

## Board of Works Will Make Investigation of Main Street Paving With Ex-Inspector

Long Discussion at Yesterday Afternoon's Meeting and Practical Step is Decided Upon to Settle Present Controversy.

Report of C. E. W. Dodwell Read--He Expresses Opinion That City is Getting a Highly Satisfactory Job.

At the meeting of the board of works yesterday afternoon, the engineer announced that he had arranged with ex-inspector Carleton to dig up a portion of Main street on Tuesday morning to see if the concrete foundation was laid to specifications.

The report of C. E. W. Dodwell, Dominion government engineer for the Maritime Provinces, on the Hassam method of mixing concrete was read, as well as a number of letters from city officials in New England expressing satisfaction with the work of the Hassam Company.

It was decided to fix up the shed on the wharf adjoining the D. A. R. berth for the storage of potatoes, and to rent the same to the St. John Produce Company for \$600 a year.

The engineer was instructed to build the shed at Reed's Point asked for by the Eastern Steamship Company under the usual conditions. The sprinkler system was again brought up and again laid over.

Those present were the chairman, Ald. McGoldrick, the mayor, Ald. Elkin, White, Hayes, Holder, Wigmore,

Willie Smith, Jones, Vanwart, Scully, Russell, Baxter. Likely with the common clerk the city engineer and the harbor master.

The Reed's Point Sheds. The chairman asked for the report of the special committee on the question of leasing the shed at Reed's Point to store potatoes. The special committee recommended that the lease be granted to the St. John Produce Co., at a rental of \$600 a year, the city to sheath the building in a proper manner and the lessee to furnish the heating apparatus.

Ald. Baxter thought a clause should be inserted in the agreement relieving the city from any liability if the building should not prove frost proof.

Ald. Holder wanted to know what the cost of sheathing the building would be.

The engineer--The estimate is \$1,200.

Ald. Baxter thought they should bind the company to lease the building for a term of years sufficient to enable the city to reimburse itself for the outlay.

Ald. Elkin thought they should not tie it up to one company.

Ald. Jones said the company intended to rent storage space to other shippers.

Ald. Baxter--If that is the case the city should control the rents.

The harbor master said that the proposition was a good one.

Should Lease It Annually. Ald. Elkin said it was a good plan to provide such a warehouse for storing potatoes. He thought the lease should not be for more than one year. The potato trade was bound to develop rapidly.

Ald. Baxter said one of the parties interested had told him that they were ready to make the building frost proof at their own expense.

Ald. Elkin--We don't want private companies to do work on city property.

The mayor said they had an opportunity to assist in developing a trade that promised to grow to great proportions. For two years they had been discussing the question whether the city or private firms should make the alterations in the building, and nothing had been done.

Ald. White said that if stores were placed in the sheds, the insurance rates might go up. Some provision should be made to protect the city in that event.

After some further discussion it was decided to grant a lease for two years to the St. John Produce Co., at a rental of \$600 under the conditions that the city be not liable to damages from frost and would have the right to revoke the lease at 60 days' notice.

Some discussion took place as to whether the city should control the rents charged to other shippers, but no action was taken.

The chairman said he had received applications from the C. P. R. for warehouses Nos. 1, 2, and 3, West Side and from the Donaldson Line for No. 4 warehouse. The chairman and the engineer were instructed to prepare a report on the applications.

The Main Street Paving. Ald. Baxter said he had noticed that there was a good deal in the papers about the Main street paving. The board of works had ordered that a foot strip of the paving be taken up and he was surprised that the engineer had not taken prompt action to have Mr. Carleton indicate the spot he thought defective and have the order of the board carried out. The board had not passed the resolution for nothing, and the engineer by not taking prompt action had enabled the papers to treat the resolution as a joke. He thought the order should be carried out without further delay.

Puts It Up To Mr. Carleton. The engineer said that on receiving the order of the board he had communicated with Mr. Carleton, and arranged to dig up the street Tuesday morning.

