POOR DOCUMENT

MC2035

The Evening Times ★ Star

PAGES NINE TO SIXTEEN — ST. JOHN, N. B., FRIDAY, MARCH 14, 1919 — SIXTEEN PAGES.

PUT TO DEATH RELATIVES OF THE OFFICERS

More Crimes Charged Against the Bolsheviki—Officers Also Shot

Stockholm, March 14—All the relatives of officers of the 86th Russian Regiment which went over to the white guards against the Soviet government, have been executed, according to a despatch from Petrograd. The executions were ordered by the military revolutionary committee of Petrograd.

Some well known Russian officers, it is added, also have been executed after being convicted of charges of having spread false rumors regarding the Soviet government.

London, March 14—The Bolshevik general staff at Moscow says that during January and February the Bolshevik army occupied territory the size of France, having 1,055 miles of railroad under its control, and declares that the Soviet troops will reach Archangel by May 1.

At Kiev Professor Baranovsky, an economist, appointed to represent Ukraine in Paris, is reported to have been executed, also Professor Zabolotij, Professor Ehmenko, General Balbachan, eleven newspaper men and the president of the municipality.

BLAME PATRONAGE EVIL FOR SITUATION IN PRINTING BUREAU

Typo' Committee in Ottawa Investigate and Present Report

Ottawa, March 14—A special committee of Ottawa Typographical Union No. 102, appointed to consider the recently announced findings of the commission which investigated conditions at the government printing bureau, insofar as they referred to the members of the union, made public its report yesterday.

In brief, it is a straight-from-the-houlder condemnation of the political patronage evil as being at the root of the bureau situation and an equally strong arraignment of the government for what is declared long continued mismanagement and discrimination against the operatives of the institution.

Coupled with this is a declaration of principle that the bureau should be continued as a government owned public utility, that the operatives should henceforth have representation on the board of management and that the salary scale provided by law, but withheld, should be put into effect.

The typos' committee disclaims all desire to shield inefficiency and demands an investigation of the commission's charges by an independent body of three men, representing the typographical union, the commercial printers and parliament or the newspapers.

The report takes up the more important facts in the committee's findings, which it terms "slanderous and a gross libel on a large and respectable body of citizens." It is charged that the commission held its meetings in camera, took no evidence and gave no opportunity for the employes to be heard; that it exonerated the management but made a direct stab at the employes, that in other words, the worker was made the scapegoat and loaded down with blame properly belonging to the patronage system and its sponsors.

"The avowed exponents and champions of the government ownership of public utilities," the report declares, "have given the world an example in miniature of what responsible government can do in the way of mismanagement and political jobbery."

SECOND READING FOR STRONGER BEER BILL

Quebec Legislature Dealing With Referendum for Next Month

Quebec, March 14—The Mitchell bill, providing for a referendum on the sale of light beer, cider and wines was given a second reading in the legislative assembly yesterday. It was then passed in committee of the House and third reading fixed for today. It provides that the lieutenant-governor in council may, by proclamation, fix a day between April 1 and 15 next on which the voting shall take place.

The ballots will ask the following question: "Is it your opinion that the sale of light beer, cider and wines, as defined by law, should be allowed?" The voter will answer yes or no.

The definition referred to in the ballot concerns the strength of the beverages as outlined in the prohibition bill, the first portion of which is to enact prohibition and the second provides for beer, cider and wine in the event of an affirmative vote when the referendum is taken. The strength of the beverages is fixed as follows: Beer of 2.51 per cent weight alcohol, and wine and cider of 2.94 per cent weight alcohol.

Hon. Mr. Mitchell said it was estimated that the cost of the referendum would be between $40 000 and $50,000.

The house also studied the resolutions on the prohibition bill upon which progress was reported.

The pilot-boat David Lynch was badly damaged yesterday morning about nine o'clock, when about eight miles down the bay. The tug Alice R. towed the damaged boat to port.

