

POOR DOCUMENT M C 2 0 3 5

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, DECEMBER 16, 1922

GRANITE PAVING NOW SUPERSEDED

Asphalt Preferred by Montreal Chief Engineer as Possessing Several Advantages.

Montreal, Dec. 16.—Paving of city streets with asphalt instead of with the more expensive and heavy granite blocks, which has been proceeding during the last summer, will be continued next year, the only exceptions being a few streets where the grades are particularly steep or on which traffic is abnormally heavy.

In discussing this matter H. A. Terreault, chief engineer of the city, remarked that during the past summer when the city had spent over \$2,000,000 on new pavements, not more than \$800,000 of that sum had been used for paving streets with granite.

With a solid foundation consisting of not six, but eight or nine inches of concrete, the chief engineer declared that good asphalt on top of a foundation of that kind would give the best satisfaction, and with the exceptions noted he saw no reason to lay more paving blocks in Montreal.

This is in direct contrast to what has been done previously on the sup-

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position that no paving material but granite was suitable to the streets of this city, on which an unceasing flow of traffic takes place at practically all seasons of the year.

It is further the intention of the chief engineer to make prompt repairs in asphalt pavements before the foundation has become worn, and in that way to preserve the pavements and diminish the cost of maintenance. In this connection the chairman of the Executive Committee recently stated the department of public works

would next year have a flying squad of street repair gangs with the object of looking after pavements on the first sign of wear.

Asphalt's Advantages.
The points emphasized by Mr. Terreault in favor of asphalt pavements were that they cost less than granite blocks, and were easier to maintain; they were less noisy; they were not the cause of breaking so many vehicles; and except where traffic was as heavy as on Commissioner street,

or the grade as steep as on Côte de Neiges road, asphalt would give as good results, he asserted, as granite.

The paving programme carried out last summer was the most extensive in the recent history of Montreal, and when the season was over, a considerable sum of money remained with which to make an early start on paving operations next spring.

Many inquiries seem to be made about the progress with the reconstruction of the city hall. The chief engineer said he expected the work on the steel structure to begin any day this week, which would be completed in about a month, and after that the whole work would go on towards completion.

It seems that no detailed plan has yet been drawn showing the estimated cost of the reconstruction, for which the Legislature authorized an expenditure not to exceed \$1,500,000.

BRITISH GENERAL KILLED IN CRASH

(Canadian Press Despatch.)
London, Dec. 15.—Lieut.-General Sir George Montague Harper, K. C. B., G. O. C. the southern command since 1919, was killed and Lady Harper was seriously injured today when their motor car skidded into a bank and overturned near Sherborne. Both were pinned under the car and Sir George's skull was fractured. He served in both the South African and the late European wars.

INSTANTLY KILLED

HELPING AT FIRE
Lake Megantic, Que., Dec. 16.—Mr. Charest, a local resident, was instantly killed while aiding the fire fighters to check the flames that destroyed the Church of England parsonage here this week. While at work with several other men handling a hose at the fire Mr. Charest was buried under a mass of bricks when the parsonage chimney fell. A number of other men had narrow escapes when the chimney fell. Rev. Mr. and Mrs. Plummer, who occupy the parsonage, were away at the time of the fire, the former in Quebec and the latter in Montreal.

The salt wells of Sechwan, China, of which there are more than 1,000, are 1,000 to 3,000 feet deep.

GUNMAN GETS AFTER HEAVYWEIGHT ON SHIP

Negro Boxer Was Not Intimidated by Revolver

The chief steward and cook of the steamer Seneca, figured in an attempted shooting case in the Magistrate's Court, in St. John's, Nfld. one day this week.

From the evidence it appeared that ill-will had existed between the two men, one of whom, the steward, is a small size white and the cook a large size negro, with a reputation as a heavyweight boxer.

The cook had refused to do something for the steward and about 2 o'clock the steward went to the galley, armed with a .38 calibre revolver, which he had taken from the captain's room and a large butcher knife. He spoke to the negro, who told him he wanted to have nothing to say to him. The steward then said "I'll get you" and pulled the revolver. Before he had time to do anything else a "clap" under the chin from the pugilist sent him spinning and ultimately the revolver and knife were taken from him. He said that the cook had threatened him on several occasions. A young man from St. John's, who was in the galley when the steward came there supported the cook's testimony and said that when he saw the revolver come out he had jumped on a table to get out of range. The steward was

finest \$50 and given some wholesome advice.

CAPITAL MASONS FURNISH ROOM IN VICTORIA HOSPITAL

Fredericton, Dec. 15.—The special committee of Fredericton Royal Arch Chapter No. 2, A. F. and A. M. appointed to act in the matter of the furnishing of the Royal Arch room in the Fraser Memorial wing of Victoria

Hospital, reported to the chapter at the regular meeting. The committee reported a total expenditure of \$665 upon the room, which is a very generous donation to the new institution. The chapter elected officers as follows: High priest, Sterling A. Limerick; king, Harry W. Wilton; scribe, James E. Palmer; treasurer, J. Harvey Ramsay; secretary, A. S. McFarlane.

Nearly 200 shots from a Portuguese gunboat were required to sink a burning American made concrete ship in the harbor of Lisbon.

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- Girls' Coats from \$5.98 to \$12.00
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