

fire broke out in these slow old times, no water could be had for its suppression until the "Tank" or reservoir on "Block-house hill" was opened and the mains filled. The time usually lost in this way was from *fifteen* to *thirty* minutes, but sometimes it was much more, when from any cause the alarm was long in reaching the "turnkey," whose special duty it was to let on and shut off the water; and when the fire was serious, or threatened to be so, a messenger had to be dispatched to the "Marsh Bridge" pumping station to get steam raised and the engine put to work, to supplement the supply held in the reservoir, which seldom exceeded 150,000 gallons, and often not one-half of this, as the engine was only run tri-weekly.

It was with a view to terminate this most undesirable state of things—to obtain a more copious and constant supply for fire purposes and a softer and healthier water for steam and house use—that the change was made from a *pumping* to a *gravitation* supply, from an intermittent to a constant one, and from the hard and dirty waters of Lily Lake to the softer and purer and healthier waters of Little River, as a first step in the direction of Loch Lomond.

The first surveys undertaken with a view to this change were made by the late R. C. Minnette, Esq., C. E., City Surveyor, but the work done was little more than a *reconnaissance*, and did not extend beyond Lake Douglas—the head water of Little River.

When it was found that the elevation of Little River was sufficient to send water to the City by gravitation, the old "Scott Mill" property was bought from Thomas E. Milledge, Esq., and Charles E. Fairbanks, Civil Engineer, of Halifax, employed to make more exact and extensive surveys and advise as to the extent and character of the required works.

Mr. Fairbanks was an Engineer of experience and had been Superintending Engineer of the Halifax Water Works during their construction. He reported in the spring of 1849, approved of the site chosen for a reservoir, and recommended the erection of a dam about 10 feet high and the laying of a 12 inch pipe from thence to the City.

Before proceeding with this work, however, further surveys were made by the late John Wilkinson, C. E. (Fredericton), with a view to test still further the accuracy of the preceding ones, particularly in relation to the elevation of Little River at the "Scott Mill-dam" and the selection of a pipe line.

Extra pains were taken to avoid mistake on the point of eleva-