LOCAL NEWS

YOUR LAST CHANCE

to secure a ham or bacon at your own price as we close our big sale Saturday, March 15. Come early. Hygienic Packing Company, 9 King Square. 95778-3—17

Lost—Thursday night, black leather pocketbook containing small sum of money, between Mowatt's drug store, and Kane's Corner. Finder please leave Macaulay Bros. 3—17

HOME AFTER TRIP

Bought Quantity of Boots and Shoes

The buyer from King Square Sales Co. has returned after a ten day buying trip to Montreal and Toronto, where he was able to place some large orders, including seventeen cases of footwear, bought at a low price. These will be placed on sale. Other snap lines were also secured at right prices. Watch advertisements for further particulars.

FOOTWEAR AT $3.98

Our bargain table can furnish you with footwear values you cannot get elsewhere. See our lines at $3.98 and $4.98. King Square Sales Co.

NOTICE.

The regular meeting of the Railway Freight Handlers' will be held in their hall, Market Place, West St. John, tonight, Friday, the 14th inst., at 8.30. All members are requested to attend. By order of the president.

SAY IT WITH FLOWERS

Green carnations, and shamrocks for St. Patrick's Day, also all kinds of spring flowers and potted plants for the week end. Send flowers to cheer the sick or brighten your home. Call or 'phone K. Pedersen, 86 wrong side Charlotte St. 3-17

MISSIONARY COMING

The Junior Auxiliary of St. John's (Stone) church is holding a missionary evening in the school room on Monday March 17 at 8 o'clock. There will be three addresses: Miss Evelyn Roberts on India, Miss Jean Morrison on China and Eldon Merritt on the Eskimo. Silver collection in aid of missions.

BOYS' SUITS

To fit from five to ten years from $2.98 to $12. Suits to fit from ten to sixteen years at prices from $5.50 to $18, at Wilcox's, corner Charlotte and Union. 3—17

MEN.

Cold weather underwear, mitts, gloves, socks, and general furnishings at very low prices. King Square Sales Co.

YOUR LAST CHANCE

to secure a ham or bacon at your own price as we close our big sale Saturday, March 15. Come early. Hygienic Packing Company, 9 King Square. 95778-3—17

THOUGHT WAS MURDER.

A lady walking in town the other day and having a little spare time thought to look up a new spring coat, suit and silk dress and when almost disgusted at the prices called at Lesser's and when shown how easy it was to be suited at Lesser's, 210 Union street, she exclaimed, when shopping I thought it as bad as murder but not at Lesser's as I can get the right merchandise to suit my pocket. See adv. on page 7.

HAVE YOU EVER BEEN TO LESSER'S?

Lesser sells the most up-to-date line of clothing in town on the easiest payment system of $1 a week and a small deposit for the whole family at his store, 210 Union street. See adv. on page 7.

LADIES' SUITS

About 45 new spring suits worth from $20 to $25 all put on one rack to clear while they last at $17.98. Charlotte street, Wilcox's, corner Union. 3—17

PERSONALS

Mrs. R. D. Robinson, who has been in the General Public Hospital for the last six weeks and has undergone quite a serious operation in connection with blood poisoning in her arm, is sufficiently recovered to be able to return to the home of her son, H. P. Robinson, No. 1 Prince William street.

Dr. C. M. Kelly, 108 Waterloo street, returned yesterday after a sojourn in the south.

Dr. D. Carmichael, superintendent of the River Glade Sanitarium, accompanied by Mrs. Carmichael, visited the East St. John Hospital yesterday.

S. E. Elkin, M. P., of St. John (N. B.), who recently arrived back from France, came to town last evening.—Ottawa Citizen.

Frank V. Murphy of Britain street is visiting friends in Fredericton and Houlton, Me.

Wm. S. MacMurray, manager of the F. W. Woolworth store in Tacoma, Wash., has arrived in the city on a short visit to his parents, Mr. and Mrs. T. E. MacMurray, 23 Murray street.

Fred A. Grant left for Montreal on Tuesday evening.

Lieut.-Colonel Jas. L. McAvity arrived home today from Boston, where he has been resting after his recent ordeal in the Kennebeccasis automobiling accident.

J. M. Franklin and Meyer Herschorn of Halifax, theatre managers, passed through from Montreal today. Mr. Franklin is lessee of the St. John Opera House.

Hon. Messrs. C. W. Robinson and Frank J. Sweeny came from Fredericton today to go home to Moncton for the week-end.

