

THE SAND POINT WORKS

Mayor Robertson Estimates the Loss at Not Over \$15,000.

City Engineer Peters Discusses His Plans for the Wharf Structure.

Enquiry as to What the C. P. R. Authorities Will Do in the Matter.

The harbor improvements committee of the Common Council were in session from 11 o'clock of the 18th till 1 p. m. Mayor Robertson was in the chair and all the members of the board were present.

The mayor, after a few explanatory remarks in connection with the same, called on Mr. Mackenzie to read his report, which that gentleman did. The report appeared in yesterday's Sun. Mr. Mackenzie supplemented his report with a few remarks. His reason for recommending that the wharf be closed faced was that this would permit of the removal of the debris in the track on the ballast.

Mr. Mackenzie replied in the negative. His reason for recommending that whatever is done in the future be done by contract was that it would be carried out cheaper than if it was carried out by day's work.

Mr. Mackenzie agreed that the contractor would have been putting in big claims for damages. In answer to Ald. McMillin, the mayor said no report had been received from the C. P. R. engineer. It was intimated to Mr. Timmerman at a meeting of the advisory board that the council would like to have a report from Mr. Barber.

Ald. Daniel thought the only bright thing about the matter was that the work was not being done by a contractor. Mr. Mackenzie agreed that the contractor would have been putting in big claims for damages.

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Mr. Mackenzie replied that borings could be made which would reveal the stratification at Sand Point. It could be provided that all additional dredging should be paid for at so much per yard, and the same with the wharf structure.

A short informal discussion followed in this line and then the mayor said he thought the plans and specifications of Engineer Peters provided for just such things.

In answer to Ald. McMillin, Mr. Mackenzie gave a description of the soil at Sand Point. There was 12 feet of clay on top and under this 14 feet of brick clay. Below that the clay hardened and finally became what was called hard pan.

It became more dense than the clay above and was mixed with sand and gravel. Sixty feet on the inside of the angle of the wharves the hard pan was at the bottom of the dock. Forty feet below the angle it came up fourteen feet and then went off to 40 feet on the upper side of the Connelly wharf.

From the highest point, which was 40 feet below the angle of the wharves, across the dock 900 feet it rose 12 feet at the upper berth it seemed to be all brick clay there being no hard pan. It was the most slippery clay he had ever seen.

Mr. Mackenzie said clay would slip on itself. It would run like tar. Ald. McMillin then moved that Director Smith be held relative to his failure to carry out the committee's instructions.

Ald. Christie did not think this matter should be in just at this juncture. When the committee were called together after they had met with some object in view. The board should make up their minds what they were going to do. If they intended to build a wharf or wharves let them decide. If they were not going any further unless the C. P. R. gave more assistance, let that be determined upon.

After the more important matters had been dealt with the questions being asked here could be put and answered. Ald. McMillin's motion passed and Director Smith proceeded to answer. The motion was passed on Friday last. It was too late to do anything that day. Engineer Earle was kept away on Saturday by the serious illness of his mother.

The speaker, Mr. Earle, and Col. Moore went over there, however, and discussed the best means of removing the timber. It was decided to go on Monday, but the weather that day was so bad the men would not turn to. It was then arranged to lighten the wharf on Tuesday, and the men were preparing to go out on it when the slide occurred. It was a fortunate thing that there was no one on the structure at the time.

If there had been some lives would have been lost. It would be easier to tear the wharf to pieces as it now was. The wharf removed it would float and could be towed to a safe place. This would cost less than to have torn it up as it stood up to Tuesday.

To Ald. Daniel Director Smith said steps would at once be taken to tear the crib apart. The ballast would be removed by hand and the use of the small dredge. The mayor did not think it was right to expect Engineer Mackenzie to remain while all sorts of things were being done. His report was before the committee and if the wharf through considering it let Mr. Mackenzie go.

The report was laid on the table and a vote of thanks tendered Mr. Mackenzie who retired. Ald. Purdy asked that the city engineer be heard from. Ald. Christie moved that a committee be appointed to interview the C. P. R. to ascertain if they will not let the people be willing to go on building wharves at a great expense unless the C. P. R. did more than they had yet agreed.

Ald. Wilson seconded the motion. Ald. McGoldrick said that the city had met with a heavy loss, but it was not the fault of the council. Now was the time to decide what to do. The wharves were going to do. The steamers would be here soon and the city wanted to be ready for them. A committee might be appointed to interview the St. John Bridge and Railway Extension company and find out what arrangements could be made with them. The handling of a part of the business on this side of the harbor.

Ald. McMillin went in for building one wharf just above the Connelly wharf at once. The other one could be constructed later on. The council should ascertain if the C. P. R. were willing to work with the city. Then go ahead. The ground was all right at the lower berth and a wharf could be built according to Mr. Peters' plans that would satisfy.

