

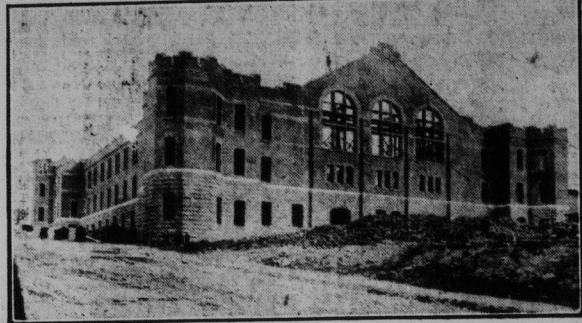
Public Works in and About the City Will Mean Much to St. John

Intercolonial Railway Has Spent a Lot of Money on New Work in This District—Additional Yard Room Secured.

It will come as something of a revelation to many to learn of the development made and the increased facilities provided on the I.C.R. in St. John and its immediate vicinity during the past year. The Peoples' Road hereabouts, is up-to-date in practically every particular with a system for the rapid handling of all classes of traffic.

First of all it is worth noting that women are constantly employed, has been completed and an extension of 1,400 feet has been added. A further improvement made last summer has created one of the most up-to-date cleaning plants in Canada.

Merchants in Water Street have benefited by the recent increased facilities provided for shipping freight. A siding 880 feet in length has been put in on this street at grade level.



Intercolonial Terminus.

McLeod brick building owned by the city and now utilized by T. McAvity & Sons as a warehouse.

It is announced that work is to be started at once on the track from the Ballast wharf along the wharf frontage of Charlotte Street to the foot of Broad Street. This track will take the place for scowling purposes of the Kennedy Slip, formerly used and now taken over by the Atlantic Sugar Refinery Company. In this way the I.C.R. management will endeavor to make use of the property that was received from the city as compensation for the loss of the Ballast wharf.

In addition to the new sidings laid down the railways management have extended the scheme of paving with granite blocks the entire team track, with the exception of some few short pieces to be finished. This work is already completed.

The location for the spur from the Round House, to the York Cotton Mill on Courtenay Bay has been surveyed. The money for its construction has been granted and the extension will begin probably in the near future. This will be used for all traffic for the new I.C.R. terminals which at no distant date will be built on the city side of the Bay, in order to avoid congestion at Haymarket Square.

During the summer of this year the circular ticket office in the centre of the main hallway of the Station was removed and established at the side of the hallway, which has added greatly to the convenience of the travelling public.

The Intercolonial management has also put in 1,500 feet of track for J. A. Likely on his property on the Marsh Road. This track connects up not only Mr. Likely's timber yard, where he has a crane and shunting engine for his own use, but also provides track accommodation for the three new factories which Mr. Likely has built in that locality.

Just west of the Round House the department recently erected a large coal plant operated by compressed air giving the road one of the finest plants in the Dominion for this purpose. A siding, 400 feet in length, has been put in for the benefit of the city at the foot of Sheffield Street, on which site the city is now completing a new asphalt building and another building for the mixing of oil for the streets, etc.

The Armoury.

during the year the tracks in the Island Yard have been extended 10,000 feet, which figures out to upwards of 2 miles, for the purpose of giving standing room to an additional 250 cars. The passenger car yard and cleaning plant, where some 25 men and

which gives accommodation for 22 cars. The shipping people are now asking to have an additional siding on this street and the tracks extended to the end of the McLeod wharf. To accomplish this asked for extension it will be necessary to remove the old

What The Dredge Fielding Has Been Doing The Last Few Years

Millions of Yards of Mud Removed to Make a Safe Channel for the Largest Vessels at Any Stage of the Tide.

The dredge W. S. Fielding, technical, known as a ladder dredge, has been working at this port since February 1907, and bears the reputation of being one of the most efficient dredges of the class in the Dominion Service. Built at Sorel P. Q. and launched in 1904 the Fielding started operations the following year at Yarmouth, N. S., and before coming to St. John was engaged in dredging at Pictou. With a touch of pride, J. W. Willing, chief mate on the Fielding and who has been with her from the first, sung her praises to The Standard. "She is doing as good work now," he said, "as when she first started and digs a scow load as quick as ever she did."

