

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, JUNE 14, 1905.

MESSRS. MOONEY MAKING GOOD PROGRESS WITH THE WATER EXTENSION

A Look Over the Works Saturday Shows a Great Deal Already Accomplished—150 Men Engaged on Their Two Sections—The Commissariat, An Important Feature from the Men's Standpoint, Well Handled.

The work on the waterworks extension is now sufficiently advanced for some estimate of the progress made to be formed. Through the courtesy of Messrs. Mooney a representative of the Telegraph on Saturday spent the day on their sections.

On the long drive out with Mr. Mooney some down town, each laden with bags of cement for the concrete pipes to be passed. Owing to the long haul from Water street to the works, but one trip can be made a day in most cases, and the process of removal is a lengthy one. As the drive continued openings were seen through the woods on the right, which lead to Messrs. Mooney's pipe line sections on the city side of Lake Latimer. At last a turn was made off the main road about a mile below the Barker House, and following the new right of way which the city has rented through the Waters property, the Mispic stream was reached. It takes but a glance to tell that considerable strides have been made since Messrs. Mooney signed their contract some six weeks ago. The eye at once catches the new coffer dam, stretching bow-shaped out stream, or more correctly Robertson's lake, which is here about 100 yards wide. Within the arc of the circle which it makes with the right bank is enclosed that section of the stream on which the fish-way, the log-saw and gates will eventually be built. A powerful centrifugal pump is already in position, and within a few days when the foundation of the temporary coffer dam have been strengthened, the water will be drawn off at the rate of 2,000 gallons a minute, until the river bed is bare and building can be started on a rock bottom.

Stretching out towards the opposite bank from the centre of the temporary dam and about 100 yards above the bridge which spans the stream, is a high trestle work to be used while the dam proper is under construction immediately above it.

The Dam.
The dam, which is the all-important feature of the new work, will be built of concrete and extend 200 feet right across the stream, from the gates above referred to, to the left bank. From seven feet at the bottom to four feet at the top and over it will flow all the surplus water to supply the river below.

The gate-house, with the intake beneath it, will be built on the right bank immediately above the gates, and from this spot will start the pipe line to Lake Latimer rather less than a mile and a half away. Lake Latimer, as is well known, is two feet higher than the waters in the Mispic, and will require to be lowered several feet to make the Lock Leonard water available. All the grading that will therefore be necessary from the gate-house throughout the length of the pipe-line is about two and a half feet. Sufficient to secure a flow in the right direction and no more. The country through which the line will pass is level with the exception of one hill, almost on the margin of Lake Latimer, and there a tunnel 775 feet long will be necessary. Beyond the tunnel to the outlet beneath the water of Lake Latimer is 670 feet, and here a wood-stave pipe will be used. With this exception the whole course of Messrs. Mooney's pipe line will be constructed of reinforced concrete. This combination, which is the best qualified for use where no pressure is needed, consists of three-eighths and half-inch rods embedded in trestle work fashion in concrete. The rods are bent to the shape of the pipe, which is forty-eight inches in diameter, and the whole, when finished, is covered with sufficient earth to prevent any attack from frost.

Wet But Busy Italians.
A walk up the pipe line from Latimer Lake shows the different conditions of soil met with. On the margin of the lake a number of Italians are working in diameter, and the whole, when finished, is covered with sufficient earth to prevent any attack from frost. A short section of cleared but unbroken ground follows, and then the rock section is reached. Here five steam drills are constantly busy preparing holes for dynamite. Considerable progress has already been made, but the work is necessarily slow. The rock reaches almost to the gate-house, where soft ground is again met with.

Messrs. Mooney are now employing about 150 hands, half of whom are foreigners. The Italian, wary and dandy, are a contrast to the Galicians, who are fairer and of a stouter build. There is every appearance of perfect harmony on all sides—Latin and Anglo-Saxon working without sign of friction.

A word of praise is due to Messrs. Mooney's commissariat department, an important item, where hungry men are concerned. A spacious dining hall has been built, light and scrupulously clean, where 150 men can dine at one time. The bill of fare is varied and of the best. The Telegraph's representative was hungry, and he tested it thoroughly on two occasions, and no better meal could have been put before him in a city restaurant. The price to the men works out at a fraction more than fourteen cents per meal for twenty-one meals a week. One item worthy of mention. It takes three hours to supply the crew with breakfast. The opinion formed after a look round all divisions of the works is that the commissariat is well run. With six months for the contract still to run the work is well forward.

