

WEATHER FORECAST.

MARITIME PROVINCES.

Winds Shifting to Easterly; Fair Today, followed by Sleet or Rain... Temperature at 3 A. M. 18 Degrees Above Zero.

The Standard.

SUBSCRIPTION RATES

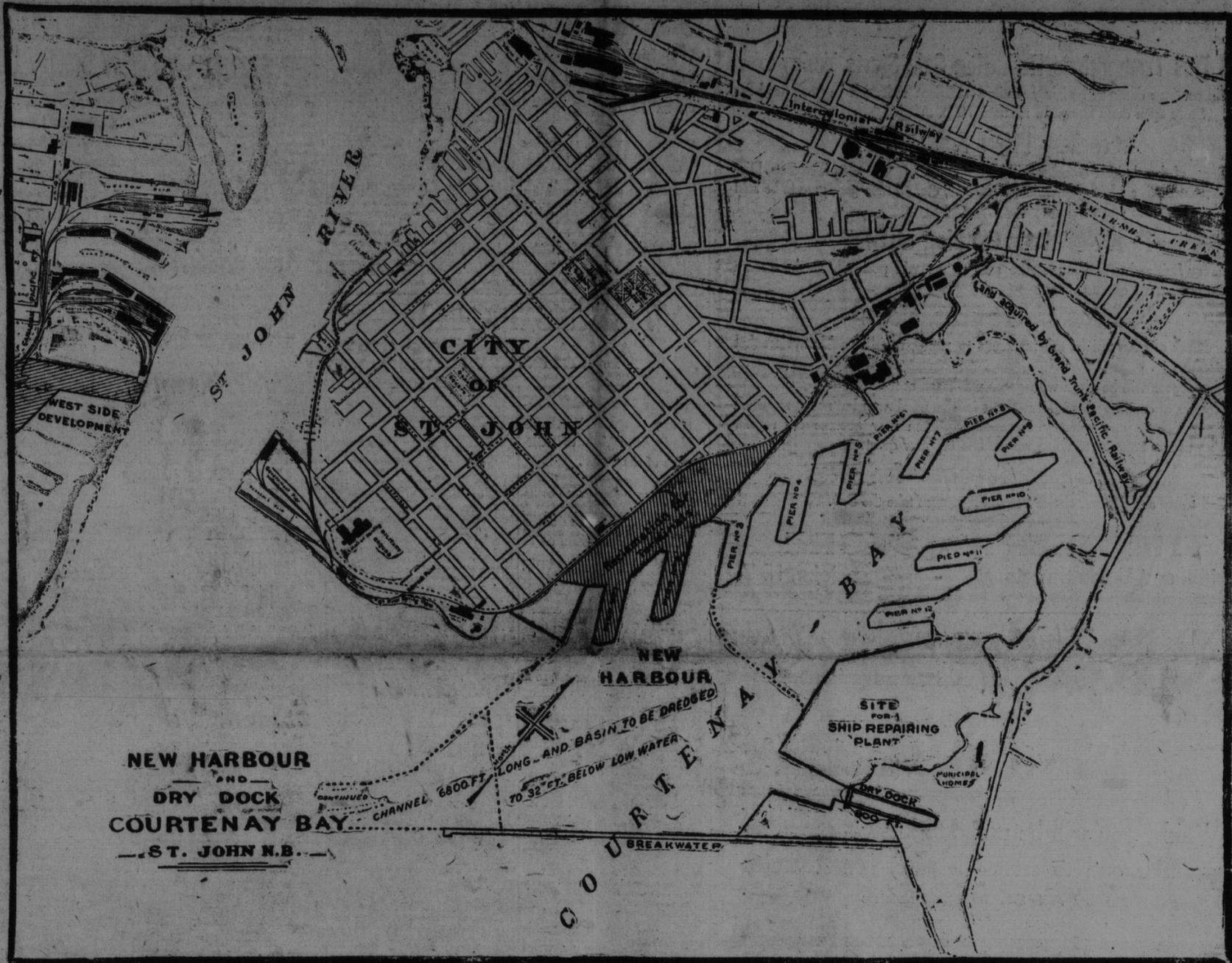
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COURTENAY BAY IMPROVEMENTS WILL BE ON MOST EXTENSIVE SCALE



Special to The Standard.

