown. "I—I didn't come——" Cecily began eagerly, as if there had been an excuse which she was in haste to offer. But whatever it was, she changed her mind in the midst, and amended the sentence to, "I had very important things to tell you, and I thought they couldn't wait."

Nick rose. "I've got to send a telegram, Guy," he said, with a meaning look at his friend. "I'd better take it myself. But I'll be back presently, may be in half-an-hour or more."

He shook hands with Cecily Dalzell in a hearty, American way, which instinctively the girl liked, and then immediately went out. She would have plunged at once into her story, but the Duke spoke before she could begin.

"That is the best fellow on earth, Cissy," he said, "and one of the richest—made all his money himself by some astonishing coups, like most of these marvellous American chaps. You couldn't do better than fall in love with him."

Cissie blushed furiously. "I'm engaged already, to Dick Paget," she said. "I promised last night that I would marry him; that is, I said if you married the—I mean, I told him

I would marry him the same day you did the Duchess."

"I should have thought Dick might have had the decency to speak to me first replied the Duke. He had just suggested the girl as a wife to Nick, and had suggested Nick as a husband for her; but strange to say (a strangeness which he felt without being able to analyse it) he was bitterly annoyed that she should have engaged herself to marry any man. He thought that he knew the child to the core of her soul (as if any man could ever know any woman!), and the idea of marrying her himself was no longer interesting; yet the truth was that he could not bear to feel that she cared for anyone else. "I suppose," he went on, "that it is your engagement you have come to talk about."

"No, it isn't," protested the girl. "I know that my affairs have ceased to—amuse you. I wouldn't have bothered you about myself. Indeed, now that I'm here, I wish I hadn't come. I was silly to come, but—I couldn't let you bind yourself irrevocably to—to that woman without telling you what happened last night. When you know, you can choose what you will do. About the time that you left last night the Duchess disappeared and didn't come back to the Abbey at all."

"Nonsense!" exclaimed the Duke. "How can you possibly be sure of that? She was probably tired and went to bed."

"No. She left the house in her ball dress, with nothing round her but a cloak, and I tell you Guy, that she didn't come back. Lady Wentwood was very anxious, though she said nothing to anyone. I can't explain to you how I know all this, for I prom-

ised I wouldn't, but I do know it; and as you are so dreadfully particular about the conduct of women you care for, I thought you had better hear how the Duchess behaves as soon as your back is turned. You can ask Lady Wentwood—or you can ask the Duchess herself about last night."

"I suppose you expect me to thank you for telling me this, but I don't," "for you don't deserve thanks. You deserve a scolding. You are jealous of the Duchess, because she is handsomer than you can ever be, and——"

"Oh, Guy, you are cruel!" sobbed the child, bursting into tears. "It is true, I am jealous—so jealous that the pain of it is almost killing me. I didn't know it was possible to suffer so. It has driven me almost out of my mind, and made me long to strike her, and hurt her, somehow, as she has hurt me. But it isn't because of her beauty. I'm not such a little cat as to grudge that to her. It's because—because—oh! I can't tell why."

"You had better not. It is sure to be a foolish reason," said the young man, coldly. "Come, be a woman, and dry your eyes. Go back to Mademoiselle, and we will both forget this morning. I daresay you were upset by hearing about that brutal business at the Revel Arms last night, and that you're hardly responsible for your actions this morning. I prefer to think that. As for this engagement of yours, I shall expect Dick Paget to come and see me. You are too young to think of marriage."

"Yet you told me to fall in love with your good-looking American friend."

"That is different."

Why it was different, the Duke would have been at a loss to make

clear had Cecily questioned him, but she was in no mood for argument. More miserable than she had been before she came in, the unhappy child departed, and—perhaps partly to show his displeasure—the man she worshipped did not even take her to the door.

Nick Vanderlane gave the girl rather more than the half-hour's grace at which he hinted, but as he arrived once more at the door of Queen Anne's Mansions, after an aimless stroll, he saw her get into a cab. He had just entered the court, and the cab was at the door, but he recognized the pearl grey dress and hat, and the misty gold of the hair. A few seconds later the cab passed him, and, though it was a closed one, he caught a glimpse of another figure in the vehicle beside the girl's. "So she didn't come alone, after all," he said to himself. "I wonder if that was what she was going to say to Guy when she changed her mind, and altered the sentence in a hurry to something else."

Hardly had he entered the Duke's flat once more when the electric bell sounded, and Haskins brought a card to the Duke, who had just ordered breakfast.

"It's a detective from Scotland Yard," said the latter. "Well, that will save me trouble. Show him in, Haskins."

The man from Scotland Yard was in plain clothes, and there was nothing in his appearance to suggest the detective. He resembled rather an intelligent tradesman, with his little side whiskers, his neat, dark clothes, and his alert air. It appeared that he had been sent to ascertain whether his Grace of Oxfordshire had yet received any communication from

his travelling companion of last night and he listened with quiet interest to the Duke's story of the parcel brought by messenger.

The two young men watched him keenly, for they were of opinion that this narrative was not news to the detective. They thought it more than probable that he, or a comrade, had seen the arrival of the messenger, and were now aware whether he had gone, on leaving Queen Anne's Mansions. They would have given something to know whether, at this very moment, the missing handkerchief and scraps of paper were not reposing safely in the pocket of the imperturbable gentlemen from Scotland Yard. No deductions could be drawn from his face or manner, however. He seemed bent on gleaning as much information as possible, and put several questions in a respectful yet persistent way, with the air of soliciting a favour. He wanted to see the paper, and even the string, in which the overcoat and cap had been wrapped; he also wanted to see the borrowed articles themselves, and inquired whether there had been any note, or message with them.

"Nothing at all," answered the Duke, hastily. "And you see, the address, on this thick brown paper has been printed with a pen, instead of written, so that the handwriting shouldn't betray the sender. There's a tiny, square bit cut of the paper; I suppose something had been written there."

"I hardly think that, your Grace," said the detective. "If you look very closely indeed you will see why that bit was cut out."

CHAPTER IV.

THE LADY OF THE BRIDGE.

Both the Duke and Vanderlane followed with interested eyes the detective's pointing finger. He touched the edge of the cut in the brown paper which had enwrapped the parcel, then withdrew his finger. It was Nick who first saw that at which the man had hinted.

"A tiny stain of blood," he remarked. "Your opinion is that a drop fell on the paper after the packet was done up, and rather than do his work over again, the sender cut out the soiled place, not seeing that he had left this tell-tale smear, the size of three pin-heads."

"Yes," said the detective, whose name was Welland. "And as the murderer had wounded his hand, according to his Grace's observations in the train, it is probable that the parcel was wrapped up by him last night after returning home. If it had been done this morning, he would have had his wound dressed, and there would have been no blood about. The spot proves pretty circumstantially also that the murderer met no confederate after his arrival in London. If he had, he would not have risked spilling more blood about by doing any work himself. The other would have helped him. My idea is that he was in this thing alone."

"If he attempts to pass any more of those blood-stained notes, he will be easily traced," said the Duke.

"But is your Grace sure that any more were blood-stained?"

Guy thought for a moment, and

then was obliged to answer that he was not at all sure; he had merely spoken out a supposition in his mind. Possibly the note given him had been the outer one of the roll he had seen, and had received the only stain.

"If the fellow stole the money from poor Malvern," he went on, "in any case he can be tracked by the numbers of the notes, should he venture to use them."

"If there is any record of the notes," added Nick.

"Malvern was a careful sort of chap, I should say—the kind who would keep a record of every note he had. I never do—but he was different."

"The note-book he is known to have carried disappeared with his other papers," said the detective. "His valet was not with him at the inn, remaining by order at Dene Hollow, but he has been interviewed, and has stated that Sir Edgar invariably kept in his pocket—even when he changed to evening dress—a diary note-book, and a letter-case, containing a number of papers and letters. These two things Sir Edgar always placed under his pillow on going to bed at night, and never forgot to take them out in the morning when dressing. If the numbers of notes in his possession had been recorded there's little doubt that they are now in the murderer's possession."

Inspired by the detective's apparent frankness, Guy impulsively put a leading question. "Won't you give us the satisfaction of hearing that you saw the messenger arrive with the parcel, and that either you or some confrere have already traced him back to some destination or other?"

Welland did not show the least

surprise at this bold stroke of the Duke's. He smiled indulgently, and replied that it was possible—indeed he hoped, even probable—that another man engaged upon the case had the matter of the messenger successfully in hand; but as for himself, he had only arrived at Queen Anne's Mansions a very few moments before being received by his Grace.

"You admit, then, that I am being watched, as if I had some secret up my sleeve?" exclaimed Guy, with a slight trace of irritation, which Nick thought as indiscreet as the remark itself.

"Still the detective did not change countenance. "Not at all, your Grace; pray do not suppose anything of the kind," he said. "So far as that is concerned, my answer may be considered official. It is ridiculous to suppose that there could be the smallest suspicion against you. Your every movement of last evening and night is now known at Scotland Yard; Wynnstay, the landlord of the Revel Arms, has described the man who called upon Sir Edgar Malvern exactly as you described the person who boarded the train with you. But your own statement at the police-station last night explains the surveillance upon this house to-day since early morning. You yourself expected the return of your overcoat and cap. It seemed unlikely, on the face of it, that they should be sent back, as by keeping his word the murderer apparently exposed himself to a great risk. Nevertheless, such a chance could not be missed through carelessness on the part of the police; and, though I have had nothing to do with that part of the business, I am certain it has not been neglected."

Guy would have given much to spring upon the detective at this instant some reference to the vanished contents of the overcoat pocket; but, impulsive and hot-headed as he was, he kept enough of his ordinary common sense as a man of the world to hold his tongue on the subject. If Welland or a confrere had taken the handkerchief and the scrap of paper the mischief was done, and could be mended only by his silence, if at all. If the police were not aware that such clues existed, it would be well that they should never know. Instead of continuing, he half apologized for his last speech, and thanked the detective quite graciously for his consideration, adding that he hoped to hear whether the messenger had been traced.

Welland promised that he should be informed, when there was any information to give, and then inquired if his Grace would permit him to carry away the paper and string which had wrapped the parcel. "Also," he continued, rather more differently, "it would be a great favour if I might also have the cap and overcoat which were returned to your Grace by the supposed murderer. But perhaps that is too much to ask?"

"Not at all," returned the Duke, without hesitating, and unconscious that Welland was gazing at him very keenly at the moment. The young man was certain that he and Nick Vanderlane had thoroughly gone through the pockets of the coat, therefore it had ceased to be of importance in his eyes, and he thought the detective's request natural enough, as the garment had been in the hands of the murderer. "Of course, I wouldn't dream of wearing the things again, after that wretch had had

them," he said. "They would only have gone to my servant, and as he is a thrifty fellow, the next thing I should have seen would have been an advertisement of their appearance in some Chamber of Horrors, I shouldn't have liked that, and the police are welcome to them."

Vanderlane said nothing, but the conversation concerning the overcoat had brought several ideas to his mind. He asked himself why the man in the train had put himself out to send back the things, when he might easily have disposed of them with less risk. Had he had a special motive for wishing the Duke to receive his property again? Was it by an oversight or by design that the woman's handkerchief and the gold-stamped bits of paper had been allowed to remain in the pocket?

Nick guessed that Welland had been trying the Duke when he asked if he might take away the coat and cap. Had Guy hesitated or looked disturbed, the detective might have suspected that, after all, the Duke of Oxfordshire had some hidden knowledge of the murderer, thinking, possibly, that some secret message might be hidden in the lining of the cap, or elsewhere. But Guy's frankly given permission must have gone far to dissipate such an illusion, if it had existed.

When the detective had gone, despite his uneasiness of mind the Duke felt a certain physical inclination for breakfast. Nick was very much of the same mind, and the two were about to begin another discussion of the one absorbing matter of interest for Guy, when a new element of disturbance was announced. Dick Paget called to interview the

guardian of Miss Dalzell, whom he was most anxious to regard as his fiancée.

The young man was exceedingly eligible, there was no question of that; for he was of good birth, and had come into a large fortune and a very decent estate on the death of his father, just before his recently attained majority. There was absolutely nothing in his character, circumstances, or position to which the most conscientious parent could object; and not only was the Duke not a parent, but he had been telling himself that the charge of his little ward was becoming both a bore and a burden. Here was a splendid chance to be rid of the girl, to her own advantage, yet he regarded it with sulky displeasure, and could hardly endure hearing Dick's raptures. He did not want Cissy himself, but listening to her lover's praises of the girl's beauty and charm, he suddenly saw her as a rare and charming work of art which was to be stolen from the wall of his picture gallery. Had he not been desperately in love with another woman he would have been capable of marrying the child himself, merely to snatch her from Dick. Afterwards, when he had given a grudging consent to the engagement, and Paget had gone away radiant, the Duke found himself displeased with Vanderlane's praises of the girl.

"If I hadn't mislaid my heart last night," said Nick, "I'd have taken you at your word, Guy, old man, and gone in for Miss Dalzell. I'd have tried all I know to win her from that little boy, who isn't old enough yet to play at getting engaged to such a gem of a girl. "She's the prettiest thing I've seen for a century."

"I thought you said that you had seen last night the most beautiful woman who ever lived," retorted the Duke, who began to believe that he had not appreciated Cissy's charms.

"There's a vast difference between the most beautiful woman and the prettiest child," explained Vanderlane. "As much difference as there is between a La France rose and a lily of the valley. One doesn't compare the two."

"Tell me about that adventure of yours," commanded Guy, willing to turn the subject, though a couple of hours earlier he had advised his friend to fall in love with his ward. I have done nothing but talk of myself and my affairs. But, by the way, you must have arrived earlier than you expected, or you wouldn't have had the chance of an adventure last night—on land."

"Has that just dawned upon you?" laughed Vanderlane. "But no wonder you have been preoccupied—strange if you hadn't after that has happened. Still, I'm not sure that the tale of my adventure isn't too good to waste upon such an absent-minded beggar. It would be like putting mustard sauce on a paralysed tongue. "I beg that you will tell me," the Duke said. "It will keep my mind absent—from other things."