Ald. Baxter--"Perhaps it would have been better if you had let the papers know about it."

The engineer--"It is not my duty to report to the newspapers."

Ald. White--"When did you send the letter to Mr. Carleton?"

The engineer--"On Saturday. The order in council was sent to me promptly, but was mislaid."

Ald. Hayes--"We're making haste slowly."

The chairman invited the members of the board to pay a visit to Main street. He said a piece of granolithic sidewalk had been put down. He thought the board might recommend that a new sidewalk be laid down from Acadia to Portland streets.

Ald. White said he had recommended Mr. Lowe to lay this sidewalk at his own expense as an advertisement.

The mayor--"An engineer wrote to me from New Westminster, asking for the formula for the side walks in St. John. He said he had been all over the world and never seen anything like them."

Ald. Hayes--"I haven't been all over the world, but in all the cities I've been in, I've never seen sidewalks that presented such a poor appearance as those in St. John. It's time we put down some decent sidewalks."

The chairman delivered a lecture on sidewalks. He thought that as the board was now so prominently in the eyes of the public, they should exhibit a personal interest in the streets and the sidewalks.

Engineer Dodwell's Report. The common clerk then read Mr. Dodwell's report on the Main street foundation--

Halifax, Aug. 8, 1910.

Dear Sir:--At your request I have made an examination of the work of paving Main street of your city, now

being carried on under contract with the Hassam Paving Co. I have also carefully perused the specifications for the paving of Nelson street, which you put in my hands and which you told me verbally on the 5th inst. are identical with what is expected on Main street. The point as to which you desired an expression of opinion, was whether the method being employed by the contractors in the preparation of the concrete bed for the granite blocks, was or was not in accordance with clause number thirty-two of the specifications that this is a matter that should receive more careful attention on the part of your inspector.

The first paragraph calls for angular pieces of solid hard stone, free from dust or dirt, and of a size not larger in any dimension than two inches. The concrete usually by the contractors is a hard crystalline lime stone, thoroughly cleaned and of excellent and suitable quality. The size to which it is broken up is not exactly in accordance with the specifications, for I noted many pieces with maximum dimensions of from four to six inches. In my opinion the two inches specified would give better results, and this is a matter that should receive more careful attention on the part of your inspector.

The second paragraph of the clause provides that the concrete shall be composed of one measure of Portland cement with three of clean, sharp sand, intimately mixed to a stiff mortar with a minimum of water and then, thoroughly incorporated with six measures of wetted broken stone, the resulting concrete to be spread and thoroughly compacted by ramming. The Portland cement that I saw being used was "Yuccan," one of the Canada Cement Co.'s brands and an excellent article.

Proper Proportions Secured. The sand was a clean, sharp beach sand of good and suitable quality. Under the method employed by the contractors for mixing the concrete, the proper and specified proportions of cement and sand are secured. The broken stone is not measured, but simply spread on the foundation to a depth of six inches and the voids are then filled with a grout, consisting of one part of cement and three parts of sand, with sufficient water to reduce the mixture to the consistency of grout. The grout is mixed in a portable machine from which it is delivered through a suitable spout, directly to the top of the broken stone.

From half an hour to one hour after the granting of a portion of the bed is finished, the concrete is compacted by a steam roller said to weigh eleven tons.

Mr. Hassam told me that one barrel of cement was used for every six square yards of sand sufficed to grout six square yards. Mr. Law said a little over four square yards. Taking the mean between these two statements it would appear that the actual proportions of the several ingredients of the concrete that you are getting are one measure by volume of cement, three of sand and seven of broken stone, or about 17 parts of sand to one of cement, which is not far from the specifications.

Found a True Concrete. On Friday afternoon I watched the grouting process for one hour, and later I had a hole dug in the concrete right through to the foundation. With the result that I found that the voids in the broken stone were well and thoroughly filled with the grout, and that the six inch bed thus formed consisted of a true concrete, the meaning and interest of the specifications.