Ottawa, February 18.—The plan of the proposed developments in Courtenay Bay, which is featured with this despatch has been specially prepared for The Standard by Edward Bath, formerly consulting engineer to Norton Griffiths & Company, acting under instructions of W. Burton Stewart, the managing director. Subject to some slight changes and improvements it gives a complete and comprehensive view of the enormous increase in the facilities of the winter port east side, which will be carried out by the Borden government. The history of the negotiations which have resulted so satisfactorily for citizens of St. John, may be briefly recalled.

For many years the urgent need of an adequate dry dock for large ocean steamers on the Canadian Atlantic seaboard, has been felt, and by common consent the most suitable position was St. John, N. B., the winter terminal port.

Various schemes were suggested for a dry dock at this port, but in consequence of the impossibility of constructing a dock of the required dimensions within the limits of the Canadian dry dock subsidy act nothing was done.

Railways Anticipate Work.

In 1909 the Grand Trunk Pacific and the Intercolonial Railways acquired sites abutting on Courtenay Bay for their terminals, in anticipation of the proposed harbor works at Courtenay Bay.

The wharves on the West Side are entirely absorbed by the Canadian Pacific Railway, and the existing congested traffic has called for additional accommodation.

In 1910 the government engineers prepared a scheme for the development and railway terminals, including a dry dock and shipbuilding yard within the proposed harbor.

In January, 1911, Edward Bath, consulting engineer, arrived specially from England, and after consultation with the department engineer visited

Plans of Works in East St. John Harbor---Demands of Traffic Made Development of Port Necessary---Negotiations Leading Up to Award of Contract---Extent of Improvements.

St. John. As the result Mr. Bath recommended certain important variations and improvements in the proposed works, and in order to increase the efficiency of Courtenay Bay for large vessels, and particularly with regard to the proposed dry dock, as the work would be altogether too costly in the situation shown by the government engineers.

Practical Plans.

Mr. Bath undertook to prepare a scheme within the limits of the funds available under the dry dock subsidy

act, and to submit the proposal to a responsible firm of contractors who would undertake to construct the dry dock on the subsidy amount, and carry out the harbor works on an agreed schedule of prices.

The business was submitted to two contractors, namely, Louis P. Nott (Successor to J. A. Walker), and Norton Griffiths and Co., Limited, Canada. Mr. Nott, after enquiry declined to submit a tender for the harbor work, involving the responsibility of financing the dry dock, but Norton Griffiths immediately took the matter

up and sent Philip P. Warren with assistant engineers to work out a practicable scheme on the lines suggested.

After preparation of plans and estimates the late government was advised to submit the works to public competition and accordingly advertisements appeared in June calling for tenders for the harbor work with a deposit of \$500,000 with each tender and an undertaking to construct the dry dock as part consideration for the harbor contract. Some of the largest contractors in

the world investigated the business, but the majority declined to tender for the harbor works with the contingent liability involved in connection with the dry dock.

On August 10th tenders were received from Sir Weetman Pearson and Sons, Sir John Jackson, Limited, and Norton Griffiths and Company, Limited, Canada.

The tender of the latter firm was the lowest, the difference arising almost entirely from the advantageous position and cheapness of construction of the dry dock, which Norton

Griffiths and Company's engineers designed to be excavated out of the rock headland abutting on the bay in the vicinity of the municipal home, using the quarried material for the breakwater and wharves, thus considerably cheapening the cost of construction of the harbor works.

The remaining incidents in connection with the proposed improvements are of recent date and well known. The late government retired from office without taking any definite step toward the contract. After careful investigation which added to the efficiency of the plans and also reduced the cost of the work, the Borden government agreed to the terms of Norton Griffiths and Co. and they have received the assent of the Governor General.

As has already been stated in The Standard on the authority of Mr. Monk, Minister of Public Works, the formality of signing the contract will be completed in a few days.

Mr. Warren, the chief engineer of the company, intends to visit St. John this week to make preliminary arrangements for assembling the plant.

It is firmly believed by all who have gone into the details of the proposed development work, that the new harbor will be one of the most modern and up-to-date in the world.