"Well," began Nick, "the weather had been so favorable that we ran through the bay quicker than I expected, and got into Tilbury yesterday afternoon. I knew you were out of town, or going for the night, because of that wire you had sent me to Lisbon, saying you could meet me in the morning on my arrival. I felt in the mood for seeing a little life, though, so I decided to see it

alone; couldn't think of anyone it would pay me to look up. Accordingly I did myself very well; dined at the Carlton, went to see the new play at the St. James's, and supped afterwards at the Cecil.

"Sitting there, and seeing the lights in the river—the finest night picture in your whole big city—London got into my blood somehow. I wanted to go and stand on Waterloo bridge; but I didn't want it enough to go there until the band stopped playing in the hotel. In the hall, just as I was walking out of the place, I met a man I knew—New York fellow; hadn't seen him for years. He and his wife had had a row, and it occurred to him to ask my advice. I wish sometimes I weren't such a beastly sympathetic chap; it's inconvenient when you want to catch trains or take lonely walks. However, I couldn't shunt the man, and we took a walk together. Goodness alone knows where we went, after the bridge which we crossed; reckon we must have got nearly to Brixton, or some other of your southern resorts. That chap told me everything he had said and done, for the last five years, and after about two hours of it I felt like a squeezed sponge, or an orange that elephants have walked over for some years. Just at the worst we came to a coffee-stand, or whatever you call it, and I had a ripping cup of coffee. We talked to the chef for a while, and I daresay that took up over half-an-hour more. (You see, I'm trying to account for the time of night that the adventure began, because, of course, this is only the preface.)

"Anyhow, it was nearly three o'clock when we strolled away from

that remote, south-eastern coffee-stand, and my friend, happening to catch sight of a clock, realized that he had a longing for his peaceful home, temporarily located at the Cecil. He proposed that we should take a cab if we could find one, and presently a four-wheeler did come crawling along. It was too stuffy for me; besides, my friend's troubles had got on my nerves, and if I'd been an hysterical young lady I should have screamed. So I said I hadn't had quite my usual forty miles a day, and would walk.

"By this time it was just beginning to get light, and I didn't know exactly what to do with myself, as your engagement with me for this morning was on board the yacht. I wandered about a bit more, in an aimless way, and at four o'clock I found myself again on Waterloo bridge. It was as if something had drawn me back to the place, with the same odd sort of wish to be there, I had felt before; and now you'll be glad to hear that this is where the preface stops and the adventure begins.

"As I was standing staring down into the water, thinking of all the histories and the tragedies connected with the bridge, the sound of a rough, drunken laugh made me look back over my shoulder. It was earliest dawn, you must remember—only a sort of hint that dawn was on its way up the east—but I saw a woman coming towards me, walking very fast, and a man following, with his hand out, as if he would catch her by the sleeve unless she were too quick for him. The woman was a lady I could tell that even in the dusk—and the man was a drunken loafer. It was his laugh I'd heard; I knew that

now, for he laughed again. But he didn't laugh for the third time—unless it was the wrong side of his mouth, as we say on my side of the trout stream. My legs are pretty long, and I didn't wait to be introduced to the lady before I reduced the beast who'd been annoying her to the physical level he'd come down to spiritually some time before."

"In other words, I suppose you knocked him down?" cut in the Duke.

"I did," drawled Nick; as low down as the ground would let him go. Then I forgot about him, and invited the lady to do the same. 'You'd better come with me, if you don't mind,' I said, 'and I'll try and get you a cab.' She just gave one glance into my face. I saw she was the most beautiful woman on earth, and I reckon she saw that I was the kind of chap she could trust, for she didn't stop for any catechism—not so much as 'Is your name N or M?' She just tucked her hand into my arm, which I offered her, and we walked as if we were doing a spurt together for a medal, until we were past the danger of being mixed up in any fuss, such as meeting a policeman and being called on to explain the gentleman who was sprawling on his back."

"How about the lady explaining herself?" inquired the Duke.

"I didn't ask her to, and I reckon she didn't think it necessary. Beauty in distress is more picturesque without explanations, and by Jingo, she was picturesque! Figure to yourself, as our friends across the Channel say, a divinity—a goddess, at Waterloo bridge, alone, at past four o'clock in the morning. She was in evening dress of some kind, all white and

filmy, partly covered up with a long cloak, of some common, dark material, though the gown underneath wouldn't have disgraced a princess; and one extraordinary detail of her appearance I didn't notice until it grew a little lighter. She had had on a pair of cheap, low shoes, three sizes too large for her, and to keep them from falling off at the first step, had evidently put them on over her own small, white satin slippers. But, in spite of the precaution, she had shed one of the big shoes, probably in hurrying to escape from the ruffian I scotched, therefore she had a stout, square-toed right foot of brown leather, and a tiny, high-heeled white satin left foot, splashed with mud from the watering-carts up to the fine, silk and lace ankle."

"Cinderella," remarked the Duke.

"Say rather a youthful Juno playing the part of Cinderella. And when she thanked me, it was in a voice that might have given points to a Lorelei."

"She did deign to speak, then?"

"Yes, she thanked me, said that she had been unable to find a cab, and that the man had been following her since a little way out of Waterloo station."

"Great Heavens!"

Nick Vanderlane never showed surprise, but he did lift his eyebrows a little at his friend's loud, abrupt exclamation.

"Anything wrong?" he inquired.

"It may be that the whole world is wrong, and will never come right. Did you take the—heroine in distress to her home?"

Vanderlane made the slightest possible pause before replying, so slight that the sharpest and most watchful ear could not have been sure that it

was a pause at all. It lasted no longer than time enough for a man to count "one" rather slowly; but in it the American held council with himself. He read Guy's mind with a flash of intuition, and knew that the Duke was thinking of the Duchess.

Nick was not aware that the Duchess of Oxfordshire was supposed to have left Revel Abbey at midnight for Cecily Dalzell had given Guy that exciting bit of information during his friend's absence, and it had not been mentioned between the two men. Nevertheless the quick wits of the American grasped the situation as it was presented to the Duke. He even remembered Miss Dalzell's story about the Duchess's turquoise; nevertheless, he told himself that Guy was mistaken in his wild surmise. His beautiful incognita had worn no wedding ring, he was sure, for it had been her left hand which she slipped into his proffered arm, and he had peered at it purposely, through the dimness. Of course she was not the Duchess of Oxfordshire. The coincidence of such a meeting would be too preposterous; however, he must go warily, for the mysterious lady was evidently of high degree, and it was not impossible that the Duke numbered her among his acquaintances. Guy mustn't see that his friend had guessed his suspicions, nor must he be allowed to glean any tell-tale details concerning the unknown.

All this he contrived to tell himself in less than a second's space, before answering Guy's question.

"No, I didn't take her home," he replied, with guilelessness of manner.

"But you said this morning that you knew where she lived."

"I meant that I could find the

street again—by my bump of locality."

"Did you go to the street, then?"

"Yes, to the corner of it. The way of it was this: We had to walk some distance before we could get a cab, and then the driver was a wretched brute, half tipsy. The longer we stayed on foot the better I was pleased; but the lady was dreadfully tired. She was as pale as marble in the dim light; even her lips were white, and it was an effort for her to speak, though she tried not to show what a state of collapse she was in. Any port in a storm was her motto when the antediluvian hansom hove in sight, so I had to hail it for her. But I couldn't trust her to the tender mercies of that crazy old jail-bird and his Corsican brother of a quadruped. I asked the lady's permission to drive with her, and see her through."

"Did she give it?"

"Don't glare at me as if you wanted to test the quality of the grey matter in my brain," said Nick, knowing well the reason for the other's compelling look. "I'm getting along with my story as well as I can. She thanked me again, and paid me the compliment of not misunderstanding my motives. She'd be glad to accept my offer, said she, on one condition, and that I would let her out of the cab alone when she wished, without following her, or looking at the name of the street where she alighted. I agreed, of course."

"And kept your promise?"

"To the letter."

"You must have an idea in what part of London the street was."

"I'm a foreigner, dear boy."

"Nonsense. You know your way about London and Paris, and most of the other big cities of Europe with

eyes shut. You don't mean to give your mysterious woman away, that's all."

"We-ll, I guess," (he was drawling un-usu-ally now "it was my adventure, anyhow, old man.")

This shut the Duke's lips, but it did not relieve his mind. There was absolutely no evidence to connect Vanderlane's lady of Waterloo bridge with the Duchess of Oxfordshire, except that the former admitted having come from Waterloo station, or that neighborhood, and the fact that she had worn a flimsy white dress and white satin slippers. Everything else was against such a mad theory; even Nick's description of the common cloak which had contrasted so oddly with the smart frock underneath. When the Duke had bidden Magda good-bye in the carriage from Revel Abbey, she had worn a beautiful cloak of blue panne, which had shimmered in silver lines on the top of each rich fold like the breaking crest of a sapphire wave. No, certainly the woman wandering alone through the streets of London in a brown shoe and a white slipper, and a coarse cloak thrown over a thin evening dress could not have been Magda; and yet—and yet there was a horrible gnawing doubt in his mind which he must satisfy soon, at any cost, before the agony should become unendurable.

If he had had no other reason to suspect her, he told himself, no such

fiendish idea as this would have dared come to torture him, and he could have kept his promise never to distrust her again. But, unfortunately, he had only too many reasons. There was the fact that Sir Edgar Malvern had expected a lady to arrive at the inn a little after midnight; that Magda had insisted that her lover should not miss his train for London; that she had offered to accompany him to the station, thus making it possible to pass the Revel Arms on the way back; that Revel Abbey letter paper had been in the pocket of Malvern's murderer; that Magda's handkerchief had been there also; and that Cecily Dalzell vowed the Duchess had not returned to Lord Wentwood's house.

Was it strange, Guy demanded of himself passionately, that his promised faith in the Duchess of Oxfordshire wavered?

He would not say to Vanderlane that he dreamt the Duchess and the mysterious lady of the bridge might be one and the same, but a plan took form in his mind. He would take Nick to call upon Magda—take him on a roundabout way, which the coming from Waterloo bridge would have taken, so that the American might be suddenly ushered into the Duchess's presence unawares.

Then, it would be only necessary to watch their faces to be sure whether or no those two saw each other for the first time.

TO BE CONTINUED.

ISN'T IT QUEER?

"It's mighty queer about families. There's Mrs. O'Shaughnessy—she has no chi'lren, an' if I raymimber correctly, it was the same with her mother.

A CHAPTER OF PIONEER HISTORY.

By Rev. W. C. Gaynor.

The history of the first English settlements in New Brunswick is prosaic and almost featureless. It is relieved by none of those exciting incidents which make the history of the corresponding period in the United States so picturesque. Indian atrocities and massacres are happily absent from our history. Yet, while we rejoice over the fact, we cannot forbear the sentimental regret that our history lacks this element of fiery passion bursting forth in deeds of violence; the scenes of such stirring events would now be historical. As it is, our historians can point to no town in which massacre ran riot as in Schenectady on the memorable 8th of February, 1690; they can necrologize no death by torture of Indian martyrdom as of Brebeuf and Lallement in the country of the Hurons; they can record no struggle with hostile tribes such as the Puritans of New England waged in King Philip's war in 1675; nor can they chronicle even the outrages of some scalping party similar to that which in 1704 carried into captivity from the little village of Deering in Maine that uncompromising but amiable heretic, the Rev. John Williams.

There are, nevertheless, places in our province where tales of pioneer

adventure still linger, and where tomahawk and scalping knife, with the ancient blood-marks still upon them, can be dug up. Such scenes of early adventure are frequent on the Miramichi. There, in gossip by the fireside, tales of Indian adventure can still be heard, and the searcher who takes sufficient interest in the subject can find scenes of Indian ambuscade and massacre.

The early French missionaries had much to do with the taming of the native savagery of Micmac and Maliseet. They strove at once to win the tribes to Christ and to France. Both religion and patriotism made them the most politic representatives of European civilization that could have gone amongst a wild and suspicious people. The secular arm seconded their labors, for in them it found its best advance agents. The missionary under the French regime in Canada, particularly in the parts most exposed to British influence, had both a civil and a religious mission. If he was a messenger of Christ to the barbarian, he was also an accredited ambassador of France; often carrying his credentials and instructions from the governor in the same pouch with his priestly faculties from the bishop of Quebec. The result was beneficial to red man and white man alike. The

aborigines of Acadie had none of the grievances to resent with tomahawk and scalping knife that embittered the tribes of Massachusetts against the English colonists. The white man stood well with them, thanks to the enlightened policy of France. Our early English settlers were not, therefore, at the disadvantage of meeting tribes hostile to the European as such. The Indians were not lacking in sagacity, likewise, and, like the Iroquois, often strove to enhance their claims to consideration by a politic balancing between the rival white nations. Moreover, the belief was slowly possessing the Indian mind that their Ancient Father, the King of France, was not exactly holding his own against his enemies of the South.

The French stronghold of Louisburg had fallen, and the noise of its fall had resounded to the Miramichi. Wolfe was ravaging the Gaspé coast; hostile men-of-war had been seen off the mouth of the Miramichi; and French trading vessels dared not leave the river. In these circumstances it was impossible for the missionaries to conceal their chagrin and fears from the observant savages. Then fell upon the disheartened mission the sad tidings of the capture of Quebec, death knell as it was of French dominion in America. The story of its fall spread rapidly among the tribes and, in the case of the Miramichi Indians, was quickly confirmed by the appearance of a British frigate, which at once proceeded to dismantle the river forts. It was at this time that the Indian church on the north bank of the Miramichi was put to flames by the British commander in punishment of the aborigines for the ambushing

and massacre of a boat's crew of his men. This Indian village has since been called Burnt Church.

The timely exhibition of the strong arm intimidated the Micmacs of the Miramichi. But if outwardly they accepted the new order of things, their sympathies were at heart with the French. Thus it happened that they were restrained from all overt hostility towards the first English settlers when they came. On the part of the settlers who were more traders than settlers, bluff, honest Scotchmen for the greater part, there was an evident desire to cultivate the good will of the savages. This desire was enhanced by the fact that the English trader had the reputation among the Indians of paying better prices for peltries than his French competitors. It was to the interest of the Indians, therefore, to cultivate the English trader.