You will recollect that when we had our conversation Friday midday, I had not seen the actual process of grouting. My inspection, however, caused me to somewhat modify the view expressed verbally to you, and I am now of the opinion that under the last paragraph of No. 32 of the specifications, you are getting a concrete that will approve and the contractors to employ the method or process now in use, an dhat the result is good and satisfactory work.

Enclosed is a note to you the specifications for the paving of Nelson street.

Yours very truly,  
(Signed) C. E. W. DODWELL,  
District Engineer in the City.

The Mayor said there appeared to be a feeling of distrust in the community, and some newspaper editors had insisted that it was up to him to do something extraordinary. Personally he did not know where to start the investigation. But in consideration of the clamor in the press, he had decided to have an investigation by an engineer outside the district. Mr. Dodwell was drawing a comfortable salary, and his conclusions, which were that the foundation was satisfac-

## IMMIGRATION MAN IS WELL SATISFIED

U. S. Commissioner General Keefe is Pleased With What He Saw During His Visit to City.

Daniel J. Keefe, United States commissioner general of immigration, spent yesterday making himself acquainted with the immigration service here. To a reporter he said: "I came, I saw and, well, lower favorably impressed than I'm not making comments at present. I want to visit Halifax, Montreal and other places and compare notes before I hand out bouquets to Mr. Miller--or brickbats."

"What do I think of St. John? Well, I was delighted with what I saw of it. But what I might think of it if I saw the whole of it from all angles deponent saith not. Of course I expected to be pleased with the Maritime Provinces--not only because they are next to God's country, but because they rear a lot of good citizens for the United States don't you know."

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ought to satisfy the public. He noted that the city was well equipped for the immigration service.

Ald. Baxter moved that the board approve the action of the Mayor, and order the payment of the cost of the investigation, \$25.

Endorsed Hassam Method. Communications were read from commissioners of public works in Portland, Lawrence, Brookline, Lowell and other cities stating they had employed the Hassam method of laying concrete, and found it gave a satisfactory foundation for the concrete pavement.

Ald. Elkin said he hoped all the letters would appear in the Telegraph with big type announcing the fact that the work on Main street was being done for \$11,500 less than McDonald and McLeod would have done it for.

In reply to a question the engineer said he had handed over to the common clerk all the letters he had received. All were in accord with his opinion.

On motion of Ald. Vanwart it was decided to have the engineer go ahead with the construction of a shed at Reed's Point as a shelter for passengers, arriving on the Eastern Steamship Company's boats.

The Sand Point Sprinkler. The chairman brought up the question of installing the sprinkler system on the West side sheds. The engineer stated that Mr. Downie had written that the city had definitely decided not to install a sprinkler on the elevator. The common clerk said he had received a letter from one of the tenders asking how long the city intended to keep the sprinkler checks tied up. It was decided to give the matter further consideration at the next meeting.

On motion of Ald. Willet the mayor was instructed to communicate with the government with a view to having the government assume a portion of cost of paving Pond street.

Work was to be started on Douglas avenue, sidewalk. The engineer said the work had not been ordered. It was decided to have the engineer report whether the work could be done without exceeding the appropriation for the ward.

Ald. Hayes said there was much talk that specifications were not being complied with. Complaint was made that the cement being supplied was of poor quality. The engineer said he was not up to the specifications. He wanted an explanation from the engineer.

The engineer said tests had been made from time to time, and the cement was of satisfactory quality.

Ald. Elkin said a portion of the sidewalk on Dorchester street was a racking way of cobblestones. He moved that 450 feet of granite curbstone be procured, if the money was available. This was carried over.

Ald. Baxter brought up the question of fendering the outer end of the old Dunn Wharf in Carleton. Unless new piles were driven, there would soon be a lot of repairs necessary. The engineer was instructed to bring in a report at the next meeting.

The meeting then adjourned.