MILITARY

The following officers have been struck off the active strength, M.D., No. 7, and have been placed on the reserve of officers: Capt. H. L. Rice and Lieutenants F. J. Nisbet, A. O. Cruikshank, O. A. Reid and C. E. Horsman.

BETTER LAST NIGHT

W. A. Maclauchlan received a night message from his son, Major Maclauchlan, who is in the Royal Victoria Hospital, Montreal, that he is slightly improved this morning.

Train Becomes Siberian Horror

Box Cars Filled With Prisoners Cross Country and Back Again —Red Cross Helpless

(Correspondence of the Associated Press)

Vladivostok, Feb. 5—American Red Cross agents have been vainly trying to induce Trans-Siberian railway authorities to halt a "death train" on which 800 persons are being sent back toward Samara, after they had been shipped from that city on a 4,500-mile journey across Siberia in Mid-winter. Many of them are ill with typhoid fever and they have only such medical attention as can be given at stations en route.

They are part of a group of 2,100 war prisoners, inmates of the Samara jail and other alleged "offenders" shipped out of Samara by the Czecho-Slovaks on October 5, after they captured that city.

On the way from Samara to Nikolsk, near Vladivostok, 750 of them perished of disease, starvation or cold. Their sufferings make a pitiful tale of hunger, disease and death. Cooped in forty freight cars, fifty or sixty to a car in tiers of bunks, which left only a small space of standing room in front of one door, they were forty-one days crossing Siberia from Samara to Nikolsk. Of the 2,100 who started the terrible journey, only 1,385 survived to end it.

Red Cross representatives removed hundreds of them from the train and sent the most serious cases to an improvised hospital at Nikolsk. Eight hundred were re-shipped back toward Samara in a fresh train of box cars, by whose orders is unknown. Rudolph Bukeley, one of the Red Cross representatives sent to Nikolsk to care for the refugees, delayed the departure of the train until the station master at Nikolsk said he was in danger of court-martial if he persisted in disobeying orders. How far the train has proceeded, no one here knows. Examination of the prisoners at Taitsihar disclosed that fifteen of the 800 who started back for Russia, had died after leaving Nikolsk, and that nearly everyone of the others was ill. There were three or four women among them, and their condition was no better than that of the men. There were forty-two cases of typhoid fever on the train.

At Manchuria station two American railway operatives raised a subscription and purchased food for one day for all on the train, and General Fuga, the Japanese Commander there, supplied some medical attention and fuel for two days, after which the train was sent on toward Chita.

There is said to be little chance of any permanent relief at Chita, and it is feared the unwelcome refugees will be passed along from one station to another until the last victim is dead.

Many of these people had been traveling in box cars since October last, most of the time packed in closer than herrings, according to the description of one of the Red Cross workers. Among them were a number of innocent persons who had been imprisoned by the Bolsheviki. One was a young woman doctor who had been doing Red Cross work with the Red Guards. Another was a girl of eighteen, formerly a typist and bookkeeper in the mayor's office at Samara. Many of the refugees were clothed in rags or clothing ill-fitted for the rigors of a long journey across Siberia in mid-winter.

Their train was in charge of a joint guard of Czechs and Russians who also were dependent upon charity. The result was that the train descended like a pest upon the towns and villages enroute and it was the business of every station master to get rid of it as quickly and with as little trouble to himself as possible. Demands for food were made upon the station masters, who could not comply because they had no funds to purchase the supplies. The native populations along the line responded to the best of their ability, but their best was far from meeting the necessities, and for days at a time the prisoners were compelled to go without food.

It is reported that several similar trains were sent eastward from Samara and that they were scattered along the line from Omsk eastward.

IN WALL STREET.

New York, March 14—Reversing yesterday's heavy selling movement, specialties were in active demand at the opening of today's stock market, Industrial Alcohol again leading at a further advance of three and three-quarters in the first half hour. Distilling came next, rising 3¼ points, and oils, motors and shippings followed at gains of one to three points. California Packing was conspicuous among the secondary specialties at a three point advance. Equipments and tobaccos also responded to further inquiry at substantial gains.

Noon Report.