The mayor gave the press credit for handling the Sand Point improvements and the accidents over there in a very decent way. He found fault with the morning paper which stated that \$100,000 had been expended at Sand Point, of which one half had been lost. He believed that the work had been done with a great deal of ability by the officials of the city and with a great deal of economy. The loss was put down by the paper referred to at \$50,000. His vessel ship undertook to say that the loss was not \$15,000. The council were in possession of figures which showed that but for the accident the wharves would have been completed for less than the figure named by the lowest tenderer. He believed there was yet time to complete one berth for this winter's business. The people would forgive the council for the past, but they would not forgive them if they were afraid to go in and finish at least one wharf. He believed the C. P. R. would deal fairly with the city. The first duty of the committee was to find out how they stood with the C. P. R. Then they could go ahead, knowing just how they were situated.

Ald. McMillin made a lot of suggestions as to what should be done and wound up by withdrawing them for the present. The motion passed and it was left to the mayor to appoint the committee. Ald. Christie said the committee should act as expeditiously as possible. Some more informal talk followed and then Ald. Christie moved that the engineers agreed that as the work progressed slight changes would have to be made.

Mr. Mackenzie replied that borings could be made which would reveal the stratification at Sand Point. It could be provided that all additional dredging should be paid for at so much per yard, and the same with the wharf structure.

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ed of provided satisfactory arrangements could be made with the C. P. R. City Engineer Peters having been called upon said his plans for the new wharves would be the same as those submitted by him some months ago, with the exception that he would not because of the disturbance in the bank, provide for counterforts. His wharf would be 40 feet at the bottom and 30 on top. The crib would be built to serve as a retaining wall. They would be worked into the bank and be so knitted into the wharf as to become a part of it. With such a structure there could be no such thing as a slide. Mr. Peters assured the committee that he was prepared to stand or fall on his plans. The report of Mr. Mackenzie came in for some criticism. Mr. Peters stating that the railway engineer made no allowance for the pressure of water against the wharf.

In reply to Ald. Purdy Mr. Peters said he would drive piles as the work developed. Ald. McMillin, McArthur, Ruel and Daniel made remarks which led to the withdrawal of Ald. Christie's resolution.

UP TO DATE FARMING. Interesting Article for Those Engaged in TILLING THE SOIL. (Woodstock, Dispatch.) On the beautiful banks of the noble St. John river, 18 miles from Woodstock, lies the farm of N. S. Tompkins, president of the F. & D. A. of N. B., and although the farm comprises only sixty acres, he keeps a variety of animals, including sheep, six pigs and about thirty hens, and he lives entirely from his farm. The secret of this has only been solved by a few, and this chosen few are those who sell nothing but manufactured articles, such as milk, cheese, butter, pork, beef and poultry, and in selling these different articles know just what each have cost them to put them upon the market. Mr. Tompkins, after making a study of his business, arrived at the conclusion that in order to raise his crops and his land he had to put nothing but manufactured articles on the market, which his success. He believes in looking after the little things pertaining to farm work, and is furnished with steady employment twelve months in the year. The crops raised on his farm are exceedingly good, and from one acre of land he raised 1,000 bushels of turnips, weighing from 12 to 23-4 pounds each, and this excellent crop clearly shows that skill and good judgment are the keys to success in his farm. In the first place he sent to the experimental farm at Ottawa, soil from four different fields to get them analyzed to ascertain which piece of land was most adapted to raising turnips, and in order to do this he kept his turnips in his field. He concluded in the spring that he would likely have a dry season, so he manured his turnip land and sowed his seed four inches deep. The result has been such that he has a crop of turnips which he has never had before. Mr. Tompkins has a cow which he keeps in his barn, holding about 900 bushels. Last summer Mr. Tompkins accused some of his cows of not paying their board, and as this was a criminal offence they were held for trial. His trial lasted for two weeks, and after the evidence was all in the case was laid before the judge, who was a very fine specimen of the Backwood tester. He was not long in giving his verdict, and sentenced four of them to two months in the penitentiary. He was with hard labor, after which they were to be guillotined; the rest of the stock proved their innocence and were remanded until such time as Mr. Tompkins felt it his duty to test them each in order to see how they were doing in their field. He studies the markets and does not put his pork in the market when it is not wanted, therefore he is able to get a better price. He does not raise old hogs, for he cannot make them pay, but he is willing to pay \$1.50 for a pig, two weeks old, to any one who cares to sell, providing it is the right breed and build. It was introduced to his poultry department, and to this department he devotes considerable time to breeding, feeding and care. He keeps during the winter 20 hens which are all pure bred and comprise Plymouth Rocks, White Brahmas, Leghorns and Cochins. It costs him 50 cents to feed a hen a year and any hen that does not give him in return at least \$1 he kills. In the spring he sells his eggs for \$1.50 per dozen for hatching and during the fall he sells his chickens for from 75 cents to \$1.50 each, depending upon the breeding and size. His hens lay about 150 eggs with a cement floor, plenty of light and in general well constructed. From his 17 sheep he sold \$78 worth of lambs and wool, his lambs selling for \$2 each. Mr. Tompkins has been travelling with me in the interest of the F. & D. A. and at every meeting he was successful in organizing a local dairy station. He always addressed them on farming by the improved methods, and it is needless to say that a great interest was taken. The necessity of the farmers becoming an organized body is becoming more apparent each year and I hope that the time is not far distant when the farmers of our fine province will hold regular meetings and discuss subjects pertaining to the work that nearly two-thirds of our population are engaged in, thereby enabling them to become more intelligent farmers. J. P. TILLEY.

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