A breakwater 4,576 feet in length, including an area of 400 acres, is included in the contract. The enclosed area will be dredged to a depth of 32 feet below low water to be increased later to 36 feet.

On the city side of the Bay, adjoining the tracks of the I. C. R., a large area will be reclaimed for railway terminals and wharves. According to the complete plan some twenty-two berths will eventually be provided for vessels from 500 to 800 feet in length. About 4,734 feet of wharves are included in the present contract.

On the eastern side of the Bay, in the rock at the foot of the Aims House building, the dry dock will be built. It will be 900 feet in length and will be constructed with reclamation sufficient for a shipyard and repairing works. The acceptance of the present contract carries with it the obligation of the contractors to construct the dry dock under the Subsidy Act by which the government guarantees 3 1/2 percent a year on \$4,000,000 for a terminable period of 35 years. The contractors must finance the undertaking and provide the equipment.

The main entrance to the harbor of Courtenay Bay, between the reclamation ground on the city side, and the breakwater, will be about 1,000 feet.

It is understood that certain changes in the plans are under consideration with the co-operation of the contractors which will increase the area of efficiency and the amount of accommodation in the harbor.

FIND IS NOTHING ABNORMAL ABOUT THE CAMORRIST

Viterbo, Feb. 17.—Prof. Pollidori, the alienist, who examined Genaro Abbatemaggio, the Camorrist informer, in behalf of the prosecution, continued his testimony today before the presiding judge. He said that he had examined Abbatemaggio under all scientific aspects and that he was practically normal.

Prof. Montesano, another expert for the prosecution, submitted a report, in which he embodied the conclusion that no mental deterioration in the case of Abbatemaggio was present.

EMPEROR REFUSES TO SEE OFFICIALS OF THE REICHSTAG

Cologne, Feb. 17.—The Cologne Gazette inspired Berlin despatch says that the Emperor has refused to receive the President and the second vice-president of the Reichstag, who had inquired when they might announce to him personally that the Reichstag had organized. The President of the Reichstag is Johannes Kaempf, a Radical Deputy, who succeeded Dr. Spahn of the clerical centre, the latter resigning the presidency for the reason that he would not act with the Socialist, Philip Scheidemann, who was elected first vice-president. Heinrich Dove, also a radical, is second vice-president, being elected in place of the national liberal, Dr. Passchke, who resigned.

PREDICTS THROUGH PASSENGER ROUTE IN TWO YEARS' TIME

Winnipeg, Feb. 18.—A passenger service from the Atlantic to the Pacific over the Canadian Northern in the summer of 1914 was the forecast of Sir Donald Mann today, as he passed through from the coast to Toronto. A freight service from coast to coast, it was stated would go into operation in two years with the passenger service. The following summer the grade from the Atlantic to the Pacific will be made lower than any line in Canada or in the U. S., through the mountains, and wheat will be handled all winter long to both Atlantic and Pacific terminals and in connection with the latter, the Panama canal will be used to get the grain to Liverpool.

WANT HOME RULE FOR THE OTHER PARTS OF UNITED KINGDOM

London, Feb. 17.—Home rulers were in the highest spirits this afternoon in Trafalgar Square, where from 15,000 to 20,000 people assembled in support of the government's proposed measure of self government for Ireland. Liberals and nationalists combined in the demonstration, members of the House of Commons occupying seats on the platform. Resolutions urging the necessity of giving as generous a measure of home rule to Ireland as is consistent with the maintenance of Imperial supremacy and suggesting that the bill be so framed as to be capable of easy application to England, Scotland and Wales were adopted with the greatest enthusiasm.

FRIENDSHIP OF TWO REPUBLICS HAS BEEN RE-ESTABLISHED

Buenos Ayres, Feb. 18.—Friendly relations have been re-established between Paraguay and the Argentine Republic. Senor Bosch, minister of foreign affairs, and the Paraguayan minister of justice, Federico Cacho today signed a protocol as the result of negotiations which have been going on for the past three weeks for the settlement of the trouble between the two republics.

Gladstone, the Liberal grand old man, who introduced the first home rule bill in 1886, was among the speakers. He said that the democracy of this country had made the cause of home rule its own.