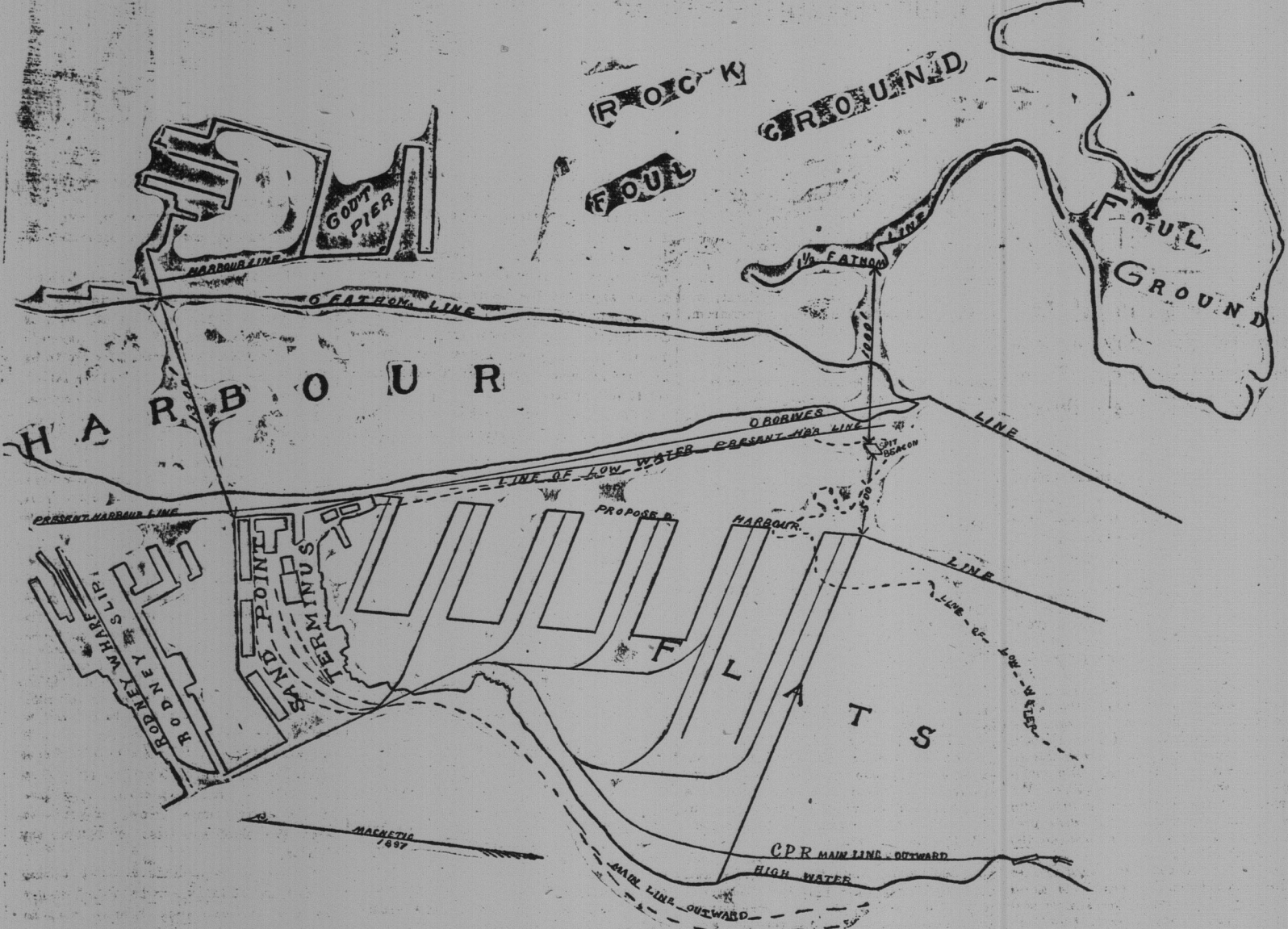


THE SEMI-WEEKLY TELEGRAPH, ST. JOHN N. B., MAY 27, 1902.

FOR A GREATER ST. JOHN HARBOR.



ST. JOHN HARBOR IN COMMISSION AS PART OF DOMINION PUBLIC WORKS SYSTEM.

J. Kimball Scammell, C. E., Presents Arguments for This Settlement of Question Now Before the People--The Financial End of It--Enlargement of the Harbor and Extension of Facilities.

To the Editor of the Telegraph:

Sir,--It is with much satisfaction that the writer is reading the editorial which appears in the issue of the 24th inst. of the Telegraph, and in which the harbor question is discussed. It is sincerely to be hoped that the strong plea for immediate action in the matter of the harbor will have the desired result, viz.: to get down to facts and, having ascertained them, settle the question finally and definitely without more foolish delay to provide St. John's legitimate aspirations as the winter port of Canada can be within hope of attainment.

