

NEW TERMINALS AT HALIFAX WILL BERTH 27 BIG LINERS

The Federal Government's Extensive Programme of Construction is to Give Halifax, When Work is Completed, the Most Modern up to the Minute Facilities for Handling the Ocean Traffic—The Big Outlay Already Made is Justified in the Large Increase of Inward Traffic.

Halifax, May 29.—When completed the Federal Government's plans for the new ocean terminals at Halifax will provide berthing accommodation for 27 large liners. The landing quay which is 2,000 feet long, and one pier which is 1,250 feet long, and 300 feet wide have been constructed, and the programme calls for four more piers of the same dimensions, with 300 feet basins between. Owing to the war construction work was discontinued.

The ocean terminals will eventually occupy one mile and a half of the water front at the southern end of the city, and within twenty minutes steaming of the Atlantic. The basins will have a depth alongside the piers of 45 feet at low water ordinary spring tides.

The bulk end landing quay runs nearly parallel to the harbor line, and the southern end forms a side of the basin on the northern side of No. 1 pier, and in addition to landing berths gives a berth over 1,200 feet in length. On this quay a granite building, 300 feet long, will be erected, and used for immigration purposes. Near this building there will be a Union Passenger Station, a granite structure of very fine architectural design, and a concourse and train sheds for ten passenger tracks, with plenty of room for further extension. Owing to the contour of the land the main floor of this station will be on the same level as the landing deck of a large Atlantic liner. The cost of the building will be \$2,000,000, and the appointments will be in keeping with the national character of the enterprise, and the idea of creating a stately vestibule, worthy of the coming greatness of the country. Baggage and express will be handled under the main concourse. Each of the piers will have four sheds, with tracks on either side and eight interior tracks. A huge grain elevator with adequate conveyor system will also be built.

The whole ocean terminal scheme is connected with the national railway system by a cutting which traverses the western section of the city nearly

parallel with the North West Arm, and meeting the main line of railway at Fairview near Bedford Basin. At this point a terminal yard is being constructed, a mile and a half long by 800 feet wide, with standing room for 2,000 cars.

Unique Construction.

The construction of the bulkhead landing quay and pier walls marked a new departure in harbor building on this continent. Over nearly all the site, at varying depths, runs a rock formation, and any kind of piling construction was out of the question. So the walls were built of cellular re-enforced concrete blocks, like huge honey-combs, laid one upon the other. These blocks are 31 feet by 32 feet, with a height of 4 feet 1 1/2 inches; and they weigh about 64 tons each.

In order to prepare the foundation huge diving bells were used. After the diving bells had worked down to rock bottom, concrete bases were constructed, and on to these the cellular blocks were placed, being lowered by a powerful crane, which moved along on the blocks already laid. Some of the cells in these blocks were filled with concrete and others with rubble, after they had reached the desired height. Each stack of blocks cemented together by the concrete poured into the cells, forms a unit, and it is believed this construction will stand extremes of weather without cracking—which happens frequently when quay walls are built in solid masses in Canada.

The old piers in the North End of the city and also those in Richmond will continue to be used—the latter for bulk freight, mostly lumber.

The North End piers give ten berths, a new pier having been finished in 1915. This is a concrete structure erected on re-enforced concrete piles, and is the first of its kind built in eastern Canada. It is 700 feet long by 245 feet wide, and has a two story concrete shed, with two railway tracks inside and one on either side, without. The lower story has two freight platforms, 90 feet wide, the entire length of the pier; the upper story is fitted

SHEDIAC HERO WITH SPLENDID WAR RECORD

Pte. Williams, One of the Originals, Welcomed Home After Four Years of Service

Shediac, May 28.—Pte. Napoleon Williams, No. 817200 of the 26th Battalion, returned to his home town on Saturday last and is being heartily welcomed by his many friends. He enlisted in the fall of 1915 when he was only seventeen years of age in Lieut. Col. Powler's battalion, the 104th, and was subsequently transferred to the 140th, at that time under the command of Lieut. Col. Beer. In 1916 he went to England where he remained only two weeks. He was then sent across to France with a draft for the famous 26th Battalion, to which he became attached, and with which he remained until the end of the war, serving thirty-two months in the trenches and taking part in the battles of Vimy, Hill 70, Passchendaele, Arras, Cambrai, etc. When the armistice was signed he was near Mons with the unit. During all that time he was never seriously wounded, receiving but two slight wounds in the leg; but his wounds were so slight that he did not have to go to the hospital. He returned on the Olympic with the 26th Battalion and received his discharge about ten days ago. During his absence Private Williams had the great misfortune to lose both his father and mother, who were carried away by the influenza epidemic in the fall of 1918. The sympathy of the entire community is extended to Private Williams, who now resides with his sister, Mrs. Alderix Gallant, of Shediac, N. B.

for the accommodation of immigrants. When completed this pier represented an expenditure of \$1,250,000.