A season of comparative quiet and security thus intervened between the arrival of the first English settlers and the outbreak of the Revolutionary war. Never unreservedly secure from attack, the few scattered traders and river-side farmers held themselves in a state of constant expectancy and uncertainty. They were frequently made to realize their helplessness in the face of Indian provocation. It was no uncommon occurrence, as I have heard the oldest inhabitants tell for a party of Indians to enter a farm-yard in the winter and slaughter an ox or a cow under the eyes of the owners, who dared not protest. Sometimes, it is true, the marauders sent back a choice roast from the slaughtered animal to the aggrieved owner, but oftener his timorous protest was met with a glower of anger

or the significant movement of the tomahawk.

The Indian of the Miramichi, if we are to judge of him from the earliest records, was a magnificent specimen of physical humanity. Cartier, Lescarbot, and the Jesuits extol him as a giant among them. Membertou, grand Sagamore of the Micmacs at the close of the sixteenth century, and one of the greatest of our North American Indians, belonged to the Miramichi, and according to Father Biard was head and shoulders above the Micmacs of Nova Scotia. In our own day the oldest inhabitants of the Miramichi, whose memory goes back to a generation of Indians now dead, unite in praise of their splendid physique. The Gneishes, the Julians, and other original families produced men of whom any race might well be proud. When I was a boy, the strongest man on the Miramichi was an Indian; and one of the sights of a fete-day in Chatham or Newcastle was the band of Indian sachems, each one of whom was a Hercules in moccasins.

At the outbreak of the American Revolution in 1775 agents were despatched by the United Colonies to stir up the Indians of Acadie against the British government, and, if possible, secure at the same time the defection of the English settlers from the British cause. There is no evidence to show that these agents were able to disturb the loyalty of the English-speaking inhabitants of the Miramichi, but they did succeed in awakening the latent hostility of the Micmacs towards the British. The Indians suddenly became quarrelsome and vindictive. Whatever pecuniary profits they had been receiving from

the fur trade were more than compensated by the liberal largesses of the Americans. They were thus, for the time being, made independent of the small group of traders who upheld British commerce on the river. Their attitude became at last so menacing that the English settlers were forced to appeal to Halifax for protection. Messengers were despatched by water with the appeal for help, but the journey was long and precarious, and the danger increased daily.

Early in the summer of 1777, when the anxious settlers had about given up hope of relief and were preparing to sell their lives dearly, the British sloop-of-war Viper appeared off Oak Point. She had for consort the Lafayette, an American privateer captured by Captain Harvey of the Viper while in the Gulf of St. Lawrence. A Mr. Ross, pilot of Perce in the province of Quebec, was on his way home from the Miramichi when he fell in with the Viper. He at once acquainted Captain Harvey with the desperate condition of the Miramichi settlers, and volunteered to pilot the British vessels up the river. Captain Harvey put him aboard the Lafayette, and for the purpose of misleading the Indians gave orders to float the American flag. The Viper then lay off the coast to await the outcome.

When the Lafayette came up the river as far as Napan bay, she was boarded by a number of Indians from the northern bank. The crew of the privateer made good their pretense of being Americans who had come to the aid of their Micmac brothers; the Indians were treated to a liberal ration of rum, and were then sent ashore with an invitation to all the chiefs to come on board for a carouse on th

morrow. Under the stimulus of the rum they vowed on their departure it is said, that on the next day they would take the vessel, even though she came from their American allies.

The fighting force on board the Lafayette was, in the meantime, increased by the arrival of English settlers from the southern reaches of the river. History gives their names as John Murdoch, John Malcolm, Peter Brown, Alexander Henderson and his sons—James, Peter, John, Alexander and George. These nine men gave a good account of themselves in the scrimmage of the following day.

On the morrow thirty or thirty-five painted chiefs put off from land and were received with much ceremony on board the frigate. They were conducted to the hold where refreshments were served. The sight of, Ross, the pilot, excited their suspicions, however, so that before the hatches could be securely put in place a deadly struggle was precipitated. Ross was shot through the arm. A gigantic Miemac named Martin managed to project his person through the main hatchway as it was closing, and another Indian squeezed through behind him to the upper deck. The remainder were safely imprisoned beneath the closed hatches. Two marines attempted to put the gigantic Martin in irons but so great was his strength that he strangled them both to death. Beset by a score of men with fixed bayonets, he gallantly continued the struggle and succeeded in wrenching a bayonet from one of the muskets. Aiming a blow with the bayonet at the man whom he had disarmed, he drove the point of the weapon four inches into the mainmast. At length, over-

powered, he fell apparently lifeless, bleeding from numberless wounds. A few moments of respite renewed the strong currents of his life, however, and with a bound he was on his feet and had seized his fellow tribesman, who shivering with terror stood by and came near strangling him in punishment of his cowardice. He desisted only when he received his death stroke from the hands of an Irishman by the name of Robert Beck.

The Indians who had been entrapped into the hold, raging like caged tigers and blinded by the darkness, sought in vain for a weak spot in the walls of their prison. Finally, collecting together where the 'tween-deck space was lowest, they wildly attempted to lift the quarter-deck bodily from its stanchions. So great was their united strength that they actually did lift the deck four inches, and it was found necessary before they could be forced to desist to weight it down with an anchor and chain. However incredible this feat may appear, it is vouched for by the strongest consensus of local tradition.

The Lafayette soon rejoined her consort and carried her mutinous cargo into Halifax. Some of the Indians were kept in confinement in Halifax and some were sent to Quebec. The remainder of the tribe, without leaders and fearing a repetition of the punishment which had been inflicted on the tribe in 1759, retired to their encampments, glad to leave the harassed traders and settlers in peace. In this uprising John Murdoch lost all his cattle; Mr. Cort, a large quantity of moose skins; and Isabella Henderson, daughter of Alexander Henderson, came near being captured.

DREAMS AND WHAT CAME OF THEM.

By Malcolm Thackery Ross.

I do not know how far the readers of the following pages may be believers in dreams. I am not a superstitious man myself and yet I have, in the course of a long life, witnessed events which were so singular in their character as to deserve the name of supernatural. It would be absurd to say that all dreams or even a majority of them have any meaning. They are usually too indistinct and uncertain in their outline to be more than mere impressions; but in rare instances I believe that there comes to man, in those fleeting visions of the night, warnings of danger to himself or others that it is well to heed. The soul at such times projects itself beyond the present and gazes into the future; it even leaps the bounds of space and sees what is happening many miles away, with unobstructed vision. That this is really the case let the following story of my own personal experience testify:

I am a sailor and perhaps for that reason more given to pondering over strange events than other men, yet I fancy that most people, if they would open the secrets of their hearts, would be found ready to admit that they had seen that in dreams which was afterwards fulfilled. Still, unless the event is of as unusual a kind as the one which I am about to relate, it passes without special notice and is

presently forgotten amid the multiplicity of the world's cares. Even where the event is important the dreamer usually either conceals it or confides it to his immediate friends so that the world at large hears nothing of it.

It is now more than thirty years ago that I was captain of a fine clipper ship running between Liverpool and Melbourne. It was in the days of packets, before steam and the Suez Canal had revolutionized the commerce of the world. My ship, the Marco Polo, was a splendid vessel and I was proud of her. I had a good crew, as I always have had in all my voyages, for I discovered early in my career as a master that when sailors are treated like men they will act like men. Some of the best seaman I have ever had under me were men who had been given up as incorrigible by other captains. I never had any trouble with them, and I never yet called for volunteers for a dangerous service that the whole crew did not respond. Well, this particular night of which I am about to tell was as pleasant a September evening as ever I saw. We were about as far south as the Canaries. We had a nice breeze from the north and were running off, with all sail set, about southwest by south, in order to get the benefit of

the ocean current which sweeps past Cape St. Roque on the coast of South America.

I left my first mate Joe Bradshaw, on deck, and, seeing that all was well, gave the man at the wheel his course and went below. This was about ten o'clock, but although I was quite tired, strange to say I did not feel sleepy. I picked up a book as was frequently my custom before I turned in, for I always carried a good supply of books with me, and when I could spare half an hour or so for reading I took advantage of it. This particular book was an old volume of sea yarns which I suppose I must have read through half a dozen times before without seeing anything remarkable in it. This night, however, opening the book mechanically I was at once struck with the first heading that met my eye. It was "Wonderful Dream of Admiral Digby."

I began to read and was immediately interested. The narrative went on to state that Admiral Digby was cruising eastward with a small squadron in the Indian Ocean in search of a Dutch convoy from the Moluccas and Java. The Admiral was asleep in his cabin, when in his dream he heard a loud voice calling out:

"Digby, Digby, go to the northward."

He awoke instantly and called the sentry, asked if anyone had spoken, No, all had been silent. He fell to sleep again, and again he heard the command: "Digby, Digby, go to the northward." Again he awoke and again discovered that no one had spoken. When the same dream was repeated a third time the Admiral was unable to endure the pressure any longer. He rose, dressed himself and

went on deck, and ordered the ships of his squadron to be signaled to stand to the north. At daybreak next morning he fell in with the convoy he was in search of and made the richest capture ever taken in those seas.

Such was the story which when I had read it before made little or no impression on my mind, but that night its perusal seemed to affect me strangely. I tried to divert my thoughts from the ideas it suggested by reading something else, but my mind refused to grasp anything farther. I turned over page after page and read mechanically, but I only thought of the Admiral's strange dream and with my mind full of it I went to my cot. I suppose that I must have been asleep an hour or more when I suddenly awoke in a state of extreme agitation, a mood very unusual to me. I had been dreaming that I was sitting in my cabin in my own ship when suddenly a bright figure appeared before me so strangely luminous that I had to shade my eyes to look upon it. Then I saw a face that had often haunted me in my dreams, a face singularly calm and of a beauty that does not belong to the fairest of the daughters of men. The figure raised its right hand and pointed at the tell-tale compass that swung above my head as I sat at the table, and then in a tone of command said; "Keep away three points." I thought that I tried to speak to ask the reason why, but I could not utter a word. As I struggled to express myself the figure gradually seemed to fade away, and with a start I woke.

I must confess that for apparently so slight a cause my mind was wonderfully affected by this dream. I

sought to banish it from my mind, but that was impossible. Gradually, however, tired nature asserted herself, and I fell into a second slumber. But my dreams were the same. Again I was sitting in my cabin; again the wonderful face appeared before me; again the peremptory command was given, "Keep away three points," Again I awoke, and when I afterwards fell asleep the dream was repeated a third time, and, as this being from another world gave the command, I thought its face had an expression of anger, as if displeased that it had not been obeyed. When it faded away as before, and I awoke a third time, my mental faculties were left in a very confused, and I think, weakened condition. I felt that I could remain in the cabin no longer, so I astonished my mate by appearing on deck after less than two hours below. As to telling the hard headed and practical Bradshaw of my dream, that was not to be thought of; he would only suppose I was losing my senses. As my mind gradually cleared from the chaos into which it, had fallen, and I revolved this strange dream in my thoughts, I formed the resolution to obey the order so strangely given I went aft; the mate was standing close to the man at the wheel.

"Bradshaw," "how does she head?"

"Sou'west by south," he replied.

"I guess," said I, "we'll keep her away a bit; head her due south until morning."

The mate looked surprised, but said nothing; he was not a man to ask questions; he only gave the necessary orders to the wheelman, and due south we went dead before the wind. The yards were squared,

and on we rushed, doing ten knots at least, with the sea so smooth that a canoe could have traversed it. Then I went below, and enjoyed two hours of dreamless sleep.

When I went on deck I found the lookout men intently watching a bright speck on the horizon. It was reported, but what could it be? Every member of the watch was soon interested in the strange object which was right ahead of us, and every moment growing brighter.

"I think" said Bradshaw, after a long look through the glass, "it is a ship on fire."

"I believe you are right," said I; "well, if the people have only their boats at command, help is near."

There was little said by any one after that for some time, but every man on deck was now intently watching what we knew to be a burning ship freighted with human lives. The smallness of the light seen at first must have deceived us as to the distance the vessel was from us for, from the rapidity with which we approached the burning vessel, she could not have been more than five or six miles away when we first sighted her. At that the fire was just breaking out of the hold, and from that moment its spread was rapid.

As we swiftly advanced upon this beautiful yet deadly object, I felt my good genius had not commanded me in vain. Here, at least were lives to be saved if there were no treasure fleets to be won. We were now less than two miles from the burning ship and could see, in the bright light of the conflagration, all that was going on on board. We saw the crew gathered on the poop and her three boats trailing behind. She was run-

ning off the wind at the rate of about five miles an hour, her entire sails rigging and masts a mass of flame. We saw the boats drawn up and the people, one by one, transferred to them. One of those thus handed down was evidently a woman. Presently one boat was loaded and dropped off, then a second was filled and also cast off, but one boat was now left, and this contained six or seven persons. Two people were still on the poop—a man and a woman. All this I gathered from the running comments of the mate, who was watching the scene through his glass. The woman was apparently quite helpless, and the man was in the act of handing her down when the boat's painter slipped and quicker than words can tell it, the boat was yards behind. The men seized their oars and rowed frantically after the ship' but they might as well have tried to catch an express train. The vessel dropped them every yard they went, and the two unfortunate ones were left on the burning ship alone and almost beyond the reach of human help. When this occurred we were less than three-quarters of a mile away, and we came up rapidly. The men had ceased rowing, and were looking despairingly at the flying ship. In the stern was a young girl in the agonies of grief, and hardly prevented by a youth who sat by her from casting herself into the sea. It was a piteous sight.

"Bradshaw said I, we must save these poor people,"

"Yes," he replied, "we must and we shall."

The boat was now so close to us that they could almost have touched the ship with an oar, and I shouted

to them as we passed: "Never fear, the people will be rescued." As I said this the young lady fell back in a swoon.

The mate by this time had called the men aft and selected five who with himself were to accomplish the dangerous work of rescue. The gig was got ready and, although to launch a boat from a ship running at the rate of ten knots is no easy job' it can be done, and it was done that night. Then the mate and afterwards the five men, one by one, were lowered into her. The last man to embark was Dick Bustin, a short, thick set dare-devil of a little man, as brave as a lion and as quick as a cat. His place was in the bow and he had a boat-hook in his hand to catch the ship in case there was no rope in tow.