Whilst absent from the city and since the letter was drafted, I learned that the committee on harbor matters had met and passed a resolution favoring a harbor trust. This is evidence that the committee has not been idle, but it is one thing for the committee to recommend to the council, another for it to act; for the original charter the power of levying tolls or imposing any regulations whatsoever in our city was vested for the people in the mayor and council, and without their sanction no action can be taken. The committee has advised, now let the common council act according to its own light, weighing well all the evidence that has been submitted.

As already stated, there are three propositions before the public, the owners of this harbor.

First--A harbor trust including simply the terminal facilities of Sand Point.

Second--A harbor commission, which takes over the whole of the harbor property and rights.

Third--A harbor commission, as part of the public works of Canada, but governed directly by the engineer and board of local commissioners.

Let us examine each proposition in the order named.

Harbor Trust and Commission Analyzed.

Taking first a harbor trust: In what way will this trust meet the requirements of the port? When this view was brought forward it was presupposed that it would have borrowing powers large enough to obtain funds from the federal government for all the improvements carried on. This would simply be a private corporation obtaining loans from the government; precedents, no doubt many of them, might be brought forward, the principle is bad. It was "bought" that the interest for a few years might be written off. Does this appear like a sound business proposition? Again we have in the establishment of this trust a very efficient controlling city property which is highly undesirable, and finally there is the possibility that the property and rights at Sand Point may merge into the great railroad corporation.

At the meeting of the committee the mayor stated that "a trust at the start would not prevent the handing of the harbor over to a commission later on." Why make this second step necessary, when harbor commission must come sooner or later?

Next considering the second proposition: There is much in its favor, for on the establishment of commission the corporation would have the right to issue bonds and place in all probability would be guaranteed by the federal government, but the initial proceeding of getting hold of the property involved and of making adequate remuneration to the owners is too big an onus to thrust upon its shoulders.

Thirdly, we have a harbor commission as part of the system of the public works of Canada, but governed directly by its engineer and board of local commissioners. Being part of the D. P. W., the government properties, both pub-

lic works and department of railways in and about the harbor, would be transferred to it, and it is here that the burden of the corporation would be reduced to a minimum for there are only left the city, the C. P. R., and a comparatively few private wharf owners. The latter need be left out of the question, for when their property is needed it may be expropriated for a reasonable sum.

The Matter of Funds.

We have, therefore, much that is favorable in a commission on this basis and now let us see what more can be done. As to the vital question of funds, having amicably settled with the federal government and the city upon harbor commission as a department of the public works, with an efficient board and staff, as already outlined to the general public, viz.:

Officers Appointed by
Commissioner City Council of St. John
Commissioner Board of Trade of St. John
Commissioner Shipping interests of St. John
Commissioner Dominion government
President Commissioners
Secretary Commissioners
Chief engineer Government
Assistant engineer Government
Harbor master Commissioners
Dep. harbor master Commissioners
Dep. harbor master and inspector Commissioners
Wharfing and paymaster Commissioners

The D. P. W. and D. R. C. should transfer its property in and about the harbor to the commission, then the harbor property and rights of the corporation of St. John taken over at a definite valuation, say \$1,250,000, the city accepting bonds at 4 per cent, as a perpetuity, and finally the C. P. R. in the Sand Point properties should be rearranged to the satisfaction of all.

We now have the public works commission and the necessary property on which to commence operations and it ought not to be necessary to here go into details as to how the actual expenditures are to be met, except to state that part of the property itself will go a long way towards paying the city its perpetuity, as the present revenue is in the vicinity of \$45,000. As to the balance of the expenditure for dredging, dredging plant, depreciation, sinking fund, new wharves and warehouses and the various facilities required, the federal government simply guarantees the bonds of the commission.

The Facilities Needed.

Having settled the question of commission and funds, the next step to be considered is purely for the commissioners and their engineer to decide and that is, where shall they be placed to the best advantage for the growth of the trade of this port. As much has been said as to what shall be done let us consider some of the propositions have been suggested.

Removal of N. B. S. R. R. from South Rodney wharf to some convenient wharf above North Rodney and in its place the construction of six steam berths and warehouses. There is a present revenue in the vicinity of \$1,200 from this wharf, in side and top wharfage an in rental to the N. B. S. R. would it be wise to cancel this or not? And on going thoroughly into the matter it would seem as if it were. It is feasible to reconstruct this wharf with three berths on the southern side and one on the northern side, near the outer end this would still leave ample room for lighters and small schooners on the inner portion of the northern face from which side and top wharfage would be collected and there would still be the revenue from the N. B. S. R. R. in its

new position on some wharf farther up the harbor.