Tunnel to Be Started Wednesday.
On Wednesday a start will be made on the tunnel. In a week's time the coffer dam should be drained and the preliminaries under way for the building of the dam itself. Messrs. Mooney's policy is evidently one of haste, and the men that work them from the engine house downward, are clearly the men to carry it out.

VALUABLE INVENTION BY DR. MARCH, ST. JOHN
Successful Test of Suction Gas Producer of Marine Type at Hampton and Marvellous Results Claimed.
Hampton, Kings county, June 9.—A circumstance which in its importance and far-reaching consequences has attracted the attention of George M. Wilson, a prominent engineer, when in the presence of a number of gentlemen interested in mechanics, a new producing plant of the most important type, but capable of marvellous results, was brought to a practical test. It was a suction gas producer of the marine type, designed by Dr. J. E. March, of St. John, and built, together with the horse power stationary engine, to which it was applied, by Mr. Wilson, the proprietor of the works.

The plant consists of two parts—a producer and a scrubber. The producer is of irregular form, two feet high, one foot seven inches long, and one foot six inches wide. It is constructed of sheet iron, and is divided into two compartments by a vertical partition. The upper compartment is filled with coke, and the lower with water. The gas is drawn from the coke by a suction pump, and passes through the scrubber, which is filled with water. The gas is then drawn into the engine, and is used for power.

The inventor claims not only compactness and efficiency for his plant, but its perfect adaptability to all the various uses of engines, whether marine or stationary. It is the vessel may careen to an angle of at least sixty degrees without interfering with its effective working, and probably no ship ever exceeded that divergence from the perpendicular, without running into trouble, even as to cost of power produced. It is claimed that it will be one-third that of steam, and one-twelfth that of gasoline. With gasoline at 25 cents a gallon, that the horse power can be run for three cents. But with this machine a ton of coal costing 80 cents, and by combustion giving two thousand horse power hours, would cost only a quarter of a cent per horse power hour. This seems almost like economy run mad, but the test has been made, and the result proved.

Suction gas producers have been in successful operation for some years past, but the changes and improvements made by Dr. March are of such a far-reaching nature that they will probably supersede all that have gone before it. Certainly the results as shown today were little short of marvellous. The process of producing this wonderful power is after all very simple, and therein lies one of its chief points of value. The producer being charged with coal and ignited by a forced draught, the by-product of the engine is turned over by hand, when the down stroke of the piston draws a current of air into the producer through an opening, and this, passing over the surface of water

HEROIC ACT OF J. C. R. ENGINEER

Jas. King Jumped from Front of Engine and Snatched Child from Track

Moncton, June 12.—A further change was made today in I. C. R. express drivers which may cause the removal of Driver George Storey from St. John to Moncton.

Driver John Hunter has taken Nos. 133 and 134 between Moncton and St. John, and Driver Storey, who formerly ran this train, will come to Moncton to run Nos. 83 and 84 between Moncton and Truro. Other shifts have been made, but none that will involve the removal of any of the men from their present place of residence.

I. C. R. Driver James King, running between Moncton and Campbellton, made a brave rescue of a little girl from certain death, near Campbellton, on Friday evening last. A special freight with Driver King in the engine cab was running into Campbellton, when a little tot—too young to realize the danger of her position—was sitting in the middle of the track. Driver King whistled for brakes, applied the emergency brake and did everything possible to stop the train. But it was too late, and the child was in the way of the train. King jumped from the engine cab and snatched the child from the track just as the train was about to strike her.

The speed of the train was perceptibly slackened and Driver King acted promptly in a desperate effort to save the child's life. After reversing his engine he climbed out through the cab window and quickly made his way to the front of the locomotive, on the running board. When within a short distance of the child Driver King leaped from his engine and snatched the little one from the track and escaped out of harm's way just as the huge iron monster rolled past. The act was a most daring one and showed great presence of mind.

Mother Sworned.
The mother of the child was an eye witness of the impending danger to her child and the gallant rescue made by Driver King. The mother sworned immediately the child was returned to her by Driver King.

