

The Standard



Published by The Standard Limited, 32 Prince William Street, St. John, Canada.

SUBSCRIPTION.
Morning Edition, By Carrier, per year, \$5.00
Morning Edition, By Mail, per year, 3.00
Weekly Edition, By Mail, per year, 1.00
Weekly Edition to United States 1.50
Single Copies Two Cents.

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ST. JOHN, N. B., WEDNESDAY, OCTOBER 5, 1910

THE CITY WATER SUPPLY.

The necessity of reverting to Little River reservoir to supply the city while No. 2 section on the Loch Lomond extension is drained for repairs, with a consequent reduction in the pressure, will bring forcibly to the notice of citizens the fact that the water system is still far from satisfactory. And the end is not yet.

Since No. 2 section was taken over from the contractors about \$9,000 has been spent in making repairs to the concrete pipe. It was found possible either by plugging the holes or by a plentiful application of plaster of Paris to the exterior of the pipe to reduce the leakage on this section by about 1,000,000 gallons a day. The distance covered by these repairs extends in the direction of Lake Latimer to the edge of Lake Fitzgerald, more popularly, but incorrectly, known as the dry lake.

A more serious problem, however, now presents itself. The concrete pipe, for a distance of about 150 yards, traverses Lake Fitzgerald, diagonally, at a depth of from 15 to 20 feet below the surface. The lake is a quagmire, and for months, when the conduit was under construction, defied all the efforts of the contractors to control it. Finally the pipe was finished, and, within this limited area of 150 yards, since the water was first turned on, it has continued to leak at the rate of nearly 1,000,000 a day. Repairs from the exterior are obviously impossible and an attempt is now being made to stop the leaks from the inside.

It is, to say the least, doubtful, bearing in mind the extent of the leakage, whether satisfactory work of this nature can be conducted within the confined area of a 36 inch pipe. In order to get the full benefit of the volume and pressure from Loch Lomond there must be no appreciable loss, and the opinion has been freely expressed by members of the Board of Fire Underwriters, and by members of the Board of Trade, who have visited the scene of the leaks, that no patch work repairs on this 150 yards of conduit will prove effectual. Should this view turn out to be correct this section of the pipe will have to be abandoned, and a new conduit laid round the circumference of the lake. The length of the new conduit will be, approximately, 600 feet, and the work will be expensive, as the lake lies in a basin of ledge rock. It is just as well that the city should be prepared to face this alternative.

From one cause or another the extension to Loch Lomond has never proved thoroughly satisfactory. There must be no half measures if the city is to reap the full benefit of this great source of supply. The situation which may develop as the result of this attempt to repair what to all appearances is a rotten section of pipe, will have to be faced.

THE OLD PROPRIETOR LEDGE.

Within the next two years there will be a change in the system of carrying the mails on the Atlantic coast, and the subsidy will be divided between several lines. It is hoped that St. John will be selected as the terminal port in winter, and secure at least a large share in the passenger and mail service. In view of the fact that rival ports might point to disasters which have taken place in the Bay of Fundy as an argument against St. John, the action of the Board of Trade is opportune in again considering the wisdom of making the entrance to the bay perfectly safe for navigation at all times and seasons.

The federal government thought it wise to spend millions in making the Gulf of St. Lawrence safe for the summer trade by erecting lighthouses and fog whistles at all points along the coast. It would seem but fair that they should extend this work for the benefit of St. John, the winter port, and erect suitable beacons on every dangerous reef near the entrance to the Bay of Fundy.

The Old Proprietor Ledge lies about six miles east from Gannet Rock and is passed by every steamer outward and inward bound. For the last three or four years a gas buoy has been anchored near this ledge. Unfortunately the Old Proprietor is 18 feet under water at high tide, has an area of about 200 by 200 feet, and is therefore a most dangerous obstruction, especially in foggy weather. The brightest light cannot be seen any distance in a thick fog and the only remedy is a lighthouse on the ledge and a fog bell. The channel between the Old Proprietor Ledge and the Nova Scotia coast is twenty-three miles wide, sixteen of which is deep water. On the other side between Grand Manan and the ledge there is no safe channel for steamers.

The cost of erecting a lighthouse such as the Board of Trade asked for four years ago may be large, possibly \$400,000, but is quite evident that if a lighthouse had been there the Hestia and her crew would not have been lost last year. We hope the resolution of the Board of Trade to the lighthouse board of the Dominion government will result in the necessary money being voted for this purpose.

SPECIALISM.

England's advancing standards in technical schools as seen by Dr. Richard C. MacLaurin, president of the Massachusetts Institute of Technology, show that nations, one by one, are discovering and approving the gradual trend toward specialism. "In the last ten years," he explains, "great advances have been made, until England gives promise of eventually placing itself on a par with Germany and America in higher educational policies." Oxford and Cambridge are teaching more advanced engineering, while at least twelve other universities have been

organized for the purpose of instruction in various branches of that study.