Speculative shares dominated the market throughout the morning, mainly at further advances. The professional character of the trading was evident from the fact that dealings in distillers far exceeded the demand for any of the usual favorites. In addition to distillers and Industrial Alcohol, the stronger features included General Motors, New York Air Brake, Atlantic Gulf, Marine preferred, American Tobacco, Crucible Steel, Colorado Fuel and U. S. Rubber at gains of two to six points. United States Steel yielded none of its recent heaviness and St. Paul featured the irregularity in heavy rails.

WHISKERS REAPPEARING.

A noticeable feature in masculine appearance is the increasing fashion of whiskers. At present they are only small affairs of the Albert variety, made popular by the prince consort. The whisker is no longer than two fingers' breadth, but there is no telling what dimensions these side products of the war may assume.

It is an army fashion, just as beards were an after-growth of the Crimea. The present whisker originated among officers whose right arm, stiff or impaired through wounds, cannot be raised easily to the level of the ear, and so prevents a clean shave to the top of the cheek.—London Chronicle.

LOCAL NEWS

Pioneer Lodge, I. O. O. F., at their meeting last evening, passed a resolution pledging full support in procuring larger quarters for the Protestant Orphans.

The hospital ship Araguaya left England March 11, and is expected in Portland, Maine, about March 19. There are seventeen Canadian officers and 872 other ranks on board, according to word received by the militia department.

PROBATE COURT.

In the matter of the estate of Charles J. Lannen, who died in August, 1913, letters of administration have been issued by the probate court to his widow, Mrs. Mary E. Lannen.

Sir William F. Lloyd, premier of Newfoundland, passed through the city yesterday en route to his home, via Sydney, returning from the peace conference, which he attended. Sir Michael Cashin, minister of finance in Newfoundland, accompanied the premier.

TO THINK IT OVER.

A man was in the police court this morning charged with non-support. When told by the magistrate that the law compelled him to support his wife, he said: "They can lead a horse to water but they cannot make him drink." He was remanded.

BANK VAULT INTACT

The St. John office of the Bank of Nova Scotia understands from its Petitcodiac manager, I. W. Owens, that the vault in the burned branch is intact and the supposition is that all currency and valuable papers are saved. However, until the vault is opened and examined, this hope cannot be realized or dispelled.

POLICE COURT

Frank H. Godin, charged with attacking a married woman, was in the police court this morning and the case adjourned. The case of a juvenile and William Devlin, charged with breaking and entering summer camps, was resumed. The case of Joseph Devlin and a woman, charged with receiving stolen goods, was also gone into. Two men charged with drunkenness were fined $8

McKENZIE-HULME

A very pretty but quiet wedding was solemnized on March 3, 1919, at the home of the bride's father, James Hulme, Lakewood, S. John county, when his daughter Annie was united in marriage to James W. McKenzie of this city by Rev. R. P. McKim. The numerous and costly presents received testify to the popularity which the young people enjoy. They will make their home at 7 Hospital street.

PLEASANT EVENING

Under the auspices of the Relief Society of the Ludlow street Baptist church, a shower was held at the home of Mrs. I. V. McKinney, King street, West St. John. The society is engaged in Patriotic work. Mrs. C. E. Belyea, the president, presided. Musical selections were given by Miss Bonnell, Miss Beveridge and Miss Colgan, and readings by Miss Pearl Wayne. Refreshments were served.

SHIPPING

ALMANAC FOR ST JOHN, MAR 14.

	A.M.		P.M.
High Tide	10.16	Low Tide	4.40
Sun Rises	6.43	Sun Sets	6.23

Time used is Atlantic standard.

PORT OF ST. JOHN.

Arrived March 14.

S S Grampian, from Liverpool with passengers.

Cleared March 14.

S S Valdure, 3,407, for Falmouth for orders, Captain H Plough.

S S War Flower, 2,648, under sealed orders, Captain H Wheatley.

S S Melville, 2,899, for Cape Town, S A, Captain J L Kennic.

Coastwise—Sch Utah & Eunice, for Spencer's Island, N S; str Connors Bros, for Chance Harbor.

CANADIAN PORTS.

Halifax, March 13—Ard, str War Syren, from Portland; str La Canadien, from St John via Yarmouth.

Sld—H M C S Stadacona, for Vancouver via Panama; str Toloa, for New York.

OTHER PORTS

Philadelphia, March 13—Ard, schr Francis J Elkin, Church Point (N S) via New York.

