

THE EVENING TIMES-STAR, ST. JOHN, N. B., MONDAY, JULY 21, 1924

## FAIRVILLE MAN OUTLINES SCHEME

Suggests Elevated Crossing  
and Speaks of Develop-  
ment of Areas.

To the Editor of The Times-Star:

Sir,—Now that the paving of Lancaster avenue and Main street, Fairville, is under way, the matter of an elevated crossing over the C. P. R. tracks at the foot of Fairville is getting into the air again. There seems to be a feeling that if the need of an elevated roadway at the Douglas avenue crossing has been considered urgent enough to elope up the paving work on a considerable stretch of the avenue for some time, or until satisfactory plans and arrangements can be made for carrying out the elevated roadway idea on the avenue crossing, owing to the ever-increasing winter port traffic, the need of an elevated roadway over the Fairville crossing, on practically the same thoroughfare, is fully more urgent.

Now, in view of the fact that traffic conditions call for more room on the bridge road, and increased railway siding accommodation for Fairville and vicinity, it occurred to the writer that since these matters are all of public interest in a general way, the present would be a most opportune time to place all the conditions of the situation squarely before the people through the press, which is undoubtedly the best agency for introducing any needed public requirements or for crying down any public wrongs.

It will be remembered that some years ago, after two or three minor accidents, the matter of having the roadway elevated at both the Fairville and Douglas avenue crossings was taken up and discussed for some time in the press, in such a forceful manner, that the county council and railway commission were obliged to do something to make these crossings more safe, and while it was fully agreed, after a long discussion and thorough investigation of traffic conditions by the county council and railway commission, that elevated road crossings were needed at both places, yet, on account of the lack of sewers and adequate water in both Main street, Fairville, and Douglas avenue, and also the immediate need of having new railway and highway bridges put in at the Reversing Falls, all of which it was claimed would have to be attended to in connection with the elevated crossings was laid over, and the gates in use at present were put in as a safety makeshift.

But now that all of the public requirements just mentioned have been installed or attended to, the way is apparently clear to go ahead with the elevated road crossings.

There are many costly engineering problems involved in carrying out this work, as all of the natural features and conditions of the situation are favorable to the elevated roadway, but the work at a reasonable cost, or figure consistent with the resulting improvement in traffic conditions and public safety. With respect to the favorable natural features of the ground, it may be said that the drop in the grade from the Main entrance to the Provincial Hospital grounds down to the C. P. R. crossing is sufficient to give a fairly level road or approach to the overhead bridge without having to pocket or sink the railway tracks as was talked of when the matter was up some years ago.

The rise in the grade from the crossing up to Harding or Mill street on the Fairville side is sufficient to cover about half the height required to give headroom for the trains to pass under the elevated roadway. In this way the grade on the Fairville side would be reversed and perhaps a little steeper than at present, and the high ground on the property held by Mrs. Hetherington would give a comparatively level or easy grade street connection to properties on Haynes avenue as well as to properties on the lower levels farther down in this direction. By straightening out the west side approach to the new bridge at the falls and carrying the bridge road up on the Provincial Hospital grounds, by means of a retaining wall to a height of about 500 feet along in front of the Simms brush factory, a comparatively level and easy sweep connection can be made with Lancaster avenue both ways for the car lines and general traffic, an advantage which could not be obtained by widening the bridge road on its present level. As this strip of the hospital grounds is of special economic value to the institution, any width necessary to accommodate the traffic may be taken without disturbing any practical feature of the hospital grounds.

The additional width required for the other section of the bridge road can be had by straightening out the approach to the bridge as mentioned, without disturbing the hospital grounds, and by means of a bridge over the C. P. R. tracks at the deep cutting opposite the back entrance to the Provincial Hospital grounds, the pulp mill road can be carried on a much easier grade than at present, and be clear of the present level crossing. Of course in building the retaining wall mentioned for the new elevated stretch of the bridge road on the hospital grounds in front of the Simms' factory a sufficient width of the present road can be left for a traffic way around to the Fairville siding, and

## DOWN ON THE FARM



This honest rustic is Senator Royal Copeland, who holds a mean stack of hay when Congress has "let out" for the summer. He is pictured on his Goshen (N. Y.) farm.

by means of a retaining wall and some filling in may be extended right through to Mill street and may also pass under the main thoroughfare and connect with a traffic street which must necessarily be opened up for much-needed railway siding purposes in this vicinity.