In support of this eulogy it should be mentioned that the thirty eight buckets now on the Fielding make the round and discharge their load in about two and a half minutes. Each bucket holds slightly more than a cubic yard of spoil and when dredging regularly a scow with eight pockets and a total capacity of 560 cubic yards, can be filled in 35 minutes. The dredge can carry one more bucket, making the maximum thirty-nine. The captain of the Fielding is C. P. Lewis, who succeeded Capt. Nickerson last April after four years experience as mate on the D.A.R. steamer Yarmouth. The other officers are: Henry Fosbrook, Chief En-

THE NEW FISH HATCHERY

A hundred yards on the city side of the reservoir and facing the New River, whose waters make a pretty picture as they run down the steep stone dam on the way to Courtenay Bay, stands the new fish hatchery, now nearing completion. Followers of Isaac Walton before long will have good cause to bless the hatchery and the work that will be done in this building to restock the lakes and streams of St. John County with that king of sportive fresh fish—the trout.

C. Bruce the marine engineer of this city is in charge of the work. This hatchery strikes the observer as fitted with all the appliances that could be desired. The contract was let to E. W. Green, of Westmorland Road and clearing and construction work was started about the middle of September. Twelve men resident in the district are employed. The ground having been cleared of small trees, the work of construction commenced. This fish hatchery

charge in order to instruct the future permanent staff. It is proposed also to hatch a considerable number of trout eggs, obtained either locally or from the Province of Quebec. It is worth noting, on the authority of Mr. Bruce the resident engineer, that this hatchery is being built expressly for trout as there is

constant watching by experienced officials is necessary. These men become very expert and can pick out the dead eggs with great rapidity. The fry, after hatching, will remain in the troughs until the middle of June, when they will be shipped in specially made cars to the stream and lakes in this county where they



On Partridge Island.

a great demand for fry when hatched for the stream and lakes of St. John County.

The trout eggs will be placed in the hatchery late each fall and will remain in trays at the bottom of the troughs until April. Fresh water will pass over them all the time. Constant care, as in other hatcheries will have to be exercised to remove all dead eggs instantly they are observed. They can be detected by the color. These dead eggs would in a short space of time destroy a whole tray full



The New Maine Wharf.

The marine wharf now under construction at the end of Nelson St. Carleton, and extending out into the harbor will supply facilities much needed by the Marine Department in this city. The loss of the Ballast wharf left the department without any suitable place for storing buoys and other aids to navigation and there is no wharf now available for the steamers engaged in the service. The construction of this wharf is in charge of H. E. Fosberg, resident engineer of the Marine Department, with J. P. Mosher, government inspector of the work.

The new wharf was commenced in February of this year. The wharf, looking out from the land side will have two berths one on each side 275 feet long and the third, the outer berth between the other two will be 140 feet wide. Accommodation will thus be provided on three sides for berths for all the steamers in the service of the Department. The centre of the wharf at present under water will be filled with dredged spoil by scows, making the interior

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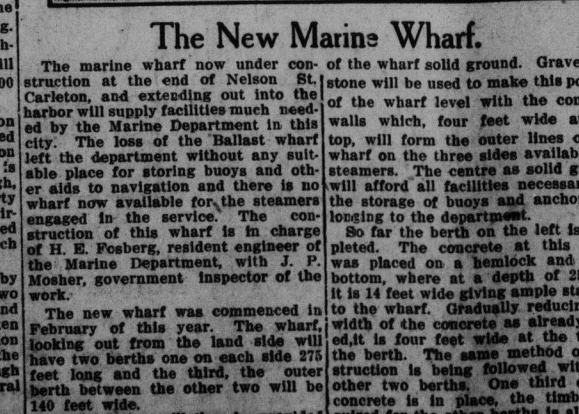
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Rafting Logs on the River

is built of native woods and is of one story, 34 feet wide and 50 feet long. It contains in neat rows thirty hatching troughs and when in operation will be capable of taking care of 3,000,000 eggs simultaneously. Water is brought in by gravitation from Little River reservoir two hundred yards away through a six inch iron pipe laid underground. The water is delivered at the head of each trough, the flow being regulated by thirty faucets. The waste water after circulating through the troughs is carried back to the reservoir by an 8 inch drain. The work that will be undertaken by this new hatchery will be of two classes, hatching salmon eggs and rearing trout. Salmon eggs are taken from the fish contained in the Dominion Government retaining pond at the mouth of Little River where enough eggs are obtained to supply several hatcheries.

In future these eggs will be transferred to the new hatchery in special trays where they will be under the care of an experienced officer with local assistance. For the present year an official from Ottawa will take full



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