Thus we do not lose in revenue and we do gain in the location of this deep water wharf, for the old work can be removed and the dredging completed in much quicker time, owing to its character, than the dredging alone for two berths below Sand Point. With a capable dredge, say one of the bucket and ladder type, and without delays of any nature, it would take at least 200 days, excavating at the rate of 3,000 cubic yards in place, to do the latter work preparatory to wharf construction.

It will thus be seen that we can begin our extension of Sand Point by the creation of these four berths to the northward and immediately upon completion of the necessary dredging here and whilst the wharf is in process of construction, the dredging operations are carried on to the southward of the present terminal facilities, thus we have a general and systematic progression of improvements carried on.

It may be here stated that the dredging required for the four berths will in no way interfere with the stability of North Rodney wharf, also that the relative positions of the dry dock and new wharf can be so suitably arranged that there will be no difficulty in the passage of long steamers into the entrance to the dock.

As to the general reconstruction of present wharves and improved warehouses at Sand Point, little need be said, for all will concede that this important work, which the city has begun, should be rushed to completion as speedily as possible. The two story warehouses should prove of decided advantage in the quick handling of the steamers in port.

To the Southward the Real Extension.

Construction of parallel wharves and warehouses of the southward of the present Sand Point terminal facilities towards the harbor light--this will be the site of the real extension of our port facilities and here in the course of a few years will be seen not only a line of wharves and the necessary warehouses, but more elevators and an immense railroad yard to facilitate the handling of the enormous west traffic that is bound to come from our great Canadian west.

It is in connection with these wharves that we must pause and consider well what effect they are to have upon our harbor entrance. On a cut, which is published here by the St. John Daily Telegraph, and which has been kindly shown to me, the present harbor line is indicated, the harbor line which was proposed by Mr. Osborn's plan narrows the entrance to 700 feet but by the removal of the harbor line some 500 feet to the westward of the beacon we have a width of 1,500 feet, certainly a material benefit to the east channel.

So far as known there is no rock at Sand Point, but if such should be found it would be proper to resort to special appliances and not to limit the expense necessary to preserve a proper width to the harbor at this place.

Close the West Channel.

Closing of the west channel and making Negro Point breakwater a permanent work, I need only repeat what Mr. Dr. McLeod of the D. P. W., has already said: "I believe the harbor of St. John would be benefited, as an ocean port, by the closing of the west channel because if this were done:

(1) The increased velocity of current in the east channel at ebb tide, while not sufficient to materially affect vessels entering the port, would prevent, or tend to prevent, the deposition of sediment and thus keep open and tend to maintain at a safe depth in that channel."

(2) In time of westerly gales the dangerous and objectionable cross-sea that enters the harbor through the west channel would be entirely stopped;

(3) The wash of sand and gravel through the west channel which will increase in quantity year by year, would be entirely arrested;

(4) The east bend of the west channel, between it and the east channel, and under the lee of the breakwater would form a convenient and safe anchorage for schooners and small craft, and for quarantine purposes, a very pressing need of the port, could be constructed on the north-west end of Paradise Island;

(5) A safe and convenient wharf for quarantine purposes, a very pressing need of the port, could be constructed on the north-west end of Paradise Island;

General.

In this connection may be pointed out that a dredge is now being built at Socié (P. Q.) at a cost of upwards of \$500,000. It has been stated that this dredge would be capable of excavating 50,000 cubic yards per day at a cost of one cent per yard, it is to be hoped that after such an enormous expenditure this estimate will prove somewhat nearly correct and it would be well for the commissioners to have this dredge transferred to them by the government and in this manner keep the dredge in one place until its work is finished and this I am satisfied will only be after many years of service. Besides this dredge, which must not be taken from the work in the east channel it will be necessary for the commission to own and operate at least two other dredges in the improvements to the north and south of Sand Point. William Simons, of Renfrew, are capable of turning out an efficient dredge for this sort of work at a cost in the vicinity of \$175,000. There would be a further expenditure of \$10,000 to \$15,000 to bring her to this port, insured, provisioned and equipped ready for the work. It would take upwards of a year from the time the order is placed until the dredge is ready for delivery; it is a most unlikely thing that a suitable dredge be found ready built as they are not a commodity that can be kept on the market, ready at a moment's notice.

From what has already been stated it will be seen that the commission must have an entire and suitable dredging plant of its own.