This proposed traffic street should be laid out parallel to the C. P. R. tracks all the way down to the Sand Cove road crossing (which by the way should have an overhead street crossing). This proposed traffic street should be laid out far enough back from the railway line to give ample room for continuous succession of public service requirements, such as sites for coal sheds, wood and lumber yards, wholesale warehouses, small factories and all such like public service agencies, which call for convenient sidings and private spur tracks for loading and unloading cars in a piecemeal way without being disturbed or called upon to pay demurrage charges, a thing which often takes the profit of small or limited-business transactions.

By having the council expropriate this land at its present production value enough might be obtained from the sale of lots for shops and business stands, and the other public service agencies mentioned, to cover the cost of sewerage and water supply. In this way a much-needed wholesale and industrial business street could be obtained at once, for the west side, without disturbing the front lots in Lancaster avenue in any way. In fact if this street could be built in a way that would fully meet public requirements it would greatly increase the value of residential properties in its vicinity, as the lots would all be picked up at once by parties wishing to get started in business in an operative way.

It really seems as though the time has arrived in the history of St. John when the council should have more power or permission to go ahead with any necessary new work like this, in order to give employment to labor, especially in slack times like the present, a condition which happens from time to time through depression in business or political disturbances. Any way, whenever it becomes apparent that the sale of town lots and sites for either small or large industries would cover the cost of the streets, sewers and water supply in opening up any block or section of waste or idle land, it seems as though the council should have power to go ahead with a progressive, expensive street. Private interests cannot be counted on to promote or handle this class of work in a manner which will promote a healthy industrial and residential expansion for any town or city which does not possess any strong economic forces.

There are quite a lot of fat-guts of waste land in the immediate vicinity of St. John city and to open them up the work must necessarily be handled by the council. For example, if Water street on the west side was extended around to the bridge the building lots could be sold for nearly enough to

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The piano that is to be used in Japan, and other foreign countries, must necessarily be built to withstand the peculiar climate conditions that prevail in these lands.

At the present time there is under construction in the factory of Ye Olde Firme of Heintzman & Co., Limited, two upright pianos—miniature upright grand models—for Formosa, Japan, going to well-known citizens of professional standing—one of these to Kirin, Formosa, and another to Nagano, Japan, a point 135 miles northwest from Tokyo.

The humidity of climate in these parts is such that these two pianos must be specially built to meet the native conditions, so that none of the beauty of tone of the Heintzman & Co. piano, as known here in St. John, is lost.

This firm is doing a large export business, having made a particular study of the needs of other countries. Recent heavy shipments to Australia and New Zealand, as with those now going to Japan, have followed the sales effected in Shanghai, Peking, Chungking, at different times the satisfaction given resulting in the building up of a large and permanent trade in China, Japan and the British colonies of Australia, New Zealand and South Africa. These instruments are sold in New Brunswick by

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Good feed hay for sale from the car. C. N. R. tracks \$14.50 per ton cash or 75 cents extra delivered. N. E. Christianson, 8-12 Pond street. M. 18574-7-23

FINED \$20 FOR SPEEDING.  
Harry G. McAlery appeared before Magistrate H. Wilson Dalton at Ren-ford on Saturday afternoon and was fined \$20 and costs on the charge of exceeding the speed limit in his automobile on Tuesday, afternoon last, when Spencer Wheaton, a resident of Fair Vale, was knocked down and injured. Mr. Wheaton stated that as it was an accident he did not wish to proceed against Mr. McAlery. At the time of the accident Roy Waddell was racing McAlery in another car and that evening he was fined \$20 and costs.

They are  
Happy  
and Well

You Should Be the Same

A LARGE number of women's ailments are not surgical in origin. Serious displacements or radical changes have not yet taken place.

A tiny part in a fine clock may become loose and cause the clock to gain or lose. If not attended to in time, the part may fall from its place and cause serious trouble. So it is with women's ailments, they start from simple causes; but if allowed to continue, produce serious conditions.

When the warning symptoms are first noted, take Lydia E. Pinkham's Vegetable Compound to relieve the present trouble—some ailment, and to prevent the development of serious trouble.

