

# FAST PROJECTS FOR A GREATER ST. JOHN

Plans of J. S. Armstrong, C. E., in Paper Before Canadian Civil Engineers

Canal Through Which Ocean Steamers Could Go to South Bay and Grand Bay Where Many Docks Would Be Provided—Courtenay Bay Reclaimed—Customs Free Port—Extensions in the Present Harbor—Centre of Province Opened Up to Ocean Traffic.

In The Telegraph Tuesday reference was made to a paper read by J. Simeon Armstrong, C. E., of St. John, before the Canadian Society of Civil Engineers. The paper was entitled "Schemes showing the possibilities of St. John (N. B.) as a great port, and how the interior of New Brunswick can be opened up to ocean traffic." The paper was submitted in April 1906 and read December 5 last. Four maps accompanied the paper. No. 1 showed St. John and its surroundings for about ten miles round, showing the position of the possible works mentioned above. No. 2 showed St. John harbor and Indian Point on a larger scale with the improvements to the harbor more in detail. No. 3 was a map of the River St. John with its branches from St. John to Fredericton. No. 4, a map of the maritime provinces, showing the lines of railway present and prospective, especially the most direct line from the Quebec bridge to St. John, following the upper waters of the Penobscot in part of its course. The projects outlined by Mr. Armstrong are here given in detail. To quote from his paper:

**The Suggested Works.**  
 "The present harbor area, though affected by great rise and fall of tide, gives, or can be made to give, adequate facilities for present use, but if St. John is to be one of the great ports of the continent, and at any rate the great winter port of the Dominion, large additions to its area and improved facilities must be supplied. The schemes described are:  
 (1) The St. John Canal and Dock scheme, with railway connections.  
 (2) The Courtenay Bay reclamation and bridge or breakwater.  
 (3) The Marsh Canal and Docks.  
 (4) The South Bay Docks.  
 (5) The Customs Free Port.  
 (6) Extensions in the present harbor.  
 (7) The shutting in of the present harbor by a sea dike, with a lock or locks and sluice ways.  
 (8) Other effects of the Canal—the opening up of the centre of the province to ocean traffic."

**Canal Project.**  
 "The first and most important scheme is that of the St. John Canal and Dock with its accessory works.  
 There is a rise and fall of tide in the present harbor of from twenty to twenty-five feet; the extreme reaches 20 feet on ebb and 25 feet on flood. This variation in water level necessitates expensive wharf work, and is a hindrance to quick and convenient handling of cargo so much so, that under similar circumstances in Liverpool and other ports of England, and at Quebec, work in the open tideway has been abandoned nearly altogether, and almost all loading and discharging is done in wet docks, constructed at enormous cost.  
 In the narrow, above the falls, we have a wet dock area of over 800 acres, where there is but small rise and fall of tide; where the water never freezes; an area easily land-locked, with deep water close to the banks; and the shore almost all lined with wharves at moderate cost. The only exceptions to the freezing and the deep water are two or three coves in which dredging will be required, and in which ice will not be troublesome when they are deepened and opened out, while they give sheltered space for a number of piers.  
 This upper harbor area has bluffs overhanging part of its shores on which the railways can be brought, and grain or coal can be shot direct from the cars to the holds of vessels, being cleaned and weighed in passage, or passed into storage bins on its way to the vessels without elevating. Other lines of railway can follow the wharves on either bank, giving access to dock and storage areas along the extended shore line, and wide fields can be found for yarding cattle behind the shipping point, where they could recuperate after a long railroad journey in readiness for their new experiences on the water.  
 The canal would run through a high rocky ridge with Douglas avenue (one of St. John's main thoroughfares), slightly raised and carried across on a fixed bridge high enough to permit steamships to pass under. 1400 Feet Long.  
 The length of the canal from high water to high water will be about fourteen hundred feet, and with its approaches on the east of a prism eighty feet wide at the bottom, would necessitate about a million yards of excavation, more than three quarters of which would be in rock. It may be explained that the tide in the harbor of St. John rises higher and falls much lower than the ordinary level of the river. The city records show the following as about the level of water as . . . . . Taking extreme low water as . . . . . 0  
 Extreme high water . . . . . 20  
 Ordinary summer level of river . . . . . 17  
 Ordinary freshet . . . . . 25  
 Extreme freshet . . . . . 32  
 The outlet at the falls is comparatively very narrow and there is a ridge of rock running across about twenty feet below ordinary river level. This constricted outlet does not allow the tide to affect the level of the river to any great extent, so that the rise and fall of tide in the river is small.  
 This constricted opening in connection with the tide causes the water to rush in and out according to the height of the tide forming rapids called "the reversing fall."  
 Note 2. The probable reasons why ice does not form in this upper harbor area, comprising the narrow and Indian Point basin, is that the water is very deep there and in an immense area above, and a body of comparatively warm water comes to the surface from under the ice on the one hand, while on the other the tidal water from the sea is also much above freezing point, so the formation of ice is prevented.  
 The harbor area in the narrow is not wide, but is about as wide as the present harbor of St. John. It forms a land-locked harbor; the only defects to be guarded against in its use are the currents, which at certain points and certain times