Once a graduate was thought well equipped when he had mastered certain accomplishments supposedly furnishing the groundwork for a hazy defined structure of life activity. Now the fond parent reluctantly confesses that his son must learn some trade or profession in order to rise even gradually against intelligent competition. This is a practical age and rudimentary knowledge alone is powerless to guide a youth up the winding stairs into the middle chamber where thoroughness wins its crown. He is more likely to be halted on the lower levels unless the yearnings of unsatisfied ambition open a path that his weighted feet may tread. The conditions faced today are entirely unlike those amid which his father may have prospered.

Modern developments call for increased emphasis on the value of the applied sciences. The United States has awakened to a consciousness of this truth. Germany caught the reflection and England, open to conviction, has proved her receptivity and is now fact forging ahead. Knowledge of some one line of endeavor is bound to surpass in efficacy the superficial accomplishments that lay no claim to urgent consideration. What the present activity of the world's technical schools foretells in the broad sense, doubtless, is an era when every business man, whatever his country, will be a specialist.

NEWS BY WIRELESS.

The London press is about to have the benefit of the transmission of news by wireless. It appears that recent messages from sea—particularly regarding the Crippen affair—had suggested to the minds of newspaper proprietors that a good deal of information might be conveyed to newspapers in the same way. The Marconi Company are, therefore, about to establish a "wireless" news service. The messages will be despatched to the headquarters of the company in the Strand, and from there it will be distributed to the various newspaper offices subscribing to the service. Theoretically, the captain will act as press censor, as every message will have to be submitted for his approval before being telegraphed.

At the Marconi offices, says the Morning Leader, it was pointed out that many things happen on board ship which do not reach the newspapers at all—partly because it is nobody's interest to report them, and partly because the news is stale when the ship reaches port. As an example of the manner in which the world can be kept in touch with interesting happenings in mid-ocean, the North German Lloyd steamer Koenigsluise, in the course of her voyage from New York to Genoa, quite recently, sighted the British ship Harvest Queen from Windsor, Nova Scotia, in a sinking condition in latitude 40.5 north and longitude 44.24 west. The Koenigsluise took off the whole of the crew of the Harvest Queen after the vessel had been set on fire. The incident happened on a Wednesday, but the outside world knew nothing of it until the following Saturday morning. Further, the operator on a given ship might be instructed to obtain interesting information from eminent travellers.

About 400 liners carry the Marconi apparatus now, including the biggest steamers in the world; these steamers at different times carry most of the world's prominent men and women, incidents in whose lives, even in mid-ocean, interest the news-reading public.

BACK TO THE SOIL.

Much has been said lately about scientific agriculture and intense cultivation. Not a little is being done to improve cultivation and increase the yield. But farmers all over the world will hear with pleasure that even the British Association for the Advancement of Science is giving serious attention to these problems.

At its Sheffield meeting this year two savants announced "the most important agricultural discovery in fifty years"—namely, the discovery that there are micro-organisms that spoil and destroy the soil as pathogenic germs attack and injure human and animal bodies. There are bacteria that fertilize and stimulate plants, and there are bacteria that kill these useful organisms. The bad and noxious agents may in turn be attacked and destroyed, thus saving the soil and leaving the field free to the beneficial organisms.

At the same meeting several scientific experimenters presented results of the application of electricity to wheat, vegetables and fruits. Surprising indeed are these results, for they indicate that the yield per acre may be increased substantially by the use of electric wires and currents properly directed.

Science can do much for the farm in several ways. It can add to its prosperity and comfort, and it can make farming interesting and attractive to ambitious young men and women entering active life. "Back to the soil" will acquire a new meaning in the light of such scientific discoveries and suggestions as we have indicated.

CURRENT COMMENT

(Montreal Gazette.)

There is to be found in the columns of Liberal newspapers evidence which suggests that the reported slowness of the government in accepting the United States invitation to discuss reciprocity may be due to a desire on the part of ministers to discover what the sentiment of their supporters may be. Sir George Ross, in a series of articles, is putting himself on record in opposition to any arrangement that will take it out of the power of parliament to fix the tariff from time to time as it thinks the interests of this country require. This means that he opposes a treaty, though it would leave the way open to an arrangement by which, without being bound to each country could adjust its rates of duty in a way to promote mutual trade. Some Liberal papers also favor such an idea, which might, however, be found difficult for the United States to accept. The government's party when confronted with responsibility considerably changed its attitude on the subject of protection. It may repeat the process in the case of reciprocity, which most of its members once thought was necessary to Canada's commercial life.