London, March 13—Ard, stmr Kanawha, Halifax.

MARINE NOTES.

The Anchor-Donaldson liner Cassandra is expected to sail tomorrow morning with general cargo and passengers for Glasgow.

COMPLAIN ABOUT SUSSEX TRAIN

A delegation of business men who are accustomed to coming to the city on the Sussex train waited upon Supt. L. R. Ross of the C. G. R. this forenoon to register a complaint about frequent late arrivals of that train. The Sussex train is supposed to arrive here at 8.55 but on several occasions of late months it has been a half hour and more behindhand. The allegation is that the man at Sussex responsible for keeping the tank pumped full of water has been laid off on Sundays and when freight trains use the supply of water there is none available for the Sussex train when it is ready to start early on Monday. It is further stated that the train has been delayed because of this reason on days other than Monday.

It is understood the delegation today included a half hour's delay in this morning's arrival, but others say that the Sussex engine was required to haul the fire relief train to Petitcodiac at 4.30 a. m. and was late in returning.

DEATH OF MRS. CLARK OF CAR...TON WHO HAD BEEN SEVERAL TIMES AROUND WORLD

Mrs. Sarah A. Clark, widow of William Clark, passed away suddenly but peacefully at nine o'clock on Thursday evening at the home of Mrs. Robert Fawcett, 164 Germain street, west end. Mrs. Clark, who had reached the advanced age of ninety-four years, had retained the use of her faculties until the last and had continued bright and cheerful, taking a keen interest in the events of her home circle and the world beyond. She was a native of North Shields, England, and came to this city as a bride many years ago. First with her father and later with her husband, both of whom were sea captains, she had traveled extensively and had made the voyage around the world several times. Recollections of her travels and experiences made her an interesting companion. Mrs. Clark was a faithful member of the Ludlow street Baptist church and was active in its work until advanced age prevented. She is survived by one son, Herbert, of the electrical contracting firm of James Moore & Company, Los Angeles.

TO SELL CANADIAN MILITARY STORES

Ottawa, March 14—The war purchasing commission is making plans for the sale of second-hand and condemned cloth, clothing, stores, equipment, etc., of the militia and other departments of the dominion government. Sales will be made by tender except that dominion, provincial and municipal departments, hospitals, charitable, philanthropic and similar institutions which are conducted for the benefit of the public and not for profit, may purchase goods at prices which will be established by the war purchasing commission.

It is requested that persons wishing to purchase goods should register their names and addresses with the war purchasing commission, stating the lines in which they are particularly interested.

DON'T MISS THIS

Have you procured tickets for "Stop Thief," which is to be presented in St. Peter's Hall next Monday, Tuesday and Wednesday evenings? If not, there is still an opportunity to secure some and see one of the best comedy dramas ever presented on a local stage. Feature specialties and popular orchestrations.

A GLOUCESTER FISH TROUBLE

Gloucester, Mass., March 14—Producers and buyers said to represent virtually the entire fish industry here, announced yesterday their refusal to submit the demands of the fishermen's unions to arbitration. They asserted that to grant the principal demand for the establishment of a minimum price of fish would lay them open to prosecution for controlling prices.

The joint council representing various unions of fishermen has expressed a willingness to arbitrate, although the unions individually some weeks ago in presenting demands for wage increases and improvements in working conditions, announced that they would go on strike on March 15 if the demands were not granted.

CONDENSED NEWS

The South African nationalist delegates sailed from Capetown yesterday for New York on the way to Paris to lay the claims of a South African republic before the peace conference.

Some 1,700 enemy subjects sailed from Shanghai yesterday for Rotterdam. About 1,000 are still left for repatriation.

Hans Sulzer, Swiss minister to the United States, has asked to be relieved of his duties on July 1.

Airmen hope soon to fly 300 miles an hour. That would mean a ten hour trip between New York and Ireland.

Fire in a Y. M. C. A. at Exhibition Camp, Toronto, yesterday caused damage estimated at more than $30,000.

Art treasures taken from occupied France by the Germans and removed to Brussels are gradually being restored to the original owners.

The port workers at Buenos Aires have refused the government's offer to arbitrate the question of payment of the men during the lockout. The workers insist upon payment in full.