# SLEEPING BABY CARRIED BY FATHER FROM BURNING HOUSE

Thomas W. Wells Loses Home Which He Had Only Recently Completed

NO WATER AVAILABLE  
 House Beyond City Line, Carleton Place, Had to be Allowed to Burn to Ground—Brother's Residence, Next Door, Saved With Difficulty—Rowdys Re-reported.

A house owned and occupied by Thomas W. Wells, in Duke street extension, Lancaster Heights, was completely destroyed by fire Sunday night. Being beyond the city limits no assistance could be rendered by the fire department apparatus. The house and contents were insured with White & Calkin for \$800. The adjoining house, occupied by Mr. Wells' brother, David, was saved from meeting a similar fate, only by a willing sacrifice of the neighborly. It was considerably damaged by heat and water. The loss will be covered by insurance. The fire is thought to have started from a chimney. It was discovered about 7.45 p. m. by Mr. Wells, who had remained at home with the two younger children, while Mrs. Wells and the eldest were at church. Telling a Telegraph reporter of the incident, Mr. Wells said he had been reading and writing in the study when he discovered the upper part of the house full of smoke. The safety of the children was his first thought. It was with great difficulty that he was able to get to the house, which was fast asleep, he hurried with both to his brother's house next door.  
 On his return to the upper part of his house, he found everything on fire. The house was insured for \$800 and \$400 in money which he was unable to reach. He managed to get out some of his effects downstairs, but not much.  
 Mr. Wells, who is a carpenter, said he built the house in his spare time and put the upper part of the house on for his son. He and his family had occupied it only since May 1. He carried \$800 in insurance on the house and \$400 in money. He added that he was unable to get to the house until it was too late to save anything. He intended to rebuild but would do nothing until the spring. He said he wished to express his thanks for the kindness of many friends and neighbors who had assisted in saving all that could be.  
 The house was situated about a quarter of a mile beyond the city line and just beyond the junction of Duke street extension with the Lancaster Heights road. The blaze from the burning building could be seen from many points in the city.  
 Mr. Wells intended to move into the new house, occupied by David Wells, catching fire from the sparks which were being blown against it in showers. As it was, the windows facing the fire were broken by the heat and it was only by the energy of the fire department hose that the building was saved.  
 A small garden hose was attached to the house tap and water was kept continuously running on the side of the fire and buckets of water were plentifully distributed. The ceiling over the hall gave way and there was some damage to the building and contents by heat and water, but it was saved.  
 There was no chance of saving Thomas Wells' house. There was nothing to do but allow it to burn. Before the lower part caught fire, whatever furniture and crockery were in the house were taken out and stored in W. I. Fenton's barn. A shed in the rear was torn down and four fowl were removed to a place of safety.  
 Mr. Wells and his wife and their three children spent last night at the home of Councillor J. W. Long. They had lost everything they owned except the clothes they had on. The baby was rescued in the blanket, fast asleep.  
 The fire happened at a time when many people were in the neighborhood, so that many gathered, among them many who looked on the occurrence as a joke. Snowballs were sent flying in all directions and there were many who looked on the fire as a joke. Nothing short of a squad of police could have stopped the horse play.  
 Among the band of willing workers last night to purchase the property were: J. W. V. Lawlor, W. I. Fenton, R. Turner, R. Stanley, Fred Long, E. J. Lang, B. Nice, F. Crawford, Oscar Tibbits, Frank Griffiths and Martin Wilcox. There were many others, but space does not permit of naming them.  
 The fire was caused by a defective chimney, which was not available, volunteered to help.