The train plodded on its way past the spot where the child had been snatched from the rail before being stopped. Driver King took his place at the throttle and continued his run into Campbellton, where his gallant conduct was praised by all who heard of the incident.

Moncton's new steamer, the Wilfrid C. Hill, left for the north on Monday morning. The ship is a fine vessel, and will commence her regular trips between Moncton and Albert county and Nova Scotia ports at once. She is owned by the Moncton and St. John Steamship Company, and is commanded by Mr. J. E. Masters.

D. J. Welch, secretary of the Maritime Horsemen's Association, gives notice of a race meet at Sydney on the 17th inst. The first day's racing will include 2.19 class, purse, \$300; 2.28 class, \$300, and 2.35 class, \$200. The second day will include a 3.00, minner's class, \$200; free-for-all, \$300, and 2.23, \$300.

L. V. Alward and bride, of Chicago, are in the city today on route to the wedding of their daughter, Miss L. V. Alward, who is to be married to Mr. J. E. Givens, of Chicago, on Monday next.

The I. C. R. delegation that went to Ottawa last April to lay before the government a memorial for the railway employees, have recently been appointed by organized and unorganized labor as a permanent committee to look after and promote a more concerted and bonnet hop was held in the curling rink, under the auspices of the curlers, this evening, and was attended by between 100 and 200 people.

FATHER SEEKS MISSING BOY AND GIRL
Two fathers, each very anxious and on the same quest, visited the railway station last night. One was seeking his missing son, and the other was doing his utmost to learn the whereabouts of his daughter, who had left her home over a year ago.

The latter was Deputy Sheriff Belyea, whose home is near Gagetown. He said his daughter is seventeen years of age, and that about a year ago her mother died. Sometime last Thursday night, the girl, as secretly as possible, left the house, and walked about six miles down the road to the nearest steamer landing. Mr. Belyea believes that she boarded the first down-river boat, and that on Friday she arrived in St. John.

As soon as her absence was discovered, wide inquiry was made in the neighborhood, but no one had seen her. The father then came to St. John, and since reaching here he has gained information which leads him to believe that his child went to Halifax. He left for that city on the express Monday.

The other parent said his name was Vigor, and that his wife was the mother of a missing son. His son George has been missing since Saturday. The young man was described as being twenty-three years of age, dark, about five feet eight inches in height, and weighing about 165 pounds. According to his father the youth is industrious, and of temperate, regular habits. He was employed in the cotton factory for seven years, and on Saturday received his pay as usual. Since that day his family have not seen nor heard of him. They are utterly at a loss to explain his disappearance. He had lately complained of feeling sick, but was able to continue his work.

MACDONALD SCHOOL AT KINGSTON AND ITS SURROUNDINGS

Some Account of the Famous Schools Years Ago and the Present Consolidated One.

Kingston, N. B., June 9.—Much interest is being taken in the proposed visit of the Board of Education and the members of the legislature to the Macdonald school and there is no doubt many others from the adjoining districts and counties will make it convenient to see what is being done in the much-talked-of Consolidated school in the old shire-town of Kings county. The visitors will sail up the Kennebecasis in the steamer Clarendon, it is said, and when they arrive they will no doubt receive a pleasant and hearty welcome from the principal, teachers and pupils as well as the people of Kingston.

The grounds around the school, which are very spacious, are beginning to give some evidence of the plans and intentions of those who have worked to make them beautiful. The trees and hedges and lawns are showing the signs of vigorous, healthy growth, the walks have been improved and the drives kept in splendid order. The garden adjoining the grounds, which is divided into many small plots, is looking as neat as possible and much care is given to it by the pupils in their friendly ambition to excel each other.

The introduction of the domestic science department last week, has added an additional interest to the usual work. Miss Young, who is in charge, is a graduate of Brockville College, and at the start was accompanied by an experienced teacher from that institution. It is understood that for the remainder of this term Miss Young will be in charge of this department.

Some of those who visit the Macdonald school next Thursday will be returning to old historic ground. Almost no spot in all New Brunswick is more alive with history than this quaint Kingston village. Where the school now stands many of the lawyers and judges of the province used to place their offices for their clients in the old Kingston court house, which was burned about twenty years ago, and upon the foundations of this old structure the new walls of the very dungeons which in olden days confined prisoners more or less noisily, among them Henry More Smith, the Macdonald Consolidated school rests.