The big outlay already made by the Federal Government, and the further expenditures contemplated, upon the development of Halifax harbor has in the eyes of Halifaxians been justified by the greatness of the growth of the business of the port, whose inward traffic has increased from \$26,979,816 in 1913, to \$142,402,312 in 1918, and by the greatness of their hopes for the future—the expectation that all the great liners of the next generation will call at Halifax to receive and discharge passengers and mail, even though they may continue to use New York for freight.

Monster Field Sports Moosepath Park, June 3rd.

VERSATILE VERA PERFORMS ANOTHER BOLD STUNT

Escapes Toronto Jail Where She Was Awaiting Sentence for Aiding Condemned Murderer to Escape.

Toronto, May 29.—Vera Lavelle, who was awaiting sentence on a conviction of assisting Frank McCollough, condemned murderer to escape from jail, today herself escaped from the same institution and has so far not been recaptured. With another woman prisoner named Masten, she was hanging out a washing in the jail yard when in some way a ladder was placed for them and they climbed over. The Masten woman was retaken shortly afterwards and the police are on the trail of Miss Lavelle. McCollough, who was recaptured a few weeks ago, is to be hanged on June 13.

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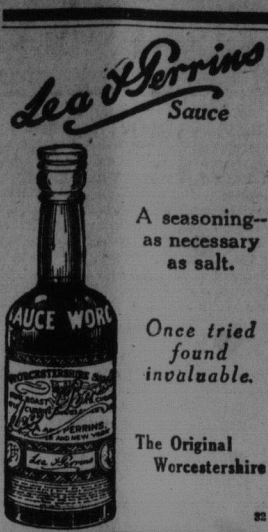
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STEAMER TROJA BEEN REFLOATED

Special to The Standard.

Flaggs Cove, N. B., May 29.—Steamer Troja, stranded for the past two months on Old Proprietor Ledges, was today refloated and safely brought to harbor at Whitehead, Grand Manan. Mr. Henry Black, who has been at the steamer for the last two months, is returning to St. John tomorrow, along with Captain Nielsen, who is representing the owners of the vessel.

AUTOISTS WARNED TO KEEP OFF THE BROAD ROAD

The Work of Reconstructing the Roadway Makes it Advisable to Refrain from Travelling Over it for a Time.

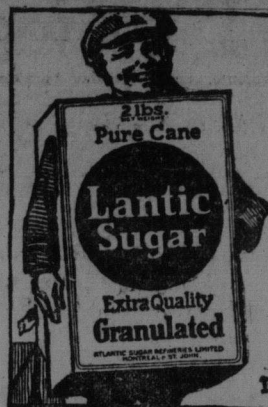
Special to The Standard.

Fredericton, May 29.—Hon. P. J. Veniot, Minister of Public Works, today issued a warning to motorists that it would be advisable not to use the Broad Road route between Fredericton and St. John, because of the durable road building operations which are in progress in Sanbury County.

The minister, accompanied by Chief Engineer Hill, went from here to St. John yesterday with Lorne Merrieth, of Smith and Merrieth, in the latter's car and made an inspection of the roads. Two crews are at work on the Broad Road, rebuilding fourteen miles of that road, which was the cause of all previous trouble on that short route from Fredericton to St. John. Five miles were built last year and are now said by the minister to be in excellent condition, while five more miles of the worst part will be finished this season. The work is said to be costing more than would be expected because of the scarcity of gravel.

Some special work was ordered by the minister yesterday between Peterborough and Welsford in Queens county.

Capt. H. Ralph Gunter, who arrived in Halifax this morning on the Regina, went overseas in 1915 with the Canadian Army Service Corps, in which he held a commission before the war and was for some time with the 5th



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FIRE DESTROYS CLUB PROPERTY

Grandstand and Club House of National Lacrosse Assn., Montreal, Wiped Out.

Montreal, May 29.—The grand stand and club house of the National Lacrosse Association here was destroyed by fire this afternoon. The grand stand which was of frame was capable of seating 6,000. The destruction of the construction. The destruction of the National grandstand makes the third big fire to sporting premises here within a few weeks, the other places to go being the Jubilee rink and Sohmer Park. The arena was destroyed by fire a year ago.

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