# ANOTHER LETTER BY DAVID RUSSELL

Montreal, Dec. 15.—The Gazette will tomorrow publish a letter from David Russell, president of the Women's Christian Temperance Union, superintending of the Congregational Sunday school at St. John's, and wife of a Greenfield township farmer, who was arrested today in Sandusky, on a secret indictment charging incendiarism.  
 The indictment charges that Mrs. Campbell burned a dwelling owned by Miss Mather, a neighbor, in October. Miss Mather has also been indicted.  
 The fire insurance company asserts that the women framed a plot by which Miss Mather was to take the insurance money and pay off the mortgage on her home on condition that Mrs. Campbell would buy the place. Both women are on bonds.  
 As near as can be determined at this time about \$50,000 of additional will be needed to provide, on a relatively the same basis for the aged dependents of the unmarried victims, the many now unborn children and the undoubtedly accession to the married victims list when complete information has been received. The committee feels that a total of \$200,000 will be required to carry out the relief work on this basis.

# WOMAN REFORMER ARRESTED, CHARGED WITH INCENDIARISM

Norwalk, Ohio, Dec. 13.—Mrs. Martha A. Campbell, president of the Women's Christian Temperance Union, superintending of the Congregational Sunday school at St. John's, and wife of a Greenfield township farmer, who was arrested today in Sandusky, on a secret indictment charging incendiarism.  
 The indictment charges that Mrs. Campbell burned a dwelling owned by Miss Mather, a neighbor, in October. Miss Mather has also been indicted.  
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# NOTHING DONE YET ABOUT ST. JOHN POSTMASTERSHIP

Ottawa, Dec. 15.—No action has yet been taken in regard to the St. John post-mastership.

# FOURTEEN THROWN INTO WATER, ONE MAN WAS DROWNED

Body of Quebec Victim of Maine Accident Taken Through St. John

Rogersville Man Had Leg Broken—All Trying to Hoist Gate of Dam at Ottawa, Me., When Structure Gave Way.

The body of one of the victims of a serious accident which occurred at Ship Pond Lake, six miles from Ottawa (Me.), on Wednesday last, was taken through here Saturday evening. The body was that of Cannel Twynman, whose home is in Gaspe county, Quebec, and was in charge of Edward Twynman, brother of deceased man named Daigle, belonging to Rogersville (N. B.), had his leg broken at the same time, and twelve other men were thrown into a surging stream of water and were saved only by great exertion.  
 At the time of the accident, fourteen men were endeavoring to hoist the gates of the dam at the outlet of the lake. They were using a long piece of timber as a lever and its jarring broke the platform of the dam and the whole structure gave way, the escaping waters carrying all the men down stream. Every man worked for his own safety, and all but Twynman succeeded in dragging themselves ashore.  
 Daigle, though seriously injured, grasped some bushes and pulled himself to a place of safety. Twynman soon succumbed, and an hour and thirty minutes later his body was found floating in the stream several miles below. His brother was working in the woods near Brownville (Me.), and he was in Ottawa in answer to a telegram. He took charge of the body and the news was telephoned to the home at Grand Rapids, Gaspe county (Que.). He expressed to his friends a desire to do so to gain the respect of members of the house. There have been some statements made by honorable gentlemen which I did not expect to hear in a parliament of gentlemen. When it becomes necessary for me to defend myself, I am prepared to do so here or before any other tribunal, or in any other place. But I will not permit any member of the house to say when I will speak, or what course I shall take in this parliament, or anywhere else. If it can be shown that any man in my department was guilty of embezzlement, he would be at once declared.

# MONCTON LAD HAD FOOT CRUSHED OFF

Ten-year-old John Thatcher Slipped Under Wheels of Moving Train

Was on His Way to School and Caught Door of Freight Car to Have a Ride and Now He Is in the Hospital.

Moncton, Dec. 13.—John Thatcher, the ten-year-old son of Edward Thatcher, an I. C. R. shop employee, who lives on Lower Lutz street, had his left foot so badly crushed at St. George street crossing of the I. C. R. today that amputation was necessary.  
 The accident occurred shortly after 1 o'clock. Young Thatcher was on his way to the Aberdeen school and a freight train, which was being backed up, slowly passed him going in his direction. He was caught between the door handles and rode along some distance with his feet on the rods beneath, when in some manner he slipped and fell into the space between the wheels of one of his feet going beneath the wheels.  
 The lad showed remarkable pluck and, although suffering intensely, made no complaint. He was conveyed to the hospital. His foot was crushed up to the ankle, and was amputated. The danger to small boys jumping on and off freight trains, a practice which is especially prevalent along the main street to St. George street section of the I. C. R., has been pointed out many times, but the warnings have had little result.