Ten Newfoundland steamers, the smallest sealing fleet in the history of the industry in Newfoundland, sailed yesterday on the annual trip to the ice fields.

A prohibition against dancing is reported issued in Berlin. The despatch adds that during the week while women and children were being murdered, dancing revels in fancy dress went on in the streets.

The first meeting of the international labor conference will be held at Washington in October if the United States government will consent to convene it.

Miss Ross, police matron, found a pair of scissors this morning.

MARRIAGES

McKENZIE-HOLME—On March 3, by Rev. R. P. McKim, Annie, daughter of Jas. Holme, of Lakewood, to James W. McKenzie, of this city.

MEMORIAM

MAHONEY—In loving memory of my dear mother, Ann Mahoney, who departed this life March 14, 1915.
Too far away thy face to see,
But not to far to think of thee.
DAUGHTER TRESA.

THE P.E.I. CAR FERRY

(Correspondence of The Times-Star.)

At the present time the question of permanent docks and ferry landings is a very live one in St. John and it may be that a short description of the new concrete car ferry terminals at Port Borden, P. E. I., which were designed and constructed by the well-known Canadian harbor engineers, Roger Miller & Co., under general supervision of the government, will be of interest to your readers.

At the outer end of a stone approach about 1,700 feet long are nine concrete cribs, seven of which are sunk on the west side of the car ferry's berth and two on the east. These cribs were all built the same width, namely 35 feet, and were from 91 to 113 feet long and were sunk to an elevation of 20 feet below low water.

These cribs were constructed at Point du Chene, N. B., as at the time no harbor existed at Port Borden. In order that these cribs might be started dry a floating dry dock 125 feet long, 47 feet wide and 12 feet high was constructed for the purpose.

The bottom of these cribs were built of British Columbia fir 8 inches thick, 18 inches wide and 35 feet long with all seams thoroughly caulked. These were built on shore, launched and floated into the dry dock and upon them forms were set and enough concrete placed so they would float above water when removed from the dock. After the concrete had set sufficiently, valves in the dry dock were opened and water allowed to enter until the crib floated. One end of the dry dock was now opened and the crib floated out. The remaining concrete was then placed while the crib was in a floating position and at the same time another one was being started in the dry dock. All cribs had two longitudinal walls running the full length of the cribs and cross walls running across the cribs at 11 feet 2 inch centres, which formed pockets 10 feet 4 inches square. The concrete in the outer walls is 14 inches in thickness except in the tidal range where it is 16 inches. All the inner walls are 10 inches in thickness.

After being sufficiently set the cribs were then towed 40 miles to Port Borden by two ocean-going tugs at the rate of about four miles per hour. During one trip a severe storm was encountered and it was surprising how well it rode the sea.

The bottom where these cribs were to be placed is solid rock. This was dredged two feet below grade and then two feet of fine rock added to bring it to grade. This was levelled carefully and was then ready for the cribs.

Each crib was fitted with four large valves which were operated from the top of the crib. The crib was then anchored in its required location and the valves opened, allowing the water to enter and sink the crib to bottom. It is thus possible to place cribs of this nature with great accuracy because if a crib should not be sunk exactly in place it is only necessary to close the valves, pump it out and sink it again.

The pockets were then filled with stone and additional concrete placed to bring the top to the required elevation. Along the sea side of the seven cribs on the west side is a sea wall 12 feet wide and 7 feet above the top of the cribs. A concrete walk is also provided on the top of the cribs.

In conjunction with these cribs is an automatic spring fender which is the only one of its kind on the Atlantic coast. This not only saves the concrete from damage and wear but makes it very easy for a boat in docking. It is possible for a ship to hit this fender very hard without the least jar being felt on the ship or the dock. This fender is built of two courses of verticals and three of built-up horizontals which extend to extreme low water. On the outside of these is 8 inches hard wood sheeting securely bolted on. These vertical and horizontal members are built upon two rows of large steel plunger rods which extend into steel pipes imbedded in the cribs. At the end of each plunger is a series of heavy coil springs which take care of the blows the fender is subject to when the ferry is docking. The horizontal movement thus taken care of by the springs is 12 inches. Chains are provided to check the rebound and keep the fender in its proper alignment. Provision has been made for the renewal of these springs when in the course of time this becomes necessary. All vertical timbers (one-sixth of which are driven to solid rock, the rest only extending to extreme low water) are creosoted as well as the lower courses of horizontals. This fender has been in constant use since the fall of 1917 and has given great satisfaction.