"Now, my men," said I, "I will carry you as near the ship as I dare without setting fire to ourselves, and far enough beyond her to enable you to cut in and head her off. Don't be in too great a hurry to get alongside, but aim for the stern, for the heat amidships will be dangerous. Now, Bustin, you stand by to let go the painter when the mate thinks it is time."

We were now alongside the burning ship and I could see plainly enough that if a rescue was not effected at once both the unfortunates would perish. The woman seemed to have sunk down overpowered and the man was evidently much exhausted. As we swept on I seized the speaking trumpet and called out:

"Don't despair, good people, we'll save you."

In a few moments we were a quarter of a mile ahead of the burning ship on her starboard bow and the mate

judged it time to cast off. As he did so I had sail reduced and the ship hove to, to watch the gallant men.

The fire-veloped craft was running off the wind at the rate of between four and five knots an hour and, if I could have freed my mind from anxiety as to the result of the hazardous task my men were engaged in, I might have admired the sublime spectacle she presented. But I was tortured with doubt as to the success of the rescue for the boat's crew would be in dread perils from the fire before they reached the stern of the ship. I watched them with straining eyes as they closed with her, but they never faltered. For a moment I saw the mate signal them to cease rowing, but the pause was only for a few seconds. As she came broadside on they made a dash for the ship and a moment later they reached her; the boat was under her counter and Bustin had seized a rope that was towing behind and secured it. In another moment I saw him climbing up by it, like a monkey, on to the vessel's poop. Then the man and the woman were handed down into the boat, apparently quite helpless, the painter was cast off and the burning ship drifted away into the night.

In a few minutes the boat was alongside and then we learned that the man we had saved was the master of the ship, Captain Curtis, who was determined to be the last one to leave his vessel and the woman was one of the passengers an old lady named Carter who was going with her daughter and nephew to Melbourne. She had become so panic-stricken that it was impossible to induce her to get into the boat, ex-

cept by force, and it was while the captain was urging her to permit herself to be lowered into it that the painter slipped and the chance of rescue was lost. After that, between the excessive heat and fright she became insensible and was still so when placed on our deck. The condition of the captain was hardly better and seeing that what they wanted was air, I had mattresses brought on deck and placed my invalids upon them.

It was now time for me to look after the boats, but I had not much searching to do to find them, for they were closing on us rapidly. If ever I saw gratitude and joy depicted on a human face, it was when the young lady learned that her mother had been rescued, but her grief was terrible when told that she was insensible and likely to die. I draw a veil over those sad and harrowing scenes, a description of which can only cause pain. The unfortunate lady survived the rescue only two hours, and next day we solemnly committed her body to the deep.

The story of the Carter family differed but little from that of thousands in both hemispheres. Mrs. Carter was a wealthy widow who had a fine estate in the South of England and Alice, the young lady on the ship with her, was her only child. At a very early age she had been thrown much in company with her cousin, Walter Leonard, until an attachment had sprang up between the young people. Mrs. Carter, who was a very ambitious woman, and, desired her daughter to marry a title, in vain strove to check it, and, failing in this, resolved to take her daughter to Australia and leave her in care of a wealthy uncle,

who resided in the city of Melbourne. This uncle, Capt. Acton, had been long in correspondence with his sister, Mrs. Carter, as to the disposal of Alice's hand, and fully shared her views. Mrs. Carter, to avoid suspicion on the part of young Leonard, did not take passage in one of the ordinary liners, but in a freight ship, the Edinburgh which had good cabin accommodation. But when lovers are in league all ordinary precautions become futile. Alice in some way discovered the name of the ship in which they were to sail and conveyed it to her lover, who determined to go to Australia also. Imagine the consternation of Mrs. Carter when she learned that Leonard was on board. But it was then too late to turn back. as the ship was past Holyhead and going down the Channel with a fair gale. Mrs. Carter was seasick most of the voyage and obliged to keep her cabin, so that the young people were constantly in each others company, and the very precautions she had taken to sever the bond between them only served to unite them the more firmly.

There was indeed no reason why they should be kept apart. Young Leonard was a fine, manly, handsome fellow of twenty-two with coal black curly hair, and a tall and stalwart figure. He had some means and had received an excellent education. The attachment between him and the young lady was deep and sincere. As for Alice Carter herself, I have never seen a more lovely creature. Her complexion was the purest and her figure the most exquisite that I ever beheld. Her eyes were dark, but her locks were golden, and when thrown loose to the wind, she, seemed

a veritable nymph of the sea. Her face was the face of an angel: it was the face of the being I had seen in my dreams, but humanized and softened, and rendered womanly. It only remains to add that the mind of Alice Carter was worthy of the frame in which it was set, and that she was all truth, purity and amiability.

After leaving Captain Curtis and his crew at St. Helena, we proceeded on our voyage, and in due time reached Melbourne. Long before this I had seen with great concern that a singular change was coming over Alice Carter. The strength that had enabled her to endure the cruel trial of her mother's death had left her and was succeeded by a settled melancholy from which it seemed impossible to arouse her. Her gaze was fixed and expressionless; the color had departed from her cheeks; her speech was slow and sad. Nothing seemed capable of rousing her from the state of gloom into which she had fallen; even her lover's fondest tones failed to awaken a response. We learned later that the cause of this extraordinary change in a young lady who had once been all life and cheerfulness, was the fixed belief that she was responsible for her mother's death. She thought that but for her devotion to Leonard, the Australian voyage would not have been undertaken, and that her mother would have been living still. She blamed herself as the sole cause of untoward calamity that had befallen a parent whom she dearly loved.

Of course it was out of the question to attempt to reason her out of her singular delusion. All that could be done was to wait the time when the power of a mind naturally strong might reassert itself, or when the

malady which now clouded it became seated, and nothing remained to hope for but the dark valley of the shadow of death.

Captain Acton, her uncle, was distressed beyond measure to find his niece in such a mental condition, and readily listened to me when I suggested to him that the only thing likely to prove an efficient remedy was a return to her English home and its pleasant surroundings. Thus it came to be agreed that she should go back with me in the *Marco Polo*. Of course young Leonard had no notion remaining in Australia, would also return with me. He was almost frantic over the change that had come over his bride, and was consumed with anxiety as to its final outcome.

The weeks I spent in Melbourne on this voyage were the most wretched I had ever known. I felt like one over whom a great calamity is impending, and yet I could conceive no reason for my anxiety. My sleep was disturbed by dreams which, without forming themselves into coherent shape, seemed to presage sorrow and distress, and left me when I awoke from them harassed both in mind and body.

I left Melbourne with a heavy heart. The ship seemed to me to be full of gloom. Alice Carter was no better, but rather worse, than she had been, and Leonard's distress seemed to increase daily. Yet it is singular that when we had got clear of the harbor and were once more on the ocean, my spirits began to rise, and I felt almost cheerful. My natural sleep returned, and my evil dreams troubled me no more.

One afternoon when we had been about a week at sea I went down into the cabin on some errand. Alice was

sitting there; she had not exchanged a word with any one that day. The sight of me, however, seemed to arouse her and coming near me she said abruptly:

"Captain, we will never see old England again."

"Nonsense," said I, "what makes you think that?"

"Because," she replied, slowly, "I have had a dream."

Now Alice, without knowing it, had struck a weak spot when she spoke of a dream, and instead of ridiculing it, as I might have done at another time, I asked her to relate it to me. That however, she could not do; the faculty of coherent narrative seemed to have left her. She could only repeat:

"My dream tells me we will never see old England again."

We had been making a fast run from the time we left Melbourne and were now almost clear of the Australian coast. I left the deck at midnight with a pleasant breeze blowing from the north and was speedily asleep in my cot. Two hours later I was called on deck; I at once saw by Bradshaw's looks that something unusual had occurred.

"Captain," said he, "the glass has fallen very rapidly and there is a heavy bank in the southwest, I think we are in for a gale."

I looked around the horizon and saw enough to confirm the mate's worst fears. There was not a breath of wind, the air was as still as death. The men were already reducing sail, and soon every yard of canvas but a storm stay-sail was safely clewed up. For half an hour we watched and waited as the whole horizon to the south of us grew black as ink.

Suddenly, with a roar, as loud as the loudest thunder, the hurricane was upon us. In an instant the sea around us was one mass of foam. The ship was thrown on her beam ends, and a second later the storm stay-sail was blown clean out of the bolt-rope and disappeared. The ship slowly righted and ran under bare poles before the gale like a frightened deer. To check her career was impossible. To heave her to was quite as impossible in such a sea, and even if it could have been done it would have been useless for no sails that ever were made could stand the strain of the gale. On we rushed through the darkness, every moment, expecting to be overwhelmed by a following wave.

"How long will she stand this?" said the mate who was lashed beside me near the wheel.

"We have got to risk it," said I; "if it doesn't moderate we'll be ashore before ten o'clock."

Dawn at length came, but brought no improvement in our condition; the wind blew harder than ever; the deck was drenched with spray' and the stout ship was rushing to her doom, for on our lee was land and we could carry no sail to draw away from it.

I went down into the cabin and found Alice up and dressed. I was amazed to find her cheerful and even buoyant in spirits.

Is there great danger?" she asked.

"There is," I replied, "I fear we will be ashore in two hours."

She said nothing, but I could see she was not afraid.

I trust never again to have the same feeling of utter helplessness that overwhelmed me at this time. The shore

was now broad before us six miles away, and we were running directly for it. We could see the long line of breakers as white as snow. Every man on board was prepared for the worst. Although it was impossible to stand on deck without being lashed to something, after infinite labor, Leonard and I succeeded in getting Alice on the fore-castle the only point of safety, for I expected the ship would break in two as soon as she struck. Every one was now forward, except Bradshaw, who undertook to stand by the wheel to the last. As we rushed on to what seemed certain death Alice was calm. No words short of a shout could be heard, but she clasped my hand as an earnest of confidence and hope. At that moment I saw a dark spot in the long line of breakers; it did not appear to be more than one hundred feet in length. I gave the mate a signal, but he had seen it, and steered right for it. I untied the lashing which bound me to the rigging and I had scarcely done so when the ship struck.

The next few seconds of my existence were a blank, for the moment the vessel touched the ground a mighty wave swept everything off her deck. When I rose above it I found that Alice was still with me. I nerved myself for the struggle in the surf but discovered to my surprise that there was no surf; so that I got ashore with my precious charge without any difficulty. Leonard and I carried her up the beach and she soon revived.

"Thank God," we both exclaimed "She is safe."

When I again mustered my men, there was not a soul missing' a result entirely due to Bradshaw's promptness, and judgment. The dark line

in the surf was the entrance to a little harbor, completely land-locked and protected by a long reef. At that time of tide there was not water enough to float the ship, and so she struck, but the next wave carried her over the shallow place into the deep water of the harbor beyond. Except the loss of her shoe and some minor damages the Marco Polo was uninjured.

When I could take an observation I found that we were on one of the islands that lie on the west coast of Australia and we remained there more than a month. We unloaded the ship, careened and repaired her,

reloaded her and got her outside of the little harbor on the top of a favorable high tide. Then once more our bow was pointed towards England where we arrived long after we had been given up as lost in the storm that passed over us.

The events of that dreadful night completely restored Alice Carter's mind and spirits and she had no return of her melancholy feelings. A week after her arrival I had the pleasure of seeing her wedded to the man she loved in a little church in Liverpool and she and her husband still live to thank me for the share I had in promoting their happiness.

FLASHES OF FUN.

RAPID SUCCESS.

"That's one of the best-selling books of the year, Mister!"

"It is? I never heard of it."

"Well, it's only been out a couple of days."

A PROGRESSIVE.

TEACHER: "Now then, what do we mean by composition?"

"LITTLE GIRL (eagerly): "Please, Miss, composition is the art of bringing simple ideas into complication."

SAVING TIME.

SHE (bored to death by visitor, who has called unexpectedly): "Well, I'm awfully glad you called. I really didn't expect you, you know."

VISITOR: "Well, I was calling on dear Mrs. Smith opposite, and I thought I might as well kill two birds with one stone."

FIRST BABY.

FOND YOUNG MOTHER (to proud young father): "Albert, dear, did you hear the sweet, precious darling cry his little eyes out last night?"

PROUD YOUNG FATHER: "I thought I heard our angel twitter."

SECOND BABY.—SHE: "Albert, you unfeeling wretch! To hear that child screeching all night and never offer to take him!"

HE: "Let the little demon howl!"

HIGHLY EDUCATED.

MR. NOOWEALTHY: "Yes sir; I found the people of Paris to be the best eddicated in the world."

MR. WANTERKNOW: "How so?"

MR. NOOWEALTHY: "How so? Why, dang it, even the laborers kin talk French."

THE FINANCES OF ST. JOHN.

What it Costs the Taxpayers to Maintain the Public Schools of the City.

By John A. Bowes.

The Free Public School system was introduced into St. John and the Province of New Brunswick in 1871. All residents of the city over 45 years of age remember the schools which the free schools superceded. Prior to 1871 education was assisted by the province, but not by local rates. The provincial grants went to school teachers, as they do at present and grants were made to various counties for the maintainence of grammar schools. St. John had a grammar school, a semi-public institution. Another school known as the Varley school was largely maintained out of a bequest of Mark Varley, a citizen of St. John. The Madras school was supposed to be nondenominational in its character, but had long been dominated by the Church of England. The Varley school was in the hands of the Methodists. The Roman Catholics had the Brothers school, the teachers of which were of the order of Christian Brothers. The remaining schools were all private institutions, some good, some fairly good and others ranging from bad to very bad. The only buildings in the city of St. John

devoted exclusively to educational purposes were the Grammar school, on Germain street, an unpretentious wooden structure one story high which had outlived its usefulness long before it was destroyed by the fire of 1877. The Varley school was a two story brick structure on Leinster street and the Madras school a two story wooden building on Duke street. The Brothers school was located in a building originally erected for a temperance hall and occupying the site of the present St. Joseph's school. In 1871 the schools were badly housed and the greater portion of the debt which the School Trustees have rolled up has been for the erection and furnishing of suitable buildings for school purposes, and not all the schools are as yet housed in buildings owned by the Trustees.