# COMMERCIAL TRAVELER CANNOT MAKE A SALE DECIDES JUDGE

Concern Sues for Four Carloads of Oats Bought in That Way and Lost Suits.

North Bay, Ont., Dec. 13.—Much interest is taken here in the action of D. L. McKinnon, of Sudbury, against the Wheat City Flour and Milling Company, Brandon, Man., for non-delivery of four cars of oats, being held by defendants' traveler called on plaintiff in September and took an order for four cars of oats at 40 cents a bushel. This order was forwarded to the head office of the defendant at Brandon, and was immediately declined by wire, defendant not having any means of supply. The traveler then contended that the order was an out-and-out sale, but defendant contended that the order was simply an offer to purchase, which offer was not accepted, but refused. Oats suit was given by defendant at the trial to show that according to the custom of trade in Canada by commercial houses employing travelers the travelers do not make binding contracts, but simply take orders, which are more or less of a nature of a standing order, and that the traveler may not have the goods on hand when the orders reach the firm. With this view the chief justice agreed and dismissed the action with costs.

# GIRL BURNED TO DEATH TRYING TO SAVE SISTER

Fall River, Mass., Dec. 14.—While trying to save her six-year-old sister from flames, Alice Cline was burned to death, and her sister, Sadie, was probably fatally burned in a fire which destroyed their home today, while their parents went down town shopping.

# Inquiry Into Steamer Mound Temple's Loss.

Hallifax, N. S., Dec. 13.—(Special)—Judge Wallace, of the county court, has been directed by the minister of marine to act as a special commissioner to hold a formal investigation into the loss of the steamship Mound Temple. With Judge Wallace will be associated Captain Neil Hall, and Captain Sedley as nautical assessors.

# PUGSLEY STILL REFUSES TO DULGE HIS SECRET

Lectures Opposition Critics When They Attempt to Pry It from Him

Declares No Dishonest Employee Can Stay in His Department—Civil Service Employees Cannot Accept Another Office, Says Fielding—Foster and Minister of Public Works in Tilt—Other News of the House.

Ottawa, Dec. 13.—There were some lively tilts when the estimates were under discussion.  
 Mr. Bennett said that there were thieves and embezzlers in connection with the service. He spoke of an employee of the public works department that had embezzled funds and had afterwards to refund them. It was in the auditor's report.  
 Dr. Pugsley wanted to know the name, and Mr. Bennett gave it.  
 Mr. Fowler spoke of public funds being mixed up with others. He had known such a case.  
 Dr. Pugsley said that he read the correspondence in the auditor-general's report dealing with that matter, and there was no justification for Mr. Bennett using the word embezzler.  
 Mr. Bennett said that Dr. Pugsley was brave now, but he was very careful and judicious a few days ago. The position of the minister was under the barn, as shown in a recent cartoon. He came to the house with brag, bluff and bluster, which he kept up outside the house but not in it.  
**Pugsley Lectures Critics.**  
 Dr. Pugsley replied that he was a stranger to a good many in the house. "I shall be so able to conduct myself as to gain the respect of members of the house. There have been some statements made by honorable gentlemen which I did not expect to hear in a parliament of gentlemen. When it becomes necessary for me to defend myself, I am prepared to do so here or before any other tribunal, or in any other place. But I will not permit any member of the house to say when I will speak, or what course I shall take in this parliament, or anywhere else. If it can be shown that any man in my department was guilty of embezzlement, he would be at once declared."

# BLAME BLACK POINT BUOY

Yarmouth Officers Give Evidence at Inquiry Into Disaster—Contradicted by Capt. Bisset and Livingstone.