The hill upon which it is situated commands a splendid southern view, sweeping the valley leading toward the Kennebecasis. While at St. John's church, a clear evening can be seen the glow upon the horizon which indicates the lights of a city—St. John.

One of the oldest residences in the province, the old Raymond House, can be seen half hidden among huge apple trees, less than a quarter of a mile below the school. These old houses, which in its day, more than 100 years ago, but now the ruins have almost lost their interest, and all one may wonder at is the style of architecture. Those who lived in the place when it was the political and legal centre of the county used to know that it was also the centre for education. The fame of its schools went abroad, and in the days of those old and excellent masters, lads from the city found it the surest and safest place to obtain the foundation of a liberal education. Rev. David Pickett, afterwards rector of Greenwich, was for a time the head master, and for a short time Rev. D. I. Wetmore, an excellent teacher and good disciplinarian, was at the school. After him John Raymond took charge, and under his management Kingston Grammar school was widely known. Many of the men in power and of national today remember the time spent in the old grammar school under the hill at Kingston.

But the removal of the shiretown to Hampton changed all this, and for a time seemed to change the face of the map for those who knew little of any other spot. Raymond's school followed the town to Hampton, and as some consolation to Kingston, the big court house was turned into a superior school. Confraternity, Puddington, Flewelling, Wetmore and others taught the older boys and girls of Kingston which, under the mountain, a quarter of a mile distant, a maiden lady decade after decade taught the infants the shape of their letters on the school days of Kingston.

None of those who spent any time in Miss Pickett's school will soon forget the loving, gentle control she exercised over them. Now, after nearly twenty years of what may almost be termed lethargy, Kingston, by the unexpected generosity of Sir William Macdonald, has come to its own again, with modern buildings and new methods and name and fame far greater than in the days of yore.

Kintore News.
Kintore, June 9.—There was sorrow in every home at the news of the sudden death of Mrs. Wm. Paul and a great number of people from here and Upper Kintore were present at her funeral yesterday. Her second wife and a large family survive. The funeral took place Monday and was very largely attended.

John J. Anderson.
John J. Anderson, aged 37, son of Rev. Mr. Anderson, 100 Queen street, died suddenly Monday morning. He was in the employ of A. W. Giddings, the Duke street ironman, and he took sick in the stable. Mr. Giddings called Mr. Anderson's sister, Mrs. W. H. McDonald, of



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OBITUARY

William S. Arnold.
William S. Arnold, eldest son of the late T. Olive Arnold, died on May 29 at Pasadena (Cal.), where he had been living for thirty-five years. He is survived by his wife, who was Miss Clawson, of St. John. He was sixty-seven years old. The late Major T. Edwin Arnold was a brother, and two sisters resided in Sussex, Mrs. J. T. Kirk and Miss Jessie Arnold.

William Humphrey.
Moncton, N. B., June 9.—(Special)—Another old landmark of Moncton passed away this afternoon in the person of William Humphrey at the age of 82 years. He was born in the village of Bend and worked at shipbuilding. He remembered Moncton when it was but a struggling village and has lived here about half a century. He was quite active for a man of his years up to the first of last winter, but since that he has been in failing health.

Decceased leaves two daughters, Mrs. John R. Coggin, Moncton; Mrs. A. Kilmore, New York. The late Mrs. Humphrey was the widow of a son-in-law, Coggin. Decceased was one of a few remaining residents that remembered Moncton when ship-building flourished.

Hon. David McMurtry.
Sydney, N. S., June 11.—(Special)—Hon. David McMurtry, ex-member of Nova Scotia legislature, died at his home in Baddeck, Cape Breton, Saturday at the age of 95 years. He was in the legislature of this province for upwards of forty years, retiring five years ago.

Mrs. James F. Roberts, Cady's Station.
The death of Emma, wife of James F. Roberts occurred on June 3, at Cady's Station, after an illness of several months. She had always taken a very active part as president of the Baptist Sunday School and other undertakings for the benefit of the church. Her funeral was very largely attended by sympathizing friends of the community, where she lived, and by the residents of Highfield, where the interment took place. The service at the house was conducted by Rev. H. H. Gilles, of Cambridge, and the rector of the church, White at St. John's church, Highfield, the rector was assisted by Rev. H. Cady. The sympathy of all is extended to Mr. Roberts and the other members of the family in their sad bereavement.