River Desert, Quebec—"I used to have a severe pain in my side. I would be unable to walk fast and could not stand for any length of time to do my ironing or washing but I would have to lie down to get relief from the pain. I had this for about two years, then a friend told me to try Lydia E. Pinkham's Vegetable Compound as she had had good results. I certainly got good results from it too as the last time I had a sore side was last May and I have not had it since. I am also glad of having good nursing for my baby and I think it is your medicine that helped me in this way."—Mrs. L. V. Budge, River Desert, Quebec.

Woodbridge, Ontario—"I took Lydia E. Pinkham's Vegetable Compound for female troubles. I would have headaches, backaches, pains between my shoulders and under my shoulder-blades and bad feelings in the lower parts on each side, get relief from the pain. I was sometimes unable to do my work and felt very badly. My mother-in-law told me about the Vegetable Compound and I got some right away. It has done me more good than any other medicine I ever took. You are quite welcome to use this letter as a testimonial if you think it will help some poor sufferer."—Mrs. Edgar Simmons, Wood-bridge, Ontario.

Many such letters prove the virtue of

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Plain and two colors. Large and children's. Regular price 25, 35, 45c.	Swell Caps in all colors and combinations. Few Diving Caps. Were 50c., 60c., 75c., 85c.
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Freakish and trappy beach Hats and Bonnets. Used to sell up to \$2.00.	Good looking and sensible Caps. Good size. Worth 50c., 60c., 75c.

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**13-YEAR OLD GIRL ROAMS N. Y. STREETS**

Thought Kidnapped, She is Found and Taken to Her Home.

New York, July 21.—Dorothy Schurer, young daughter of Hammond Schurer of Orangeburg, N. Y., who disappeared from her home on Tuesday after pinning a note on the front gate, was found that night wandering in the streets of New York and was taken care of by the Society for the Prevention of Cruelty to Children. This was learned when Sheriff George Brown of New York City, N. Y., came here for the girl and took her back home.

Although the girl looks about 17 she is only 13, and she told a pathetic story to Sheriff Brown, who is a formerly man, of how she had run away from unsympathetic parents and village gossip after an unfortunate experience. Sheriff Brown was deeply impressed with the girl's story of persecution and when he sent her to her village home he instructed the two deputies who accompanied her, to advise her parents to treat her sympathetically. When the girl disappeared her mother reported that she believed her daughter had been kidnapped.

Little Dorothy went when she told the Sheriff her experience in a big city alone, how she had wandered the streets for hours, carrying an empty suitcase and her little fan, finally becoming so tired that she dropped on a park bench and fell fast asleep. She awoke with a start, she said, it was night, but she trudged the streets. About midnight a strange woman seemed to sense the trouble of the girl and stepped out of the passing throng and questioned her.

This woman called up the society, who sent her to her home in charge, and word that she had been found was flashed to Sheriff Brown. He notified the various children's relief organizations of the metropolitan district, and as far north as Newburgh, as soon as her disappearance had been reported to him.

About the time that the Sheriff and State troopers were searching for her, little Dorothy was standing in Times Square, gazing up at the tall buildings and dazed by the crowds and traffic. She has an imaginative mind, and although she had only one cent in her pocket, she was happy in a way, she said, to find herself in an adventure. The tall buildings looked to her like Jack's beanstalk, and everything around her was like fairyland with

**DANGEROUS BRIDGE.**  
Mounted Police Constable Bettie reports that a bridge near the artificial lake in Rockwood Park is in a dangerous condition. A couple of weeks ago officers reported another bridge as being unsafe as his horse broke through and injured his rear legs.

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| Good 4 String Brooms . . .                                                  | 49c    |
| Little Beauty Brooms . . .                                                  | 75c    |
| Clams, tin . . . . .                                                        | 20c    |
| 1 lb. Tin Pink Salmon . . .                                                 | 18c    |
| 1 lb. Tin Red Salmon . . .                                                  | 25c    |
| 2 lb. Tin Pears . . . . .                                                   | 18c    |
| 2 lb. Tin Sliced Pineapple .                                                | 22c    |
| Quaker Corn Flakes, pkg. .                                                  | 10c    |
| 3 pkgs. Soap Flakes . . . .                                                 | 25c    |
| 6 Cakes Surprise or Gold Soap . . . . .                                     | 45c    |
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98 lb. bag Royal Household Flour \$2.70	35 Cakes Laundry Soap . . . . .	\$1.00
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Orange Pekoe Tea, per lb. . . . .	55c	
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