The enquiry into the stranding of the D. A. R. steamer Yarmouth was opened in the marine and fisheries department in the customs house Friday morning. After hearing several witnesses adjournment was made until Monday at 2.30 p. m.  
 The investigating board consisted of Captain MacGregor, R. N. R., marine superintendent of the company, Captain O. L. Murphy, Captain MacKenzie and F. J. Harding who presided.  
 Captain Bisset of the Lansdowne and Captain Livingstone of the tug Lord Kitchener were appointed by Mr. Harding to inspect the position of the Black Point buoy and its working contrivances. Captain MacKinnon and others of the Yarmouth, their report being to the effect that the buoy was in its proper position and sounding as usual.  
 Dr. A. W. Macrae was present in the interests of the Dominion Atlantic Railway.  
 Captain Norman S. McKinnon, the first witness, said he found that the automatic buoy off Black Point was not in working order. He passed within 20 yards of it when leaving this port but did not hear it, although there was sea enough to move the buoy.  
 On the day of the accident the Yarmouth left Digby at 2.08 p. m. The wind was west-southwest and the sky overcast. This weather continued till 3.45, when fog set in. The sea was not high, but enough to make the buoy sound. The wind was blowing four or five miles. The compass deviated two degrees. He made the usual allowance for the tide. The steering allowance was north three-eighths east. The tide was ebb; were going at 13 knots rate of speed. He cast the lead twice before the steamer struck, and there were 18 fathoms at 4.48 and 12 at 4.47.  
 Mr. Harding: "Did you hear Partridge Island whistle?"  
 Witness: "I heard Partridge Island whistle twice before we struck. There were about six minutes between the blasts. The first whistle was dead ahead, and the second at the starboard bow."  
 The ship struck at 4.48, but we saw the land before we struck. She was running slow, and I gave the bell for full speed astern."  
 "When we struck I thought it was Black Point. There was enough sea to work any automatic buoy."

# Captain's Opinion as to Cause.

Mr. Harding: "In your opinion what was the cause of the accident?"  
 Witness: "The irregularity of current in the Bay of Fundy, or the irregular strength of the currents owing to the state of the atmosphere."  
 Mr. Macrae: "What do you mean by that?"  
 Witness: "The state of the atmosphere at the time of the accident disturbing the sound and rendering it difficult to get the proper bearing of the whistles. The sound of the Partridge Island whistle was to the starboard side for instance. The Black Point automatic buoy was not in working order answering as no guide to the steamer to the harbor in thick weather."

# Yarmouth Officers Give Evidence at Inquiry Into Disaster—Contradicted by Capt. Bisset and Livingstone.

Mr. Harding: "Was your course altered the same as usual?"  
 Witness: "The course was veering according to the tide."  
 Captain MacGregor: "How long before the accident did you notice the automatic buoy out of order?"  
 Witness: "About five days." He laid his course accordingly.  
 Captain MacGregor: "Did you call anybody's attention to this?"  
 Witness: "I did say, my officers."  
 Captain MacGregor: "Did you report to Mr. Harding?"  
 Witness: "No, sir, I could not find him."  
 Mr. Harding: "Did you make complaint to the department in writing?"  
 Witness: "No, sir."  
 Mr. Harding told of having Captains Bisset and Livingstone examine the buoy. Z. Larsen, the mate of the Yarmouth told that he was not on duty at the time of the accident. He was at the bow with the lookout before she struck. He had heard a whistle twice on the port bow. There would be about twenty minutes before the ship struck. It was only a minute or so before he heard it on the starboard bow.  
 Mr. Harding: "Did you hear the Black Point whistling buoy?"  
 Witness: "No, sir."  
 Mr. Macrae: "Going over to Digby that day did you notice the Black Point buoy?"  
 Witness: "We passed within twenty yards of it. There was more sea running then but the buoy was not whistling."  
 Second Officer Lars Carlgren also testified but his evidence was along the line of previous witnesses.  
 James Rees, chief engineer said that the engines were in good working order the morning of the accident. Telegraphic communication was in good working order. They slowed down twice during the trip and stopped twice.  
 Arthur Baldwin, a deck hand gave similar evidence. Mr. Gibson, quarter-master, was in the wheelhouse at the time of the stranding of the steamer. He gave particulars of the course steered.  
 Hugh Andrews, keeper of the light and engineer of the fog alarm at Partridge Island, told of the state of the weather the day of the accident; it was foggy. The whistle was started at 4 in the morning, running until 8 in the evening.  
 Arthur Mawhinney, assistant engineer at Tiner Point, was on duty at the time of the accident. The horn was in operation. The machinery was in good working order.

# POOR MAN.

Condescending "I really can't weener your name, but I've an idea I've met here before."  
 Nervous Host—Oh, yes. Very ill in my house.—The Sketch.