Substantial ballards are provided on the cribs and are imbedded into the solid concrete. These are clearly shown in the photographs and are of a type very suitable for any stage of the tide.

Some doubt may be expressed as to the life of concrete in salt water but it is an established fact that if gravel which has not been in contact with salt water is used in the right portion of cement and started in the dry as these cribs were, that it will last as long as in fresh water or dry land. Some of these cribs were built in the summer of 1915 and do not show the least sign of wear even in the tidal range, which as is well known is most subject to deterioration.

Regarding Their Strength.

The following instance will prove to a certain extent just how strong they really are: The two outer cribs are not provided with the spring fender mentioned above as it was not thought by the government engineers that the ferry would ever come in contact with these cribs to any extent. The corners of the outer crib are protected by 1 inch angle plates which extend from the top of the crib to low water. The wings are each about 3 feet wide. On the evening of Oct. 28, 1917, a very strong current was running out the entrance of the harbor as the car ferry was entering. After several attempts she got turned in the basin and started to her berth at full speed astern. Her stern struck near the end of the spring fender without doing any damage whatever, her bow at the time being about 75 or 100 feet away from the corner of the outer crib with the current moving her with great speed against it. The ferry kept backing and it was a race between the current and the engines. The former won and she struck the corner of the crib a terrific blow about 80 feet from her bow. Positively no damage was done to the crib. The corner plate was only dented in about one inch, but the corner of the crib went through the steamer's 1x8 inch guard plate, oak filler and the two heavy angles holding same to within two inches of her plates. What wooden crib would stand a blow like that undamaged? Fortunately no other damage was done the ship because her construction here is extra heavy for ice-breaking. It must not be supposed this car ferry is a small boat. A model of her can be seen in the C. G. R. ticket office in King street. She is 300 feet long and is so heavily constructed that it has been said there is enough metal used in her construction to build two steel freighters of the same length.

Another great advantage of concrete cribs of this type is the speed with which they can be constructed. With one dry dock a crib can be launched about every eight days and the balance of the concrete added while floating. In this way it is possible to have a number of them under construction at the same time.

In the writer's opinion this type of crib and fender could be used to good advantage in St. John for deep water terminals. Two rows could be placed parallel at say 150 or 200 feet apart. The greater part of this space could be filled in with dredged material by the use of dump scows which could go in between them and release their load at high tide. After being filled up cribs would then be placed across the entrance. This type of dock in conjunction with concrete sheds would give St. John a terminal second to none.

THE HIGGINS CASE.

To the Editor of The Times:

Sir,—In reply to the letter of Bishop Richardson in regard to the jury's finding on my boy's death, allow me to say that it is not surprising, and perhaps commendable, that Bishop Richardson should have taken the attitude which he has taken in regard to Miss Spencer, the daughter of one of his clergy. It is surprising, however, that the bishop, resident in Fredericton, without the evidence before him, would be able to decide whether the jury were right or wrong in their finding, but it is more extraordinary still that his lordship was able to come to the decision that one part of their finding, namely that the death was due to spinal meningitis, was conclusive and final, while the second part of their finding, that Miss Spencer's conduct warranted her removal, was absurd.

Yours truly,
JAMES R. HIGGINS.
St. John, March 14.

STILL GOING BEHIND.

Washington, March 14—Although operating expenses of the principal railroads of the country showed a decrease in January, gross and net operating revenues continued to decline. The net revenue, after deducting taxes, fell about $54,000,000 short of the government's average monthly rental obligation of approximately $75,000,000.

Pte. A. Shiers.

Private A. Shiers, a returned soldier, died in the East St. John County Hospital yesterday after a lengthy illness. The late soldier was a native of Pangburn, Queens county, N. B.

Spring Millinery Opening

You are cordially invited to attend our Opening of Imported Spring Models on Saturday, March 15, and following days.

Importations From All the Leading Millinery Markets

Model Millinery

29 Canterbury Street