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## WANT TRADES AND LABOR COUNCIL RESURRECTED

Bricklayers and Masons' Union Getting in Line--Congress to be Asked to Send Organizer Here.

The Bricklayers' and Masons' Union of St. John, which has heretofore been somewhat of an exclusive organization, taking little part in the general labor movement, is borrowing a leaf out of the book of its sister organizations in other cities, where the bricklayers and masons, are prime factors in all trade union activities and frequently build labor temples on their own account.

At the meeting of the local union last evening, the officials expressed themselves as favorable to a proposition to resurrect the Trades and Labor Council, though, owing to the slim attendance, no definite action was taken.

Most of the labor unions here have apparently acquired pensive and dilatory habits, but the movement to organize the Trades and Labor Council is progressing, although slowly. E. P. Murray, secretary of the Trades and Labor Congress of Canada, is anxious that the T. and L. Council should be got together before the meeting of the congress, September, so that he may have a good excuse to recommend the stationing of an organizer at St. John for some months.

## THE HOTELS

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T. Keddy, J. Williams and wife, W. P. Hickey, H. F. McArdle, J. J. Hartigan, A. J. Gorman and wife, M. M. Donovan, A. B. Beale, E. L. Hubbard, F. J. Downes, W. J. Murray, Boston; Mr. and Mrs. E. R. Spinnery, Malden; M. T. Eagan, South Boston; John Flynn, Cambridge; T. Costello, Boston; S. V. Skilleen, St. Martins; J. E. Labelle, Montreal; C. W. Duggan, A. P. Lindsay, Woodstock; W. R. Finson, Bangor; P. C. Brown, Charlottetown; Geo. J. Green, McAdam; Mr. and Mrs. Skinner, Geo. M. Butler, New York; R. E. Burke, Newburyport; L. H. Wheaton, Kingston; B. Martins, Boston; Harriet E. Wheeler, Hattie G. Gates, F. Josephine Kimbly, Worcester; Mr. and Mrs. DeBain, Halesack, N.J.; Mr. and Mrs. J. Sherrin, Fredericton; Mrs. C. S. Lyman, Miss E. Lyman, Helen Lyman, Hudson, Mass.; Mr. and Mrs. Gross, Cincinnati; M. W. Taylor, W. D. Stewart, A. W. Burns, W. O'Keely, Moncton; C. P. Gallagher, Montreal; E. J. Johnson, Inverness; Miss B. Little, C. W. Bayley, Halifax; Mr. and Mrs. A. B. Dixon, Ferns, BC; L. V. Lepard, Toronto; J. S. LeBlanc, Millinocket; J. A. Estey, Wolfville; J. McLaughlin, Fredericton; Mr. and Mrs. Turnbull, Montreal.

Royal.  
Dr. C. W. Farrington, Boston; Mrs. H. E. Austin, D. E. Peters, Rhode Island; Mrs. E. A. Crawford, Howard Crawford, Malden, Mass.; Geo. L. Whitney, Boston; Dr. R. H. Carson, Providence, R. I.; J. L. Lewis, J. B. Johnson and wife, Hudson, N. Y.; W. L. Lovitt, Yarmouth; C. D. Decher, Boston; Dr. and Mrs. H. P. Parker, F. M. Graham, New York; L. M. Davidson, Montreal; M. C. H. Heine and wife, New York; Geo. M. Olive and wife, Mr. and Mrs. Charles D. White, New York; C. A. Welksham, Toronto; Mrs. M. A. Freeze, New York; R. H. French, E. W. J. Mills, Providence; Ross H. Keith, New York; W. B. Bishop, Montreal; Ernest A. Bell, Halifax; C. O. Susby, Amherst; Mr. and Mrs. Frank Bowman, Havana, Cuba; W. A. Russell, Sheldrake, H. A. Planders, Boston; Edward O. O'Hara, Scranton, Pa.; James M. Morton, Fall River, Mass.; Mrs. Morton, Fall River, Mass.; J. William Jones, Liverpool; Bert C. Post, Sherbrooke; Mrs. W. Prentice, Boston; Alfred Wiseman, Boston; W. E. Forbes, Montreal; Miss Louise R. Sewan, Geo. S. Sewan, Norfolk; J. McLaren, Toronto; A. H. McLane, Moncton; W. W. Payne, Boston; W. B. Dickson, Hillsborough; E. Graham, Boston; F. O. Talbot, East Machias, Clara S. Talbot, East Machias; F. P. Shaw, New York; Miss Evans, Newark; Fred Condon, Montreal; C. G. Restes, Dr. C. A. Whitney, New York; D. Champoll, Campbellton.