The educational system of St. John may cost the tax payers more than they can afford but there is a startling contrast between existing conditions and those which prevailed thirty-four years ago, before free schools were introduced. The older men and women of the present generation remember

something of the schools of their early days, as the major portion were educated in both public and private schools. Where the parents were well to do the school boys and girls were housed in comfortable buildings but those who were unable to pay from six to eight dollars a quarter had to be content with very inferior accommodations. The best description of the schools of St. John as they existed prior to the passage of the School Act is fully described in the report of the School Trustees, for 1881 ten years after free public instruction became the law of the land. This description is from the pen of Mr. John March, for many years after the new law became operative, secretary of School Trustees of St. John. Mr. March says:

“On the 30th day of October, 1871, the Board of School Trustees, of Saint John, held their first meeting, so that for ten years active operations in educational work have been in progress, and it may not be an unimportant service to review what has been done and what improvement, if any, has taken place since the great trust of providing for the education of the youth of the City of Saint John, was placed in the hands of the present Board. Unfortunately, the bulk of the material from which a full statement of operations could have been compiled, was destroyed in the great fire of 1877, but there still remain sufficient data upon which to make a brief showing of what has been accomplished.

“One of the first duties which devolved upon the Board in 1871, was to ascertain the number, size, and character of the existing school buildings on both sides of the Har-

bour, and those who took part in that visitation during the first two weeks of November in that year will, probably, never forget the feelings they experienced, as day after day they passed from one scene of wretchedness to another. For many years previous there had been some realization of the fact that even the best places where the youth of the City was instructed, were not altogether suited to the necessities of the times, but the best informed had no idea of the dens and hovels that served the purpose of school-rooms in many parts of the City. Notably among these were the school with 98 pupils in the upper part of the L of an oyster saloon reached through an alley off Germain street; the school with 81 pupils in the front room of a tenement house on Mill street; the school of 50 pupils in a room 18 feet long, 9 feet wide, and 9 feet high, over the L kitchen of a house on Carlton street; the breezy school-room over the wood house on Peters' street, which was reached by a rickety flight of steps from the yard; the school of 50 children sitting around the cook-stove in the upper part of the L of a small house on Patrick street; the old tumble down house on the rock on Brussels street, the upper part of which was deemed ample accommodation for 56 children; the loft of the wood shed belonging a house on Britain street, reached by step ladder and a trap-door in the floor, where 36 children were found in the stifling atmosphere; the school in the old shop that stood at the foot of King street, Carleton, with the doors off their hinges, to admit of the 30 pupils within seeing what was going on outside; and the little

kitchen further up town where the children had to go out doors to make room for the members of the Board inside.

“These were by no means infrequent samples of what was presented to the view of the Board at that time, nor were any apologies offered in any one case for the use of such places as public school buildings. The very best establishments were the old Grammar School on Horsfield street, the High School on King street (East,) the Varley School on Wentworth and Leinster streets, the St. Malachi's Chapel and the old Temperance Hall on Sydney street, the Madras Building on Duke street, the Ragged School on Brussels street, Mr. Mills's School on Coburg street, the Superior School on King street, Carleton, and the schools in St. Patrick's Hall, Carleton, to which should be added the schools held in the basements of Churches or in buildings connected with Church edifices. The City owned no school building, and every building rented by the Board, except the old Grammar School and the school on Coburg street, on the East side, and the Superior School and St. Patrick's Hall, on the West side, had to be enlarged, altered, or repaired before they could be made suitable for the work of graded schools.

“Although by reason of civic financial disabilities the Trustees have not accomplished all they desired or purposed, yet their efforts combined with the enterprise of their fellow citizens, after the lapse of ten years, have secured to the public in the several sections of the City commodious and comfortable school buildings which are entirely free from the objections which formerly pre-

sented themselves. The City owns school lands and buildings to the value of over a hundred thousand dollars, and other property valued at over fifty thousand dollars. The Victoria School with its fifteen departments, and the Albert School with its ten departments, are admirably supplemented by the St. Malachi's Hall with its eight departments, the Leinster Street School with its seven departments, the St. Joseph's School with its five departments, and the Charlotte Street School with its four departments. These buildings are all new, substantial, commodious and comfortable, and can be made to accommodate seven more departments, if necessary, without crowding. Of the other buildings, St. Patrick's Hall, Carleton, has four department, the Mechanics' Institute, Cliff street, Waterloo street, and Brussels street Schools have each three departments, the St. Mary's and Peters street Schools each two departments, leaving only St. Philip's, Sheffield street, Mason Hall, and Partridge Island Schools with one each.

But it is not in the character, appearance and accommodations of the buildings alone that the progressive work of the Board may be traced. It is none the less seen in the quality, serviceableness, and comfort of the internal arrangements. In 1871 the only schools in which the pupils were at all provided with modern school furniture, were the large room of the Grammar School, the High School, the schools in St. Vincent's Convent, and the St. Patrick's Schools in Carleton. Now there is not a pupil in any of the schools who cannot be supplied with a separate desk and chair, with a

receptacle for holding books and slates. The old, long slab desks against the side walls, with their accompanying slab benches without backs, have given place to the neat, useful and comfortable box desks on iron standards; and chair seats on iron pedestals which are now in common use. Then there are the cloak rooms, closets, cabinets, and stoves or other heating apparatus, all under the care of janitors, who are required to see that everything is kept clean, orderly, and in good repair.

"In 1871 very few schools possessed anything more in the form of apparatus, than a small painted blackboard, and a map of the Province of New Brunswick, and many were without even these simple school aids. Now in every department there is an ample supply of liquid-slating blackboard surface, of the very best quality, on wood or plaster; wall maps of the hemispheres, continents, British Isles, Dominion of Canada, Maritime Provinces and New Brunswick, are found fully provided in every building where the course of study calls for their use; terrestrial globes are provided for the advanced schools; thermometers, bells, dictionaries, wall cards, natural history and colour charts, geometrical solids, cabinets for specimens, and libraries, these together indicate the advancement made in providing for the practical illustration of the various branches of study."

"Under the old parochial school system, there was no uniformity in the course of study pursued in the several departments of the city school service, every teacher being a law unto himself in this regard. Among

the first duties undertaken by the Board was that of promulgating and establishing such a curriculum as would fully meet the wants of the community and facilitate the work of the teachers from one end of the service to the other. In this work, they called to their aid the most experienced teachers in the City, and after much deliberation a course of study was elaborated for eleven grades, each grade to cover one year's school work, and so thorough was the work when completed, that it has been thought not unworthy by the Provincial authorities of forming the basis for the course of study now prescribed to be pursued in the schools all over the country.

"In 1871 the number of teachers, including assistants, was 71, 20 per cent. of whom had received no special training for their work.

"In 1881 there were employed 90 teachers, including assistants, all but one of whom were regularly trained teachers, or graduates of collegiate institutions, holding licences from the Board of Education.

"In 1871 the number of enrolled pupils for the Winter Term, was 3,001, with an average daily attendance of 1,466; for the Summer Term, the number enrolled was 3,171, with an average daily attendance of 1,888. The percentage of enrolled pupils daily present for the whole school year, was 58.63.

"In 1881 the number of enrolled pupils for the winter Term, was 3,807, with an average daily attendance of 2,635; for the Summer Term, the number enrolled was 4,036, with an average daily attendance of 2,841. The percentage of enrolled pupils daily present for the school

year, was 71.75. The actual number of pupils who attended school during the year, was 4,455.

"The full number of pupils who have attended the public schools during the decade, is 15,130.

Not the most unimportant improvement has been in the appearance of the children, who invariably will be found to be neatly and comfortably clad, and, as a rule, clean and tidy in their persons and habits."

The first school buildings erected in St. John were the Victoria on Duke and Sydney streets, and the Albert on the west side. These buildings are still in existence, although the former had to be rebuilt after the fire of 1877. The Winter street school was erected by the Portland Trustees about the same time. At Union St. John had four public school buildings, the Centennial building having been erected in 1883. Since Union the Aberdeen, Victoria annex, Douglas avenue, High, Alexandra, LaTour and Dufferin schools have been built, the last mentioned having been completed but a short time. There is a very marked contrast between these buildings and those of the pre-free school days. But it is not with the history of free schools and their development that I propose to deal but their cost and the part they play in the Civic Assessment.

To obtain these buildings and their equipment bonds have been issued under the Seal of the School Trustees of St. John to the amount of \$450,000. This is just about double what the indebtedness for school purposes was in 1889, when St. John and Portland were united. The worst feature of this indebtedness is that no sinking fund has been provided for the pay-

ment of the bonds. At first the bonds were issued for 25 years but many of these have been paid and cancelled to the great advantage of the rate-payers, as the early issues all bore interest at 6 per cent. and the refunding has been chiefly at $3\frac{1}{2}$ and 4 per cent. Therefore while the bond issue has more than doubled the increase in interest is only about 80 per cent. The more recent issues of school bonds run for 40 years from the date of issue. As at least 10 per cent. of the indebtedness is represented by furniture, which is constantly depreciating in value the need of a redemption fund for these bonds is apparent to all. Certainly no more irredeemable bonds should be issued, for it must be remembered, that St. John is fairly well supplied with such bonds. The old city debt bonds have no sinking fund excepting the surplus revenues of the city, and we are still paying interest on this century old debt. As the School Trustees have never as yet had a surplus, the wisdom of fixing the cost of constructing and furnishing school buildings on future generations indefinitely, as has been done, is questionable and if persisted in will sooner or later interfere with the efficiency of the schools. According to the report of 1903 the value of lands and buildings owned by the School Board and occupied as public schools was placed at \$379,050; the furniture was valued at \$32,298, a total of \$411,339. The bonded indebtedness is placed at \$409,661, but this apparently does not include \$20,500 of bonds held as collateral by the Bank of New Brunswick. There is also bond to the amount of \$35,000, due in 1913, which were issued for the purpose of recouping the Trustees for shortages

in the assessment. These shortages amounted in the total sum to \$110,000 between 1871 and 1897 when the amount was compromised by the Trustees, and Common Council, the latter agreeing to increase the assessment each year to provide a sinking fund for these bonds. This fund at close 1903 amounted to \$11,666.

Quoting the report for 1903, which is the last that has been printed and does not include the new Dufferin school on Elm street there are 23 buildings occupied as public schools. Of these 13 are owned by the Board and 10 are rented. The buildings owned by the board are as follows:

	Cost	Desks.
Sandy Point Road	\$ 597	34
Millidgeville	1,237	54
Alexandra	34,553	427
Newman Street	2,788	195
Douglas Avenue	9,126	250
Winter street	35,896	642
Aberdeen	20,117	316
Centennial	34,175	580
High	53,724	530
Victoria	54,819	700
Victoria Annex	9,231	330
Albert	33,137	542
La Tour	30,566	

The land on which the Millidgeville, Alexandra and Newman street schools are built is leasehold, the combined rentals amounting to \$270 per annum.

The rented schools and the rentals paid are as follows:

	Rental	Desks
St. Peter's (Boys)	\$ 400	374
St. Peter's (Girls)	425	378
St. Vincent's	* 460	285
Leinster street	* 575	
St. Malachi's	† 880	560
St. Joseph's	425	420
Queen street		
Brittain street	75	34
St. Patrick's		36
Elm street	262	227
	200	337

* Includes heating. † Includes playground.

The Brittain street school is in the Protestant Orphan Asylum and no

rental is paid for the use of the room in which the school is held, the Board paying for the services of the teacher only. The same rule applies to the school in St. Vincent Orphan Asylum. In the first mentioned there are 25 pupils on the roll and a salary of \$275 is paid the teacher. The number of pupils in St. Vincents Orphan Asylum is not given, but is larger than in the Protestant Orphan Asylum. The salary paid the teacher is \$300.

If the published report is correct, there is no scarcity of room in the public schools of St. John. For instance the Douglas avenue school with desks for 250 had but 242 pupils, on the roll and an average attending of 209. St. Peters (boys) with desks for 374 had 365; St. Peters (girls) had 375 desks, and 360 pupils; Winter street has 642 desks and an enrollment of 653 but only 545 attended on an average. There are 12 departments in this school which would give an average of 53 desks to each room and a few to spare, while the average number of pupils who attend is only 43. The Aberdeen has desks and seats for 316 pupils, an enrollment of 326 and an average attendance of 267. The Centennial school has accommodations for 580, and only 395 attend on an average. There are 11 departments in this building which gives over 55 desks to each and only 36 pupils, in attendance although the enrollments is 533. The High school has accommodations for 530 pupils and an enrollment of 511. Only four of the six rooms in the La Tour building on the west side are occupied and the total enrollment is 222 with an average attendance of 176. Albert school has ten departments with a total enrollment of 311

and seating capacity for 542. Victoria school has seating capacity for 700 on and an enrolment of 639.

About the same state of affairs exist in all the schools—there is apparently ample room for all applying for admission to the schools but the average daily attendance is only about 80 per cent. of the pupils enrolled. The highest average is in the Protestant Orphan Asylum, where 94 per cent. of the pupils were in daily attendance. The next best average is in the Leinster street school which had a daily average of 89 per cent. St. Vincent's and the Alexandra school had each a daily average of 88 per cent. The lowest daily average of any of the schools was that on the Sandy Point road which is given as 66 per cent. This is really a country school. In the city proper the lowest average, is in the Queen street school (colored) which had only 68 per cent. of its enrolment present daily. The Aberdeen and Centennial schools had an average daily attendance of 73 per cent. of the enrolled pupils, the La Tour school 75 and St. Patrick's 72. There is no compulsory attendance of the schools and the consequence is that where parents are lax the children do not attend regularly and the Trustees are compelled to provide an excess of room in the event of all enrolled pupils being present. From what has been given it is apparent that there should be some means at least of compelling the attendance of enrolled pupils at least, if the rate payers are to get value for their money. Compulsory education of all children of school age would necessitate more buildings and still further add to the cost of maintaining the schools.