In closing let me say that I hope that I have shown why we should grapple with that larger problem of harbor commission. Having given a general outline of the needs of the port, an idea of ways and means, and having pointed out some of the reasons why delays are dangerous, it behooves us as citizens of St. John to put forth every effort to remove what are being by unnecessary delay. Citizens, the committee has done its work, now let the common council.

Yours respectfully,
J. KIMBALL SCAMMELL,
Assoc. Mem. Amer. Soc. C. E.
Assoc. Mem. Can. Soc. C. E.
St. John, May 21.

Crowding Out Maine Liquor Men.

Lewiston, Me., May 23.--John Michael was arraigned in court today on the charge of transporting liquor. He waived the hearing and appealed. Michael was taken Saturday morning by Deputies Stevens and Pare. He had a twenty-gallon barrel of whisky in his wagon when he drove into the alley near the lower Maine Central station. He backed his horse against the building getting ready to unload as the two deputies took him and the barrel into custody. The deputies are beginning to look after the people who are bringing liquors into the city in the old time smuggling manner.

The Centurion.

Singing of victory through the night
I go, and the stars above my head
Shine on my sword that fought the fight,
And shine on the eyes of the sleeping dead.

Over the terrible field of war,
Past the harvest of silent slain,
I meet the wind that blows from far
And sings as I of the fight again.

Carrying only my gleaming sword
I go as a god with winged feet,
And sing of victory. Mark the lord
Of battle, judge if my song be sweet!

How shall they know, the fallen dead,
If it be thou that, how the day is near?
They followed once where their leader led,
But now they sleep and I go alone.

What if they know no dawn is near?
They have known a battle and fought the fight,
And through the walls of sleep they hear
The song of victory through the night.

—Ethel Clifford in Harper's Monthly.

— Empire Day. —

Wild is the shriek of the south-west gale,
As it races across the sky,
Fearful the breakers that hiss and foam
On the coastward reefs of Britannia's home,
Where wheeling seagulls fly.

Out in the Channel, so proudly borne,
Are the galleons of the foe,
Towering castles of oak are they,
Streaming with banners and pennons gay,
As over the surge they go.

Night--and the shattered ships of Spain
Fly to the Northern Sea,
Hail to victorious Howard and Drake,
Whose suns thus threaten so sternly awake
To make our England free.

Thus Albion's sons have ruled the wave,
Thus was the Empire born,
And the flame of the flag glows bright today,
Touched by the dawning of a new day,
From Greenland to Cape Horn.

For not alone on England's soil
It gleams blood red on the sun-parched
It shows the turbulent, restless East,
The fire that the battle owns.

The breezes of Canada stir its folds,
"The known on every sea,
It laces the heart of the Austral sky,
On the rock Gibraltar the colors fly,
The emblem of the free.

For England's sons through the centuries
Their freedom have nobly won,
In the roll of peace, or in battle's wreck,
On short-cut fields, or on gory deck,
Where flashes the angry sun.

Wisely they build from age to age,
Headless of sneering foes,
Nelson and Hampey, Wolfe and Burke,
Patrials and true they did their work
Till the Empire's fabric rose.

And we, who far severed by dreary seas,
Have fashioned us a home and grave,
Still do we honor Britannia's name
And speak with pride of her well-won fame,
As mistress of the world.

— E. Middleton, in Toronto Mail and Empire.

George Ade's --

-- Last Nonsense.

"My daughter, we shall for the Country next week," said the elderly Society lady to her little Chick. "Up to the Summer Hotel for a bang-up Suite at a Per Diem Rate that will put a large, deep Crimp into Papa's Income for 1902. You are now at the Pin-Feather Period and Mother must teach you how to Fly. I have been giving a lot of Hard Thought to the Man Game for so, these many Moons, and without passing myself any fragrant Cluster of Green Pans, I think I am On. Every Woman of Experience has a private Room's Gallery. She can give you a Line on the whole Bunko Brotherhood from Sammy the Sophomore, who wears a Buck, whilst Oke instead of a Cup, up to the delectable Hiss-bear who makes a Lane your Hand because you look so much like his Daughter. Taking the whole Outfit, from Seventeen to Seventy, I may add to the improvements to the north and south of Sand Point. William Simons, of Renfrew, are capable of turning out an efficient dredge for this sort of work at a cost in the vicinity of \$175,000. There would be a further expenditure of \$10,000 to \$15,000 to bring her to this port, insured, provisioned and equipped ready for the work. It would take upwards of a year from the time the order is placed until the dredge is ready for delivery; it is a most unlikely thing that a suitable dredge be found ready built as they are not a commodity that can be kept on the market, ready at a moment's notice.