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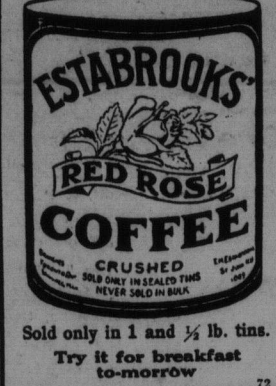
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**LATE SHIPPING.**  
Canadian Ports.  
Halifax, N. S., Aug. 15.--Ardr. Stmrs. Trinidad (Br.) New York and sailed for Quebec; Florizel (Br.) New York; Steam yacht Visitor II, Marble Head, and sailed east on a cruise.  
Schr. Howard (Br.) New York.  
John A. Treat, Boston.  
Sailed--Schr. Harold B. Cousins, Chatham, N. B.  
Hillsboro--Ardr. Aug. 12, Str. Nanna, Naro, Newark.  
Richibucto--Clid. Aug. 12, Schr. Uraus, Borden.  
Halifax--Ardr. Aug. 14.--Str. Ocamo, West Indies, via St. John.  
Sid. 13th, Strs. Siberian, Philadelphia; Armanda (Nor.), Jamaica.  
Sid. 14th, Sch. Edyth, New York.  
Montreal--Ardr. Aug. 14--Strs. Lake Manitoba, Liverpool; Megantis, do; Hesperian, Glasgow.  
Sid.--Stmrs. Montfort, London; Canada, Liverpool.  
Port Mulgrave--Bound south, Aug. 12, Tern sch. Persis, A. Colwell.  
Foreign Ports.  
Fall River, Mass., Aug. 15.--Ardr. Schrs. Joanna (Br.) St. John, N. B.; Annie Keazle (Br.) do.  
Salem, Mass., Aug. 15.--Ardr. Sch. Oriole (Br.), Tene Cape, N. B. for Vineyard Haven.  
Vineyard Haven, Mass., Aug. 15.--Ardr. and sid. Schr. Palmetto (Br.),

South Amboy for Clarks Harbor, N. S. Ardr. Schr. W. H. Waters (Br.) St. John, N. B. for Pawkuck.  
Sailed--Schr. Minnie (Br.), Isaacs Harbor N. S. for New York; Heien G. King from St. John, N. B. for New Bedford; Luella (Br.), Stone Haven, N. B. for New Haven, Conn.  
Trans-Atlantic Vessels.  
Liverpool, Aug. 14.--Ardr. Stmrs. Georgian, Boston; Lake Champlain, Montreal, 15th; Indrani, St. John, N. B.  
Saved Men in Falls.  
Ex-Alderman A. O. H. Wilson was directly responsible for the saving of the lives of two men in the reversing falls on Saturday evening. The men were in a motor boat coming through the falls when they caught fast on a rock. With the tide falling rapidly they were in a very dangerous position when Mr. Wilson came along in his motor boat and rescued them.  
Fell Nearly 60 Feet.  
While painting a house on Leinster street yesterday, two painters, one of whom is Joseph Smith of 3 Leinster street, fell nearly 60 feet, owing to the breaking of the supports. Notwithstanding the height from which they fell, however, neither was seriously injured and both are expected to be able to go to work again in a few days.