The average cost of the schools for seven years prior to 1903 is given in the report of that year. Naturally the highest cost is found in the High school, the 13 departments of which cost an average of \$737 each. The lowest cost was in the Elm street building which contained seven departments each costing \$371. The average cost of each school in the city including teacher's salary, repairs, care and heating is about \$500. This table does not seem to figure in either rental or interest charges. In 1903 the total cost of the schools not including interest was \$78,768 which was made up as follows :

Salaries	- - -	\$ 58,744.99
Care	- - -	5,394.00
Repairs	- - -	5,015.67
Fuel, Water Light	- - -	5,471.07
Rents	- - -	3,780.62
Insurance	- - -	195.64
Supply	- - -	139.28
Expense	- - -	102.63
Total		\$ 78,767.99

The other expenses of the Board are classified as follows in the report:

Incidental expenses	- - -	\$ 203.21
Advertising and Printing	- - -	250.90
Coupon Interest	- - -	18,025.13
Bank Interest	- - -	1,659.88
Sinking Fund	- - -	2,051.26
		\$22,190.38

This brings the total cost of the schools up to about \$101,000, as there is an item of \$120 included in the expenditure for interest on alleged bond 277 A for 2,000 for which the Board never received any value, but which the courts decided was genuine, because it had been signed by the Chairman of the Board and that the holder was innocent of any irregularity and acquired the debenture in good faith. The estimated expenditure for 1903 was \$101,500 of which it was anticipated \$90,000 would be provided

by the assessment, \$11,000 from the County school fund and \$500 from rental of the Grammar school lots. In the majority of cases the expenditures were within the estimates. In no case is there any great excess of expenditure over the estimate.

The finances of the School Trustees have never been in a satisfactory way. From the very beginning they have experienced difficulties in getting along without borrowing in anticipation of the assessment. Under the Act incorporating the School Trustees they were authorized to issue debentures to the amount of \$200,000 for the purpose of erecting and furnishing school buildings. As there was an unexpended balance in capital account for years the trustees used this for the purpose of tiding their current account over from one assessment to another. But the demands on capital account gradually exhausted this balance and the trustees were face to face with the lack of funds. About 20 years ago they added \$5,000 to their estimates for the purpose of accumulating funds sufficient to meet their obligations without anticipating the assessment. But when the estimates were submitted to the Council that body objected. A warm debate ensued and the estimates were finally submitted to Recorder Jack, who gave it as his opinion that the Trustees could not compel compliance with this demand and the item was stricken from the estimates. As the full amount of the assessment is never realized, the Trustees have never obtained from the Council the full amount of their estimated expenditure. In making up the assessment the assessors have added from four to seven per cent. to make good the

losses, but as the Council allows a deduction of 5 per cent. on about two-thirds of the taxes, and there is a further loss on account of death, relief granted and removals from the city, the percentage added by the assessors is never large enough. The difference between the amount assessed and the amount collected is fully 10 per cent. In common with the school account all the other accounts of the city suffer in the same way. But as the major part of the School Trustees expenditures are fixed and largely uncontrollable, they must either realize the full amount of their estimates or face a deficit. As they do not get the money they have contracted to expend, a deficit naturally follows, and this grows from year to year.

For various reasons there has always been more or less friction between the School Trustees and the Common Council. A mistaken policy of secrecy was maintained by the School Board for years. They held all their meetings in private, excluding even members of the press from attendance. As the Trustees expended about one-fourth of the total assessment it is needless to say that the public was dissatisfied with this course and the Trustees lost sympathy in the important work they were carrying on. An opportunity was given members of the Council to cavil at any request necessary. Some years ago these restrictions were removed and members of the press are now admitted to the Board meetings but some of the old prejudices still linger, and rightly or wrongly the schools are regarded as an expensive luxury—a sentiment that is not sustained by the facts.

As has already been stated there has always been more or less friction

between the Common Council and the School Board on the financial question. In 1894 a strong wave of economy swept over St. John and a Council pledged to tax reduction was elected. Among other accounts that came under review was that of the School Trustees. About the same time the Trustees came to the conclusion that there should be some change in the manner in which the assessments levied for the support of the schools was paid over to them. At this period there was due the Trustees a balance on account of uncollected taxes of \$137,089, including uncollected balances from Portland of \$32,859. The indebtedness to the Bank of New Brunswick at the close of 1894 was \$15,791, and as the receipts of the Board from the assessment would not be available until October of that year this balance, upon which the Board was required to pay interest, would constantly increase. Just how it did increase was shown very clearly in a table published in the annual report for 1894. On March 1st the Board had increased its indebtedness to the Bank to \$38,037. On May 1st the indebtedness was \$54,630 and on September 1st \$68,437. The assessment which came in during the following month wiped out this debt but on December 1st the Board owed the Bank \$12,125 and was of course compelled to borrow all the funds required to maintain the schools until the assessment for the next year was collected. The annual charge for interest for this loan had amounted in 1892 to \$2,721 and on 1893 to \$2,727. There was a reduction of \$250 in 1894 in this charge which at the present time amounts to about

\$1,600 annually as will be shown later on.

This financial position was one that any public body would be gladly relieved from and the Board of School Trustees decided to ask for a conference with the Common Council and at the same time seek the concurrence of that body is an increase of \$10,000 in the assessment for the purpose of providing money for the purpose of meeting the annual interest charges. In the meantime there was an agitation in the Council itself for a reduction in the cost of the schools and after the conference the special committee to whom this matter was referred, along with other questions touching school matters submitted the following report which in due course reached the trustees.

To The Common Council of the City of St. John.

The special committee on His Worship the Mayor's inaugural address, report :

"Your committee beg to report that they have carefully considered the resolution of Alderman Baxter in the matter 'School Management,' referred to them by this Council, on the 11th of October last, and also an application made by the Board of School Trustees of Saint John to the Treasury Board, for their concurrence in the issue of debentures by the said Board of School Trustees to the amount of \$10,000, and they beg to make the following recommendations, namely,

"1st. That the Board of School Trustees be notified that it is not in the public interest that the bonded debt, on account of schools, should be increased at present.

"2nd. That it is undesirable to consider the financial affairs of the School Trustees, with a view to further increase of indebtedness, until the members of that Board are in position to give the detailed information which has been more than once asked for by the Common Council.

"3rd. That the Board of School Trustees be asked to join with the Common Council in applying for legislation, vesting the whole financial administration of the School Trustees

in the Common Council of this City, as well as the appointment of the whole of a School Board, who shall have supervision over educational affairs only, without power to incur financial liability.

"4th. That the appointees of the City of Saint John, at present members of the School Board, be requested to oppose any issue of bonds, and to assist the Council in the effort to obtain full control of the Public School system of the City.

"Respectfully Submitted,

"(Sgd) GEO. ROBERTSON Chairman.
"St. John, N. B. 6th Nov. 1894."

The Trustees did not act on this report other than to have the detailed information asked for published in the report. On January 11, 1895, the Common Council adopted the following resolution, a copy of which was forwarded to the Trustees:

"Your committee further recommend that a memorial under the Common Seal be forwarded to the Lieutenant Governor-in-Council praying that the Government introduce a Bill at the coming session of the Legislature for enactment, to amend Chapter 65 of the Consolidated Statutes, title, 'Schools,' so far as it relates to the City of Saint John, so as to provide:-

"1. That all bonds issued for school purposes in the City of Saint John be issued by the Common Council of the said City.

"2. That the financial operations of the Board of School Trustees of the City of Saint John be carried on through the Chamberlain's office.

"3. That the annual estimate, made up by the Board of School Trustees of the sums needed to be assessed, shall be submitted to the Common Council for approval on or before the 1st day of March in each and every year.

"4. That the appointment of the whole Board of School Trustees for the City of Saint John be vested in the Common Council, and that the number of the Board be increased by two members, who must be women,"

"Extract from report of the special committee on His Worship the Mayor's Inaugural Address, adopted by the Common Council of the City of Saint John, on the 11th day of January, A. D. 1895."

This resolution was never acted upon by the Common Council and passed into oblivion like the majority of the recommendations of that somewhat remarkable report. But it was different with the Trustees. That body had been thoroughly aroused and was determined that some action should be taken to improve their financial position. The late C. W. Weldon who was chairman of the Board gave it as his opinion that the Council could be compelled to make good the deficit in the assessment and recommended an issue bonds to realize \$100,000 which was to be issued in liquidating the indebtedness to the bank and for the erection of new buildings for which there was pressing need at the time. As a compromise measure authority was obtained from the Lieut-Governor in Council to issue bonds to the amount of \$40,000 and in 1895 there was expended \$17,000 of these bonds in the erection of the Aberdeen school. The appeal of the Board to the Common Council met with no response and it was this refusal to recognize what Mr. Weldon considered the just claims of the Board, which is responsible for his vigorous language in the special report in which he deals with the financial position of the Board. At this critical period in the history of the Board, Mr. Weldon died (Jan 12, 1896), and Mr. W. E. Vroom, who had been a diligent worker resigned. But while the personnel of the Board changed, the indebtedness to the Bank kept on growing, and in December 31, 1897, had reached \$30,607. This increase was due not to any over expenditure on the part of the Board but to a shortage in assessment collections.

Early in 1898 the Board decided to make another attempt to secure a settlement of the unpaid assessments then amounting to \$110,935. The indebtedness to the bank exceeded \$30,000 and unless large returns were obtained from the assessment there was no chance of wiping out the loan. The Trustees met the Treasury Board and on March 4, 1898 the vexed question which had been a disturbing influence for several years was settled on the following basis:

To the Common Council of the City of Saint John :

Your Board to whom was referred by the Council the communication from the School Trustees of St. John, in which they were desirous of having a conference with the Common Council with reference to the financial position of the Board, beg to report that they had a conference with a committee from the said Board on the 16th day of February last, and after a full discussion of the whole matter they recommend that this Council do approve and consent to the said Board of School Trustees memorandizing the Provincial Government, praying that they will promote legislation at the present session giving them authority to issue debentures for an amount not exceeding, in the whole, the sum of (\$35,000) thirty-five thousand dollars, the proceeds of which shall be applied by the said Board to paying off their current indebtedness to the bank. Such debentures to be issued for a term not exceeding fifteen years, and to bear interest at the rate not exceeding four per cent. per annum; also that provision be made each year to meet the interest and provide for a sinking fund to retire such debentures when they mature.

Your Board further recommend that upon the Board of School Trustees paying off such indebtedness, the Chamberlain be authorized and required to pay over to them every month a sum equal to one-twelfth of the total amount of their yearly requisition

Respectfully Submitted,

J. W. DANIEL.

Chairman.

It would be tedious to follow in

detail the financial history of the schools since Union but a comparative statement for the last ten years will not be out of place. In 1893 there were 6,672 pupils enrolled in 143 schools, an average of 47 to each department. The average attendance of all the schools was 82 per cent. In 1903 the number of enrolled pupils had increased to 7,331 and the number of departments to 154 the average to each being the same (47) as ten years previous. There was however an improvement of one per cent. in the attendance the average being 83 per cent. of the enrolled pupils. The fact that the Trustees are compelled to provide school accommodation for 17 per cent. more children than attend the schools is responsible for a considerable extra cost—perhaps eight thousand dollars annually and as the experience of past years has demonstrated that from 17 to 25 per cent. of enrolled pupils do not come to the schools during the term the matter of increasing the desk accommodation in each department and decreasing the number of departments is a question that might well be considered. The cost per school is constantly increasing and will continue to increase, and as this is the only way in which the cost can be reduced it is worthy of consideration. It is an admitted fact that the salaries of teachers have been small and while there is no increase as yet in the pay of janitors they will also advance for the same reason that the teachers salaries have been advanced—the increased cost of living. It is really surprising that there has not been demands from the teachers long before they came.

The following is a comparative statement of the cost of the schools

taken from the reports of the Trustees for the years 1893 and 1903 :

	1903	1893
Salaries - - -	58,744.99	55,513.33
Care of buildings - -	5,304.00	4,200.50
Repairs - - -	5,015.76	2,847.06
Fuel, water, light - -	5,471.07	4,741
Rent - - -	3,780.62	5,280.54
Insurance - - -	195.64	
Supply - - -	139.28	207.87
Expense - - -	102.63	
Incidental expenses - -	203.21	
Interest - - -	18,145.13	17,195.24
Interest Current Acc't -	1,659.68	
Advertising etc - - -	250.90	
Sinking Fund - - -	2,051.26	
Weldon lot - - -	9.60	
	\$101,087.97	\$89,687.79

In explanation this table it may be remarked that there has been a change in the method of bookkeeping employed by the Trustees and the accounts of 1903 are in much greater detail than those of 1893. In 1893 rent and insurance are combined. The interest charges are not separated in 1893 and there was no sinking fund charge. The other items detailed in the accounts of 1903 are lumped in the general maintenance of 1893. The increased cost of the schools in ten years has \$11,100.18, \$3,200 of which is for salaries.

If we are to accept the figures of the census St. John has not increased in population in 30 years but the record of school attendance is rather against this contention. In 1872 the first full year the schools were in operation the highest number of enrolled pupils was 6,477. There was not a continual increase from year to year for various causes, which as they have now been removed are not necessary to consider, but in 1879 the number of enrolled pupils had increased to 7,489 an increase of over 1,000. From 1879 to 1898 the number of enrolled pupils was always under

7,000 but in the latter year it reached an even 7,000 and has been constantly increasing ever since. In 1903 the number enrolled was 7,331. In 1879 the average attendance was 65 per cent. of enrolled pupils and in 1903 it was 83 per cent. The number of departments in 1879 was 137 which gave 55 pupils to each department. In 1903 there were 154 departments with an average of 47 pupils to each. It may be remarked that there was a strong sentiment in St. John in 1879 in favor of retrenchment and that it reached the School Trustees and brought about a reorganization of the schools and a very considerable reduction in the number of departments. Just now when there is another reform movement on the carpet it may not be out of place to refer to what was done in 1879. I quote from the report of that year :

"All the means of the Board were exhausted, even to the expenditure of a balance held on the Debentures account for buildings, furnishing, and repairs. But all appeals to the Chamberlain and the Common Council on one hand, and to the County Treasurer and the Municipal Council on the other, failed to bring the needed money into the treasury. Applications to the Banks for extension of credit, and to the Provincial Government for a Loan, were alike unsuccessful, and it was with the deepest anxiety the Board looked forward to the first of July when the semi-annual payment of interest upon Debentures, the salaries of teachers, the rentals of school buildings, and other obligations fell due. Every effort was put forth to keep faith with the creditors of the Board, but it was not until some days after that date that an ar-

rangement could be effected to tide over the emergency.

