

BRIDGE RAISED AND SUBWAY PROVIDED

Much Cheaper Than Expenditure for Overhead Bridge

This is the Claim Made by R. S. Cushing—Interesting Letters for Citizens to Read.

Editor Times-Star, St. John, N. B., Dec. 18, 1920.

Sir—I herewith attach R. H. Cushing's C. E. report on the New C. P. Bridge matter hoping to solve the difficulty as to restriction of navigation at the mouth of the St. John River which will be caused by the erection of the New Bridge at the height according to present plans, the grade crossing on Douglas Avenue and the cost of doing same.

The report should be satisfactory to the Department of Marine & Fisheries as it protects the navigation of the St. John River to the limit which is the Highway Bridge.

It should please the City Fathers because it eliminates the grade crossing at less cost than that of the Overhead Bridge plan now before the Council and meets the request of the shipping people, manufacturers and land owners above the falls.

It should be agreeable to the C. P. R. if their plans have been approved by all Governmental Departments integrated as it will be charged to the Elimination of the Douglas Avenue Crossing and their proportion allotted by the Railroad Commission will be less on a \$65,000.00 expenditure than on \$100,000 to \$110,000 for the Overhead Bridge.

(Signed) GEO. S. CUSHING.
St. John, N. B., Dec. 11, 1920.

In regard to the new C. P. Railway Bridge in course of construction at river falls, this city, the discussion last evening before the Commercial Club was most interesting.

1st. The New Bridge should give as much headroom for vessels as the present highway bridge.

2nd. The level crossing of C. P. Railway across Douglas Avenue should be eliminated.

3rd. In doing No. 2, provision should be made to give first class connection with the Straight Shore Road.

4th. How all should be done in best Public Interests and what will be the cost.

Not long ago the Common Council directed City Engineer to give them information regarding height or headroom for vessels and following is the information as published in daily papers:

High water level 9.5 feet.
Old Suspension Bridge, 78 feet.
Old Railway Bridge 82 feet.
New Railway Bridge 84.50 feet.
New Railway Bridge 91.6 feet.
By measurements I find the Highway Bridge gives 9 1/2 feet more headroom for vessels than the present Cantilever Railway Bridge.

As at present proposed the New Railway Bridge will give seven feet less headroom for vessels than the Highway Bridge, the latter having been erected to the necessary height for navigation, at present expense, by the Provincial Government. Said Highway Bridge is an arch and it is thought that 15 feet each side of center of arch should be considered as the headroom; if so the above seven feet would be reduced to about six feet and 9 inches but for practical purposes 7 feet may be considered.

The New Railway Bridge will give 9 1/2 feet more headroom than the existing Cantilever Bridge which latter the former is to replace and it seems probable that without much protest the C. P. Railway will agree to raise it 2 feet or in all give 4 1/2 feet more headroom for vessels than the Cantilever Bridge but still 1 1/2 feet less headroom than the Highway Bridge.

The Highway Bridge which latter the former is to replace and it seems probable that without much protest the C. P. Railway will agree to raise it 2 feet or in all give 4 1/2 feet more headroom for vessels than the Cantilever Bridge but still 1 1/2 feet less headroom than the Highway Bridge.

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toward Fairville Station; the masonry and bridge necessary to carry railway over Douglas Avenue; the grading (mostly solid rock) necessary to depress Douglas Avenue the said seven feet with said easy grade in each direction; raising the new bridge piers and abutments; making good connection with Strait Shore road; making good crossing for the mill road; making necessary change in the loading platform at or near the said Mill road and all and every incidental expense in connection with raising bridge and lowering Douglas Avenue as aforesaid.

The grade from new bridge toward Fairville Station will be greatly improved and the endless expense and trouble with slips and slides of the line cutting just toward Fairville from the bridge will be eliminated, as also much of the trouble and expense of snow in said line cutting and the line cutting toward city from bridge.