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SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA

900 DROPS

CASTORIA

Vegetable Preparation for Assimilating the Food and Regulating the Stomach and Bowels of

INFANTS CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Facsimile Signature of
Chas. H. Fletcher
NEW YORK.

35 Doses - 35 CENTS

EXACT COPY OF WRAPPER.

Castoria is put up in one-also bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C.A.S.T.O.R-I-A.

THE TELEGRAPH'S PULPIT.

(Continued from Page 3).

work the works of Him that sent Me, while it is day for the night cometh." Hence Jesus' life was a busy one. Hence you and I should be diligent in our appointed tasks. At longest, it will not be long before the opportunities of working with our Lord, for the instruction, the comfort, the betterment, the salvation, our fellowmen and women shall have passed from us; therefore loiter not.

"I have finished the work which Thou gavest me to do." The work of Jesus' earthly ministry is about finished. Faithfully has He wrought—teaching, healing, cheering, saving—while some have blest, and some have cursed. He is now under the shadow of the cross. Tomorrow He will die, so He meets with His loved disciples, eats the passover meal with them; institutes the ordinance of the Supper for the commemoration of His death; talks with them of His departure, of their tribulation and ultimate triumph, of their duty to each other, and their final gathering to Himself. Then He lifts up His heart in that beautiful prayer:

"Father, the hour is come; glorify Thy son that Thy son may also glorify Thee. I have glorified Thee on the earth. I have finished the work which Thou gavest Me to do." Observe that, in reviewing His life He had the satisfaction of knowing that His Father's business, about which He set Himself that day long ago in the temple, he had so faithfully attended to, that he could now say: "I have finished the work which Thou gavest me to do."

My brothers, will you believe it, we must all review some day. Whether we would or not, we will and must. "Oh the years of sinning wasted, could I but recall them, I would give them to Jesus," thus a young man lamented, but no lamentation could recall the wasted years. "Bury it with me; bury it with me," cried a dying prodigal. "Bury what?" said a bystander. "My influence, my influence," was the reply. In what marked contrast with these are the words of Paul as he reviews his life. "I am now ready to be offered and the time of my departure is at hand. I have fought the good fight; I have finished my course; I have kept the faith." Yes, whether we would or not, we will and must, review some day. Back over the years the mind shall travel to discern the good and ill of life. What shall the judgment be when you review? If to the end you live life just as you are living it, have you reason to believe that upon the last review, you can look up to the Father and say: "I have glorified Thee on earth; I have finished the work Thou gavest me to do."

Restigouche Tourist Work.

John Montgomery L.L. B., of Campbellton, who is in the city, told a Telegraph reporter yesterday that the Restigouche Tourist Association, of which he is secretary, contemplated publishing a novel booklet, which will be of a kind never before attempted by a tourist association. His booklet will comprise a portion of the works of several American authors, in which they describe the fishing scenery and the history of the Restigouche and Metapedia rivers and the surrounding country. It is a sermon by the late T. De Witt Talmage in which, discarding on the relation of nature to the soul, he describes the beauties of the Restigouche and Metapedia rivers in detail.

Permission for the publication of these articles has been secured. When this is published, together with some of the finest photographs procurable, it will be one of the most unique and useful booklets ever prepared for the public by such an association. No definite plans for the summer work have as yet been decided upon.

THE ERRING CROWN PRINCESS

Emperor of Austria Gives Permission to Return, But She Must Enter Convent.

Vienna, May 28--Princess Louise of Tuscany, formerly Crown Princess of Saxony, has asked the emperor for permission to reside in Austria. He has given his consent on the condition that she shall reside in a convent.

Heavy Frost in New Hampshire.

Lancaster, N. H., May 27.--The Winnepesaukee Valley, as well as the whole North Country, so far as heard from, was visited with a heavy frost last night. The frost was the most extensive known here in years. All kinds of early vegetation in gardens, field crops, etc., were cut down. The mercury registered 38 degrees.

Since 1880 the number of liquor licenses in Liverpool has been reduced by 422.

England's Peril?

"The British navy is not only the possession and the pride of a great nation; it is the sole guarantee of their daily bread, their personal liberty and their political existence," says the Monthly Review (London). It adds: "The world's history shows no parallel to our present position; it is a triumph which has been uttered again and again, and which should be repeated until every child in the country knows it by heart, that from the moment when we ceased to command the sea we exist only upon sufferance, and from the moment when our navy is crushed by an enemy England is crowded with forty millions of starving and helpless people."

The promises of God to Abraham, on the occasion of his offering up his son Isaac, were: That his seed should be like the stars of heaven; that his seed should possess the gate of his enemies; and that in his seed should all the nations of the earth be blessed.