"The decision of the Common Council to deduct five per cent. from the tax bills of those ratepayers who should pay on or before the first day of October, had the effect of causing people to defer payment until near the latter date, and thus no funds whatever were available from the assesment. Finally, a loan, was negotiated with the Banking House of Messrs Simeon Jones & Co., who accepted an order on the Chamberlain for ten thousand dollars, (the same being a preference claim on all school money coming into his hands), and advance thereon an amount equal to the sum of the interest due and one-half the amount due for teachers' salaries. By this means, after much anxiety, the credit of the Board, was for a time secured.

"In October the Chamberlain was again in funds, and this indebtedness, with many others, was removed.

"The Finance Committee of the Common Council meantime was urging upon the Board to take such steps as would reduce the expenditure; and after considering a number of schemes prepared with great care they decided to cut down the number of departments by massing the pupils more than before, thereby saving the rentals, salaries of teachers, and general expenses of maintenance of such as were given up; by securing a reduction in the rentals of buildings retained after the first of November; and by calling upon the teachers to accept from ten to twenty per cent. less than the amounts heretofore paid to them. By these means it was estimated that the expenditures would be lessened by from ten to

twelve thousand dollars upon the estimates of the ensuing year. The following statement will show more fully the manner in which these reductions were to be accomplished :

Schools closed	19
Salaries Reduced	\$7,643
Rent	2,365
Care	533
Fuel	360
Maintenance	237
	<hr/>
	\$11,139

"These changes were effected on the first day of November, and their results financially cannot therefore appear in the accounts until next year. In making these curtailments the Board placed on record the following Resolution :

"Resolved, That in making these changes and reductions, the Board of School Trustees is moved by what seems to be the imperative necessity of the case resulting from the depressed state of the civic finances, and after repeated assurances from the Chairman of the Finance Committee of the Common Council to the individual members of the Board, that for some time there can be no material financial improvement. At the same time the Board feels bound to express its fear that these changes and reductions must effect in a large degree the effectiveness of the Common school system as heretofore operated in Saint John, and seriously impair the capabilities and usefulness of many of the Schools. To avert this as far as possible, the Board calls upon the teachers cheerfully to accept the reductions which have been made, and by increased efforts on their part to assist as far as possible in removing difficulties which the changes now made must inevitably create."

"By these changes twenty-one school rooms were closed, but six of the departments were removed to the Saint Joseph's building. A number of the owners of the premises given up at once agreed to the terms proposed by the Board, and the owners of those buildings that were retained acceded to the demand for a redcu-

tion in the amount of the rentals. The actual decrease of departments was fifteen, and the eight hundred children who had been attending them were transferred to other schools in such a manner as to interfere as little as possible with the character of the school work.

"One of the most noticeable results from the closing of these departments was the immediate reduction in the number of pupils attending the schools. People seemed to be impressed with the idea that the health and comfort of their children would be seriously affected by the crowding together, and kept their children at home, or sent them to private schools—a number of which were immediately opened in various parts of the City. The numbers attending those previously existing also at once became augmented. The possibility of carrying on the service with so much less accommodation had, however, been carefully considered, and the fears of parents, on the points mentioned, were entirely groundless. For, the first murmurings of a revival of business in the United States had caused quite an exodus of families from the City, and it was found that sufficient accommodation could readily be provided for all pupils presenting themselves. The number of pupils attending school during the term which ended on the 31st of October was 4,877. But at the time of the grading examinations just before the term closed, the reports of the teachers showed that they were only 4,151 pupils in all the schools. The effect of the new arrangement was clearly shown during the first week of the new term, for on the 8th of November the total registration

amounted to only 3,558. The officers and teachers united their efforts to secure a return of the pupils, and by visitation of the parents obtained a rise in the attendance during the following week to 3,710. These efforts were continued during the following month, and at the close of December the number had risen to 3,832—a thousand children less than were attending school during the previous term."

This was not a very cheerful relation of the condition of affairs. From the language the Trustees were not in sympathy with the Council in the effort to reduce taxation and that they acceded to the demand made upon them unwillingly, and because there was no other course open. This action on the part of the Trustees and the pessimistic opinions expressed in the report were probably due to more to the opinions of officials than to members of the Board themselves who appeared to have been largely guided by the officials in their business methods. It is gratifying to know that the worst was not realized, and that the schools went along, much as they had done before the changes effected. Salaries were restored again and after a time the number of pupils to a school was reduced from 56 to 53 in 1886 and to 49 in 1889.

It would not be possible to effect such a change as that made in 1879, particularly in the matter of salaries, nor is there necessity for it. For several years there has been a demand for an increase in pay from teachers, and in a measure the demand has been granted. There is no doubt that the salaries were all very low and no one will aver that teachers are too highly paid today. Yet there has been

a marked increase in twenty years. In 1882 the Superintendent was paid a salary of \$1,450 and he filled the office of secretary as well. The offices of Superintendent and secretary had been separate at the beginning but on the death of Dr. Bennett the double duty was given to Mr. March whose salary was increased. The highest salary paid to a teacher was \$1,000. There was another at \$750, three at \$650, three at \$600, one at \$550, six at \$500 and three at \$400. These were all males. The highest salary paid to a female teacher was \$800, one was paid \$490 and two \$390. 21 received \$290 and 25 \$210 while seven got only \$150. This it must be borne in mind was after the salaries had been restored.

In 1903 there had been a considerable increase in salaries and besides a larger percentage of the teachers were of the first class than in 1882. A change had been made in the superintendency of schools by the retirement of Mr. March and the appointment of Dr. Bridges who was given a salary of \$2,400, his duties including, besides the superintendency of the schools, the principalship of the High School. The salaries of principals of schools range from \$1,000 to \$600 the majority of males receiving \$800 and females \$400. Teachers who in 1892 were paid \$190 and 290 were increased to \$300 and the distinction of class seems to have been largely departed from. This sum seems to have been fixed upon in order to retain those who had proved efficient workers in the schools. There are still a few salaries of \$200 among the teachers, presumably late appointments. In addition the salaries received from

the city each teacher gets a grant according to his or her class from the provincial fund. The salaries of 1904 are higher than those of 1903 but as the report has not yet been printed the extent of the increase cannot be given.

There seems to be a general consensus of opinion among citizens in favor of the School Trustees owning all public school buildings. At present about two-thirds of the children attending school are housed in buildings owned by the trustees. From an architectural standpoint, the major part of the public schools of the city are not handsome and some of them are the reverse. On the score of economy all exterior ornamentation has been dispensed with and in more than one instance the building bears a strong resemblance to a brick packing case. It is claimed for all the buildings that they are well adapted for the purposes for which they were built and are really well arranged structures. It is earnestly hoped that this so far in the majority of instances the exterior of the building gives no indication of it. The School Trustees own a large vacant lot on the corner of Wentworth and St. James street on which it is intended to erect a school building. It is to be hoped that some attention will be paid to the exterior decoration of this building so that the people will at least have something to look at.

So far as the cost of the schools is concerned, it may be stated that this is increasing in a greater ratio than the attendance. Teachers are demanding and getting more pay, but no one asserts that they are over paid. It is just possible—indeed it is a fact that there are more departments than

there is necessity for. Without overcrowding the schools the number of departments could be reduced without increasing the teacher's work beyond a fair limit. In only two of the schools is there an excess of pupils over desk accommodation. In all the others there are more desks than pupils. There is no school with more than 50 pupils, and the average attendance under such circumstances is about 40. It is generally conceded that a teacher can look after 50 pupils in a graded school. As the average attendance is only a trifle over 6,000 the number of departments could be reduced from 154 to 120, or if this reduction is too great, to 125 which means an annual saving of upwards of \$8,000.

It must be recognized that there has been a continuous improvement in the schools ever since the inauguration of the free school system. All that has been wished for has not been realized and the improvement has been gradual and steady rather than spasmodic. There have been changes in the system, some of which were in the nature of experiments but it is to the credit of the Board if they found that the experiment was not a success it was abandoned. The duties of the Trustees are executive rather than administrative. They do not originate the course of study but simply carry out the ideas of the Board of Education whose function it is to frame the course of study. Good work has been done in the schools in the past and the opinion of many is that the work of the present is better than that of the past. Whatever prejudices existed against the free schools in the past have been largely obliterated and will altogether dis-

appear in a few years. Most of the present generation of taxpayers received instruction under the free school system and are therefore acquainted with the methods pursued, and are quite competent to express opinions on the advantages and disadvantages of the present system.

The main question dealt with in this article has been the cost of the schools which were responsible in 1904, for 37.9 cents of the assessment levied for city purposes and 6.4 of the County taxes or say 45 cents on a levy of \$1.71 for each \$100 of value. This is an increase on the figures of 1898 only one cent. For 1903 it was a trifle less than the years given. The differences between the Council and the Trustees have remained adjusted on the basis of 1898, with this exception that the whole amount of the school warrant is paid over to the Trustees after the assessment is collected—the general account of the city bearing whatever loss there may be through default.

The Trustees give their services free of charge and are all large tax payers themselves. There may be too many schools, but one thing can be said in favor of the trustees, and that is, they manage to keep the current expenditures within the estimates. They have not been so successful when erecting new school buildings are nearly all of the building have greatly exceeded the cost estimates by the architects in charge. But for this the architects must take the responsibility. But no more new buildings will be required unless it is proposed to vacate some of those now under lease. There is prevailing opinion that all buildings occupied as schools should be owned by the Board.

IN THE EDITOR'S CHAIR.

REFORM IN CIVIC GOVERNMENT.

Civic Reform is in the air. Judging from the interviews which have appeared in the Times and from the public utterances of those who have spoken at the public gatherings at which civic affairs were discussed there is widespread dissatisfaction with the present city government. It is also evident that the people do not know just what they are dissatisfied with, but they are anxious for some change. The recent jump in taxation is the probably cause of most of the present disquietude. For years the taxes have been increasing without having much effect on the public mind but the aldermen went the limit when they raised the taxes 17 cents on each \$100 of assessable value in a single year. This at once aroused public curiosity and everybody is now asking, why, the increase? So far, if we are to judge from the opinions expressed, no one has as yet been able to answer the question satisfactorily to himself, but there is an indefinite opinion that the present Council is responsible for it. These fail to realize that for 15 years the lid has been off the public treasury of St. John and the pot has been continually at the boiling point. A new scheme has been suggested every year and the expenditures have been made in junks that would have paralyzed the civic financeers of a quarter of a century ago.

Strange to relate—and yet it is not strange—the initiative of nearly every expenditure has been suggested by the tax payers, or some of them. The Council in a large majority of instances has only carried out the wishes of the people. Whether all of these expenditures has been carried out with prudence and economy is not necessary to discuss just now. Many of them were made under the direction of aldermen who are no longer members of the Council and the blunders of the past, however expensive

they may have been, are only useful as experiences that should not be repeated.

One great difficulty with the civic rulers of St. John—not the present aldermen, any more than their predecessors, has been that they do not learn by experience, but keep on doing things, just as they have always been done,—the care of the streets for example. Many people were honestly convinced that a change in the mode of electing the members of the Council would result in changes in the method of doing city business. This has been tried, but the only financial benefit that followed was the reduction of the cost of the Common Council by reducing the number of members—and this benefit has now been nullified by the aldermen doubling their allowance.

It must not be presumed for a minute that it is contended that a good alderman is not worth \$200 annually to the city, but the sum of nothing is too much to pay a poor alderman. But the funnest thing about it all is that the reason some aldermen of St. John advance for favoring the increase is, that since they have to appeal to the citizens at large for election the gratuity they receive does not pay their election bills. If this is so civic elections are becoming much more expensive than under the old ward system. The truth is that the root of the evil is deeper than generally supposed and will not be reached by any change in the method of electing aldermen alone.

The whole system of civic government requires to be entirely uprooted and carefully examined before any reduction of taxation can take place. The drifting policy of the aldermen and the lack of public interest has produced a state of things in St. John that is calculated to startle the most optimistic of her citizens. There is not a single department, wherein the expenditure has not been in.

creased. Worst of all an enormous debt has been fastened on to the city which it will not shake off for two generations. Money has been spent for public conveniences without the slightest care as to whether they would yield adequate returns or otherwise. But of what use is it to lament over those things now. They are of the past. The only course for the citizens to pursue now is to resolve themselves into an organization, and decide what is best in the interests of the city as a whole and go to work manfully to undo the evils of the past. It is no use to ask the citizens generally to elect a Board of Aldermen to examine into existing conditions and improve them. Such a Board will never be obtained for if 15 gentlemen of the highest standing and integrity were elected to the Council tomorrow it would take many weeks of study and labor to reach conclusions that would result in reduced taxation. What was done in 1879 might be repeated in 1905. A new Board might be elected that would stop all expenditures, while they were considering how they would improve the government of the city. But it must be remembered that the Councils from 1879 to 1882 when the reform movement swept, like a tidal wave over the city, were not wholly composed of "reformers" but contained several representatives who had held offices before 1879 and held it after 1882. As a matter of fact the good work effected in these years was due largely to the financial standing of Aldermen, afterwards Mayor Jones and to the persistent labors of Alderman, the late George F. Smith. As chairman of the finance committee Ald. Smith kept a watchful eye on his fellow "reformers," as well as the other fellows, and when an expenditure was proposed that had not been provided for in the estimates he invariably asked the question how it was proposed to pay the bill. As this question could not be answered in a satisfactory manner, the expenditure was not made, and as a consequence the accounts showed a credit instead of a debit balance, their usual condition for years previous. But where is the man in the Council today or the prospective man, who will take upon himself such a thankless task? It is much easier and much more popular to spend money than to withhold its expenditure, and the man who holds up expenditures may expect the same reward as that meted out to Alderman Smith—defeat on some side issue

and thanks after death, if at all. Such is the usual fate of reformers who reform.