(Vancouver-News Advertiser.)

Queensland is involved in a religious instruction trouble. There was a demand for the use of the Bible in schools. Many advocated a measure of qualified and optional religious instruction. The government sought a way out of the difficulty by submitting the question to vote of the people at the general election. A majority in favor of the Bible in the schools was recorded. But the government measure based on the vote has strong opposition in the legislature. Several members hold that a plebiscite is good for business questions, but has no authority in questions of conscience.

(Calgary Herald.)

"Stick it, Canadians, you're all right," was the cheering sign that met Queen's Own eyes on many of the big stone fences along the route march during recent manoeuvres. The regulars in front had chalked them up when they were resting. And the boys stuck.

(Ottawa Journal.)

As good as some in the prayer-book is that petition of Mrs. Wiggs, of the Cabbage Patch, "Lord, whatever happens me, don't let me get sour," and well nigh fifty per cent. of the population might do worse than to add the sentence to their daily petitions.

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The Canadian Century Montreal 2649

TUG HELP ALL BROKEN UP

Towing Steamer Worth \$20,000 Driven on Negro Point Breakwater and Reduced to Matchwood.

Twenty thousand dollars was the loss on the Negro Point breakwater yesterday morning in the wreck of the large wrecking tug Help, and some of the most exciting scenes ever witnessed on the harbor front were experienced, while Capt. David Reid of the steamer, and his crew were being rescued.

It was shortly after seven o'clock yesterday morning when the steamer Help ploughed her way through the West Channel with a scow full of mud dug by the dredge Cynthia. The tow was on its way to the dumping grounds to the westward of the breakwater. The tide was practically low but was on the flood when the steamer passed through the channel with her tow. When well through the channel and well and clear of the dumping ground the steamer struck on one of the large piles of mud that had been dumped there. In a few moments her stern struck with such force that her steering gear was put out of order. The steamer with her tow was helpless. There was great excitement on board the tug and a small party of men on the breakwater watched the movements with some anxiety.

It was found that there was no way of keeping the Help from going ashore on the rocks of the breakwater, as the sea was running high despite the fact that the tide was quite low and with every roller from the bay the steamer would bump on the mud banks.

Lord Kitchener to Rescue.

The steamer and the tow were some distance from the breakwater when the large tug Lord Kitchener received the signal of distress and hastened to the scene. On her arriving a line was passed to the Help and an endeavor made to drag her out of the danger of destruction, but all of a sudden it was found that the Lord Kitchener was touching the bottom when the large swell would recede. It was then found necessary to cut the line to the Help and get the Kitchener out of danger. This was done and the Lord Kitchener was soon out of harm's way. The Help and her mud scow were slowly driven towards the rocks of the breakwater.

Captain Reid and his crew made all haste to leave the craft as soon as they could, as she was beginning to make water, and when once she struck the rocks there seemed to be little chance to save the steamer or their lives. The tug struck the rocks bow on and in an instant the end was torn out of her by the sharp edges. Another large roller swung the steamer broadside on the rocks and the captain and crew then made their escape from the doomed vessel. They clambered over the rocks and with the assistance of some of the workmen about the breakwater, they were saved from a watery grave.

Mud Scow Recovered.

After a short time the tide was higher and while the Help pounded on the rocks the Kitchener managed to draw a little closer to the breakwater and a line was taken on board the mud scow, but not without the launching of a boat and with great peril and difficulty. The laden scow had not been damaged to such an extent as the tug Help and was without much difficulty towed out to safety.

There was nothing that could be done to save the Help and as she pounded harder on the rocks, the tide rose and the sea grew heavier. About 10 o'clock the crew were dashed over the breakwater and with every roll of the Help there was a great amount of damage. Captain Reid and his crew, who escaped without their clothing, except with what they had on at the time of the accident, could do nothing but stand by and watch. All that were saved from the steamer, it is said, by one of the crew, was a pair of shoes and an umbrella.

The place where the steamer struck was between the lighthouse and a point about one hundred yards inshore. After a few thumps on the rocks the smokestack was thrown overboard. Then went part of the quarter. The steamer's deck was slanted outward and the sea were battering her bottom in. The heavy mast was seen to break off and then there was another crash when the ship struck the rocks and the bottom went out of the boat and boiler and engines went down. The house was torn asunder and section by section went the hull. With every sea the fragments of the steamer were torn and ground into small wood against the rocks.

Wreckage Came Ashore.

The wreckage was washed shoreward and as the tide rose the sea Continued on page 7.

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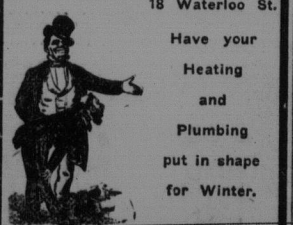
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