Perley Stairs.
Woodstock, N. B., June 12.—(Special)—Perley Stairs, son of Mr. and Mrs. Chas. Stairs, Grafton, was taken suddenly ill with appendicitis about a week ago, and on Tuesday was removed to Carleton Place, Ontario, where an operation was performed on Thursday. He died this evening. He was 19 years of age. He was a popular young man and was employed in Snell & Fisher's office.

Mrs. Robert Sutherland.
Westville, N. S., June 12.—(Special)—The death occurred at her home here today, after a month's illness, of Mrs. Robert Sutherland, in her sixtieth year. She leaves a son, J. W. H. Sutherland, editor of the Free Lance.

Mrs. Helen E. Clinch.
Mrs. Helen E. Clinch, widow of R. T. Clinch, formerly superintendent of the Western Union Telegraph Company, died Monday at her home, May Fair, Preston, Lancashire, Eng. She and her sister, Mrs. Barlow, formerly of this city, were residing in England for some years with Mrs. Clinch's son, Captain Herbert Clinch. She was a very estimable lady.

Jacob Vanwart, Kings County.
Friday, at his home near Dunham's King's county, Jacob Vanwart, one of the best-known farmers in that section, died, aged eighty-four years. He was an elder brother of John O. Vanwart, of Riverview. His second wife and a large family survive. The funeral took place Monday and was very largely attended.

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Queen street, who hastened to the stable. The sick man was driven to his sister's home, but just as he was being removed to the house he breathed his last. Her husband is believed to have been the cause. His father and mother, four sisters and a brother survive. The sisters are Mrs. W. H. McDonald, Mrs. G. C. McMurtry, Mrs. G. A. Dunham and Miss Maggie Anderson. Rev. J. Anderson, of Carleton, is a brother.

RUSSIAN AND JAP REPLIES NOT TO BE PUBLISHED
(Continued from page 1.)

story of the causes of the Russian disaster, first of all, and the complete demoralization which followed the sinking of the flagship Kinzai Souvaroff, and the wounding of Admiral Rojstvensky.

It is explained that not a single officer of the fleet knew the commander-in-chief's plans. The admiral in command of divisions knew no more than the subalterns and had to rely entirely on the signals of the flagship. Admiral Nebogatoff, on whom the command devolved, had seen Rojstvensky only once after the junction of their squadrons and then only for fifteen minutes.

All the stories of extensive target practice in Madagascar, it seems, were false. During the entire voyage there practically was no training in gunnery, worthy of the name, and the big gun practice was confined to three shots per vessel. Ugly stories are told of the happenings at Madagascar. Some of the crew certainly were untrained in gunnery and exhausted by the eight months voyage, under trying moral and physical conditions, were no match for the veteran Japanese, whose marksmanship was wonderful.

The latter concentrated their fire on one ship until she was placed out of action, and then on another, thus successfully sinking the Oshaba, Alexander III, and Kinzai Souvaroff. Some ships developed deplorable structural defects. The Oshaba sank without having a single hole below the waterline. Heavy seas entered the vessel above the waterline and the watertight compartments which were changed several times during the voyage did not stand the strain they had been calculated to stand, and burst, flooding and heeling the vessel over until she turned turtle. The vessel was not even in the water, made it impossible to manoeuvre in harmony. The Vladimir Monomach, Admiral

John Alexander Dowie will secure water to irrigate the 2,000,000 acres of land which he has agreed to purchase in the State of Sonora (Mexico), by tunnelling into four extinct volcanoes. He has agreed to pay \$2 Mexican currency per acre, or a total of \$4,000,000, and will establish seven cities as well as several agricultural settlements. The Mexican colony will be known as "Eden."

Drowned While Bathing.
Sydney, N. S., June 11.—(Special)—An Assyrian named Joseph Markonson, aged 28, was drowned while bathing in Coosits lake, near this city, this afternoon. Markonson was in the water only a few minutes when he was taken with cramps and sank suddenly to the bottom. The body was recovered about three hours later.

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