If civic methods are to reform, and if St. John is to continue a good place to live and do business, in there must be a radical change in the method of government. This can only be effected by a volunteer organization backed by citizens. Men must be elected to the Council with a defined purpose in view—and if they fail to make good their pledges the organization must be strong enough to punish them by refusing a re-nomination. There have been men in the past who have gone into the Council for the purpose of reducing the taxes of citizens generally who fondly believed they had done their full duty to the citizens when they got their own taxes cut down. There was another who was heralded as possessing all the qualities of a simon pure reformer who was glad, very glad to except an office at a higher salary than was considered enough, when occupied by another party. St. John has had enough of this jug handled reform, and it is because of these weak brethren that many persons today hold aloof from the reform movement which is agitating the public mind. But to withhold support from a movement in favor of a change for such reasons cannot be regarded in the light of good citizenship. The proper course is to pitch in and help along the movement, keeping a watchful eye for weak brothers at the same time.

The chief difficulty in the way of reform is that most people have only an elementary idea where reform should commence in St. John. The answer to this is that it should commence with the beginning—the charter of the city of St. John. This historic document, about which a halo has been cast, and which is regarded by some as a thing of almost divine origin, is really a very common place document, yellow with age, and carefully preserved in a tin box in the vault of the Common Clerk's office. Only the very privileged have ever seen the original but printed copies are easily obtainable. How much of the original charter now remains as mentor and guide for the people of St. John only God and the Recorder know—and there are some who are profane enough to say that God alone knows what sections of the charter remain without amendment and operative today. But be this as it may be, before we can

reform the government of St. John the charter and the amending acts will have to be consolidated into a new charter. When this is done the first chapter of the Book of Knowledge of St. John will have been prepared.

Covered with dust and piled away in various obscure corners of the Common Clerk's vault there repose ancient and forgotten documents which are generally described as the city Bye-laws. Here again a blissful state of ignorance prevails regarding many of these. Some of them have not seen the light for half a century, but have never been repealed. This may be regarded as over stating the case but it is not so. Effort after effort has been made to get the Bye-laws of the city put into shape and printed but the civic year has never been long enough to admit of the work being completed, although several Councils have struggled manfully with the task and have actually succeeded in revising some of the more important of them. This work properly belongs to a legal expert and should be entrusted to the Recorder the result of whose labors could then be considered by the Council. The Assessment question has already been referred to a Commission to devise a plan for submission to the Council and afterwards to the Legislature. The same thing should happen with the charter and the amending acts.

While Commissions are preparing a new charter and a new Assessment law, the Council itself might take up the question of debt consolidation including also the Sinking fund. The management of the public debt of St. John could hardly be worse than it is. When St. John began to accumulate a debt it was the belief that the revenues of the city—not the assessment, bear in mind—would take care not only of the interest but also the principal of the debt. As a consequence the old city debt, some of which still exists and is falling due every year was made a mortgage on all the property, real and personal, then possessed by the city. When St. John was practically bankrupt the Common Council of the day solemnly pledged itself not to increase the debt of the city until the old bonds had been extinguished. Perhaps the pledge was honestly made, for St. John was in a genuine financial "hole" at the time, but history proves that time and again this pledge was violated. The manner of evading it was to

give a mortgage on some special work or property to cover every new issue of bonds. The interest of these bonds was either secured by the revenues derivable from the property they represented, or was made a charge on the assessment. All of these bonds had sinking funds, but the only sinking fund for the old city debt was the surplus revenues of the city or monies received from the sale of its real estate. As the general revenue of the city had no surplus for years the old bonds were retired by issuing new ones. Now that the city has a surplus revenue from its real estate that surplus should in common honesty be used for the purpose originally intended, the reduction of the debt.

Instead, it is used to pay the over expenditures of the aldermen on streets, fire, light and police. It is for this over expenditure—this reckless extravagance of the aldermen in the management of the civic departments that the Common Council is blamable. In the face of this they attempt to tell people that they are keeping down taxation by using the unexpended balances in the general revenue account to meet current obligations of the city. If they had said they were using money that properly belongs to the bond holders for the purpose of pleasing people they hope to vote for them in the next election they would be much nearer the truth. This is the more true because if the money was rightfully used for the reduction of the debt it would mean reduced taxation.

The method employed by the aldermen instead of reducing taxation increases it, for the interest on the new issues of bonds to take up the old ones is not paid out of the general revenue account but together with the sinking fund is made a direct charge on the assessment under the heading "Interest St. John City Debt." Yet the very gentlemen who are doing this thing say it would be unjust to the bond holders to consolidate the debt and the sinking fund, when in reality they are consolidating it piece meal—a little every year—and that little now amounts to a round million of new debentures issued since Union—to retire existing bonds most of which were special mortgages on something previously. As a matter of fact the special mortgages would be valueless if the time should ever arrive when the city of St. John were compelled to repudiate its debt. Of what use would Dorchester street be to the bond-

holders if the citizens of St. John could not provide for the interest and principal of the debentures. Yet it is one of the special mortgages alluded to. No one wants to lessen the security of the bond holders one iota but business methods and common sense ought to be employed in dealing with all questions of civic government, and none too much of either has marked the administration of the public debt of St. John.

Another matter requires the attention of the Council and that is the valuation of the city. This work is done by the assessors but it has long been the prevailing opinion that values placed upon real estate are not in proportion with the earnings. The total valuation of St. John including real and personal property and income in 1903 was \$25,742,500. An increase only \$2,612,400 in 14 years. As the debt increased one and a half millions in the same period the rate of taxation rose 39 cents on each \$100—a very respectable tax in itself as it is about equivalent to the cost of the schools, or the interest on the public debt itself. Keeping down the values keeps up the percentage of taxation and the small taxpayers gets by far the worst of it. To overcome this difficulty and to ascertain what the rental value of each property in St. John was an act was passed through the Legislature several years ago which authorized the Council to instruct the assessors to procure this information. But nothing has been done to make the act operative and the assessors have gone on in the old way. Occasionally a case comes up where sworn testimony given in court develops the fact that some property has been under assessed, and then the assessors jump up the valuation, of the property in question and surrounding properties. But this method is manifestly unfair to the individuals affected as they have to pay on the full valuation as determined by the rentals sworn to while many others pay on less than three quarters. No matter what the result might be this information should be secured before the next assessment is levied. It would be invaluable to the Assessment Commission and be of great assistance in framing the proposed new assessment bill.

The management of the real estate and rights and privileges owned by the Corporation of St. John requires most careful consideration. The Corporation of St. John is perhaps the largest land-owner in the city and has also

a very considerable estate in the parish of Lancaster. In the last mentioned locality there has been a marked improvement in the methods employed but there has been no change for years in the method of managing the east and west lands owned by the Corporation. In point of fact the owners of corporation leases are a privileged class as the rentals in most cases are merely nominal—in many instances less than the taxes would be if the property were owned by private individuals. The assessors we understand take cognizance of this in their valuation of the improvements but to what extent is not made public. There is a general opinion among those who have examined this question that the city would be better off if the lands were sold or even given away than if they remain under the present system. Regarding this we express no opinion but there is certainly room for a vast improvement in the management of this important asset of the Corporation. The large expenditure in the harbor has directed attention to various abuses that have been implanted into the method employed in managing the harbor and new sources of revenue have been discovered and others enlarged. The effect of the change has been an increase of \$5,000 in the harbor revenue in 1904 when the earnings from this source were greater than they ever have been in previous years. What has been done with the harbor can be repeated with profit to the city in several departments.

Another source of income—and an important one from a taxpayer's standpoint is the market house. This is the largest and most costly building owned by the city yet it has never paid expenses and from the time it was built until the present day has been an annual expense to the rate payers. Before the present market house was constructed the markets of the city yielded an annual revenue of about \$4,000 and so confident were the aldermen in the financial success of the new structure that they permitted a clause to be placed in the act authorizing its construction that this sum should still be transferred from the market to the general revenue account. But like many more calculations of the Council the superior attractions of the new building did not increase its revenue and the rate payers had to go down into their pockets and made good the difference. For some

reason the rentals of stalls in the market were reduced eighteen years ago and are still at the reduced rate. Formerly the revenues were sold at auction to the highest bidder above the upset price but this has not been done in recent years although there have been demands for more stalls than there are in the market at present.

The general revenue account as it exists at present should be abolished, or its character completely changed. It should not be possible for the aldermen to take money from this or any other account under the excuse that the money is required for "an exigency of the public service." Every dollar of revenue should be applied to some definite purpose with the ultimate object of reducing taxation. This can never be while the revenues of the city remain unappropriated and the aldermen are permitted to expend money in excess of the income of any department. If the assessment were made to yield the amount estimated and expenditures beyond the estimates were not permitted overdrawn accounts would cease to exist and if taxation were not lessened the people would know at least that the affairs of the city were being conducted on a business basis. There is too much tampering with the accounts by officials. Do not let it be understood that this tampering means that there is any dishonesty whatever in the administration of the affairs at St. John. On the contrary no such charge is made or implied. But so anxious are the officials to make a good showing in their respective accounts that bills are held until the accounts for the year are closed in order than an already overdrawn account shall not make a worse showing than it does. For this the aldermen are not directly responsible as they advertise for all accounts against the city before the close of the year. To prevent this there should be but one purchasing department for city supplies and that directly under the control of the Treasury Board. That Board would then be in a position to know throughout the year the standing of every account. Under the present system an important function of the Treasury Board is completely ignored—the control of the expenditures of the various departments.

There are various important questions now engaging the attention of the Council or which have been considered and put aside. The largest of these is the extension of the

water system to Loch Lomond which involves also the question of civic lighting. The reorganization of the police force by the introduction of a patrol system and patrol boxes has been relegated to a back seat for the present but is liable to come up again almost any time. The fire department will have to be reorganized to some extent because of chemical engines and the street department must also undergo a great change before people get value for their money.

From the above outline of existing conditions it will be seen that there is ample scope for the reformer in St. John. He can labor industriously for a year or more before he will have got things into the condition they ought to be in. Strange as it may appear to those who are taking a first step in civic matters every thing suggested above has been discussed by the Common Council at one time or another and more than one resolution has been passed by the Council favoring every change that is now suggested. There have been resolutions favoring the consolidation of the debt, the revision of the charter, and the revision of the Bye-laws with the object of having them printed in one book instead of many pamphlets. The mode of street work has been condemned and it was sagely decided to arrange a plan of permanent street improvement and spend a fixed amount each year until all the streets had been paved or otherwise improved. Why have all these reform resolutions failed? The reasons are numerous. All the bond-holders favored consolidation of the debt when the city bonds were below par but as soon as they commanded a premium there was no further desire to consolidate or refund the debt on the part of those who held city securities for investment. The cause of the failure of the majority of the other reforms proposed at one time and another was due to the fact that they were not disposed of by the Council before a civic election took place and the decision of Common Clerk Peters that resolutions of this character passed by an outgoing Council were not necessarily binding on their successors. A lot of time and wind have been expended by aldermen of the past in discussing reforms which perished soon after birth, due largely to apathy on the part of the rate payers. If the rate payers are serious this time there are many things they can accomplish. But to do great good they

"must keep everlastingly agitating" and not let the matter drop after entering only a protest. To obtain results the citizens must continue to interest themselves in the affairs of the city.

At a meeting of citizens held a short time ago a Civic Reform League was organized for the purpose of discussing and instituting civic reform. The ground has been pretty well traversed in the past and not a great deal accomplished. It is not a spasmodic reform that is required in St. John but a revolution in the method of doing business. Those who think that taxation is too high must realize that the reduction of taxation means also the reduction of expenditure—and there are scores of people in the city who will oppose the reduced expenditure, because many of them live out of this very expenditure, and their own proportion of it is small. It must also be realized by those who would change the methods of the Common Council that only a small percentage of the people have given any attention to the manner in which the city is governed. They have a vague idea that such

an increase in taxation as has taken place in the last few years must have some effect on the future growth of the city but as to how and where the remedy should be applied they have no fixed ideas. A campaign of education is therefore necessary. It is difficult for those unacquainted with the city accounts to glean any information from that interesting volume. It contains about all the business and accounts of the city but if the investigator desires to acquaint himself with the revenues of the city from lands from harbor or even the amount of the assessment he will have difficulty in finding it—although all the figures are given. Those gentlemen who would influence public opinion in favor of reform will have to state definitely how they propose to reduce taxation. The Tax Reductionists had no platform and accomplished practically nothing. A repetition of this experience is not necessary. The public do not demand an elaborate scheme but they do want to know where the Civic League proposes to start. No scheme, however immature it may be at the start, is liable to be turned down, while the public mind is as it is.

THE PUBLISHER'S SAY.

The NEW BRUNSWICK MAGAZINE for March is presented to the public for the first time as an illustrated publication. Sixteen pages have been added to the reading matter as promised in the January number. It is proposed to bring the April number of the MAGAZINE up to 96 pages—the size at which it will remain, and at the same time increase the number of illustrations. No apology is necessary for the extra space given up to Civic affairs in the current number. That question is attracting greater attention in St. John than any other, and much depends on what action the people take in the present crisis. If the government of the city is allowed to drift in the future as in the past St. John will be a better place to leave than to live in. The importance of the question to the people of St. John is ample justification for giving up so much space to its discussion. In the articles that have appeared in the NEW BRUNSWICK MAGAZINE on the civic government of St. John it has been the aim to give a plain clear statement of the present financial condition of the city and how it has been governed. And finally to point out how many things

might be changed to the benefit of the city ratepayers. In these days of keen competition the city which is governed at the lowest cost is the most likely to attract new industries. St. John is the natural centre of the Maritime Provinces and therefore the best, and cheapest point for trading and manufacturing for the Maritime Provinces market. There ought to be more of both and the high rate of taxation is one of the reasons why the growth of St. John has been as slow as it has been. The question Why Does St. John Not Grow? was asked in an article in the February number, and in the April number, a number of prominent citizens will express their opinions on How to Make St. John Grow. Up to the present time advertisements have not been solicited for the NEW BRUNSWICK MAGAZINE, but commencing with the April number advertising matter will be inserted at rates commensurate with the present circulation which it is proposed to increase until this MAGAZINE reaches every corner of the Maritime Provinces where Magazines are read in these days, and this means every town and city.