The city fathers have gone on record as wishing to eliminate the grade crossing at Douglas Avenue. I have not made any estimate as to the cost of doing this by diverting the avenue and carrying it over the railway track with an overhead bridge at and about the rock line cutting toward the city from the railway bridge. City engineer's report to common council (see Globe November 4th) places the cost at \$100,000 to \$110,000.

Such will thus cost much more than as outlined for \$65,000; it certainly does not provide any improvement in connection with Strait Shore road and would probably render it unusable except by very light loads; it diverts Douglas Avenue for a distance of 760 feet, more or less; and it does not provide any improvement in the grades or operating expenses of the railway.

From remarks of the mayor it is evident the city expects to pay a share, and all are vitally interested in the cost as well as in the efficiency of the expenditure.

If anything is to be done toward having the railway crossing Douglas Avenue under the railway it should be done at once, as when raising piers for the said two-thirds of the headroom they could readily be then raised for the further 4 1/2 feet and thus have new railway bridge at proper height for navigation and subway.

Cannot understand why the C. P. Railway did not design the new bridge at proper height for navigation and provide for Douglas Avenue to pass under the tracks, thus giving better results at about two-thirds of the cost.

(Signed) R. H. CUSHING, C. E.

MAN WHIPS CHILD
WITH HORSE TRACE

Enterprise Farmer Fined for Beating Orphan's Home Ward.

Kingsport, Ont., Dec. 18.—Warren Hawley, farmer of Enterprise, was tried before Judge Madill today on a jury at Nanapan on the charge of causing bodily harm to a ward of the Kingston Orphan's Home.

The jury found Hawley guilty and a fine of \$500 and costs or six months in jail was imposed. When brought to the Kingston General Hospital some weeks ago the girl was suffering from wounds which she said were the result of a beating inflicted by Hawley.

The little girl, who is not more than eleven years of age, stood on a chair and told the story of the time she spent at the home of Hawley. She said that she was whipped by Hawley with a horse trace, made to sleep in a cold room where there was very little furniture and the cold came through the cracks in the open wall. All the bedding she had was a very thin quilt; she also claimed that she was given very little to eat.

Mr. LaSavage, who took photos of the child's back and feet when she was brought to the Kingston General Hospital, showed the photos. Dr. McCallum and Dr. Gardiner, who examined the child when she arrived at the hospital, stated that the photos which were taken were true of the condition in which they found the child.

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THE UNEMPLOYED QUESTION IN THE MOTHERLAND

Help Practical—Lloyd George Does Not Dodge the Issue or Unload Responsibility Upon Nearest Municipality.

Victoria, B. C., Dec. 18.—Lumbering, Vancouver Island's main industry, has been hard hit by business depression, especially lack of orders from the east. Some plants have been closed and several others are expected to cease operation soon. Many logging camps have been suspended, and with fishing and whaling concluded, factory and shipbuilding limited to construction of two schooners and two steel vessels, an unemployment problem of rather serious dimensions is developing.

ST. JOHN VOTERS.
Yesterday reference was made to the increased number in the voting list in St. John. Following are the numbers by wards.

Guys	1920	1919
Brooks	1,708	1,139
Brooks	1,181	1,159
Sydney	1,987	1,290
Dukes	1,860	1,793
Queens	2,276	2,156
Kings	1,826	1,298
Wellington	2,410	2,388
Prince	2,461	2,366
Victoria	1,907	1,789
Dufferin	2,146	2,042
Landdowne	2,964	2,178
Lorne	2,539	2,407
Stanley	504	448
Total	24,120	22,738

A Whirlwind Finish.
Cleveland, Dec. 17.—Carl Tremblay, of Cleveland, shaded Joe Burman, of Chicago, in a ten-round bout here tonight by a whirlwind finish in the final round. Up to that time each had taken three rounds, with three even. They are bantamweights.

Montreal Man Wins.
Montreal, Dec. 17.—At the Theatre Royal, here tonight, J. Renault, local light heavyweight, scored a technical knockout over Carl Armstrong, of Boston, who quit in the third round of their ten-round bout.

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