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TRANSPORTATION PROBLEMS DISCUSSED BY MR. BUTLER**Former Deputy Minister of Railways Believes**

St. John Has Great Future--Completion of Hudson Bay Railway Would Help the Maritime Provinces--Lecture Much Enjoyed.

Before a large and appreciative gathering of the Canadian Club, M. J. Butler, former deputy minister of railways and canals, and now general manager for the Dominion Steel and Coal Co., Ltd., delivered an interesting lecture on Transportation, last evening in Keith's assembly rooms. Mr. Miles E. Agar, president of the Canadian Club presided, and in a brief and fitting address introduced Mr. Butler.

The speaker before proceeding with his subject expressed his regrets at his inability to give an earlier notice of the meeting. He called the attention of the audience to a large map of Canada which had been placed on the wall so that his listeners might follow him more clearly.

Mr. Butler said in part:—The question of transportation is not so intensely interesting to the United States as it is to us. It is an understood fact that no other country in the world possesses the same transportation facilities as Canada, but the transportation propensities of any country depends almost entirely upon its population and for this reason Canada is handicapped to a greater extent than the United States.

Large sums of money are being expended yearly however by Canada and to date upwards of one hundred and fifty millions of dollars have been spent alone on improving the waterways and canals.

In the port of Montreal, which is at present the leading transportation port of Canada, extensive improvements have been made.

Montreal's Progress. Whereas a number of years ago a six foot draft ship was the largest that could enter the port, under the present condition thirty and thirty-five foot draft can enter. Although a great deal of money is expended towards improving transportation by water the rail problem has not been neglected.

Mr. Butler commended highly the railways of Canada. The Canadian Pacific, he said, was one of the greatest transportation organizations in the world. The Grand Trunk Pacific, he described as being a most serious and important undertaking. It was in the

beginning hastily constructed but has since been reconstructed and is now progressing satisfactorily and would in time in his opinion, make St. John one of the leading transportation ports of Canada.

The Canadian Northern Railway is struggling into position and in a short time will have reached an outlet in St. John.

St. John's Prospects. In speaking of the St. John harbor and its position as a transportation port, Mr. Butler said: The main thing to be considered here is the cost of discharging and transferring cargoes on board steamers. For this reason the harbor facilities must be up to the standard and conducted on a broad and comprehensive plan. I think no other harbor in the Dominion holds out better opportunities for a transportation port than this.

Mr. Butler, with the aid of the map then clearly showed how the construction of the proposed Hudson Bay Railway would be advantageous to the Maritime Provinces. He pointed out that in the three months that the route would be in operation immense quantities of the produce of the Maritime Provinces, more particularly the coal, could be shipped to the Hudson Bay and thence distributed throughout the western districts at a much cheaper rate than if shipped direct from here by rail.

At the conclusion of this interesting lecture Mr. Butler was warmly applauded and tendered a hearty vote of thanks by Mr. Agar on behalf of those present.

His Worship Mayor Frink also spoke a few words, directing his remarks to the improvements of the harbor facilities. His Worship said that great improvements were being made in that line, for instance, plans were in progress to have steam and electric cranes installed on the wharves at Sand Point. His Worship also said that it would be a happy day for the city of St. John when the Common Council would be relieved of the unjust responsibility of looking after the harbor improvements, by having the Dominion Government take them over.

GOVERNMENT PLANS NEW WHARF AND ELECTRIC CRANES

Mayor Frink Reads Letter at Board of Works Meeting Yesterday Outlining Improvements Which Would Follow West Side Transfer--Recommendation to Accept Offer of Hassam Company for Germain Street Paving.

The West Side transfer, the Germain street paving question and other matters occupied the attention of the Board of Works at its meeting last evening. A new offer of the Hassam Company to put down Apposite pavement on Germain street this fall for \$10,727, was received, and a motion was adopted recommending the council to accept the offer. No action was taken in regard to the report on the West Side transfer; it will be dealt with at a special meeting of the council on Friday afternoon.

Besides Ald. McGoldrick the chairman, there were present Ald. Jones, Hayes, Smith, Willett, White, Elkin, Holder, Sproul, Vanwart, Elkin, Christie and Baxter, with the common clerk, the city engineer, the superintendent of streets and deputy harbor master.

The city engineer reported that the repairs to Nelson wharf had cost so far \$995, or \$199 over the estimate. He recommended that \$300 more be expended to complete the repairs. The recommendation was approved.

The engineer recommended that the offer of Messrs. Gregory to accept a strip of land on Canterbury street between St. James and compensation in claims against the city arising out of the fact that the city had constructed some trestle work encroaching on their leasehold, and interfering with their work.

The matter was referred to the chairman and engineer to report back.

Street Appropriations. The engineer recommended a number of changes in the appropriations for streets. He said the appropriation for wooden sidewalks had been exceeded in Carleton. Two hundred dollars were transferred from street plant (new horses) to the credit of public grounds.

Eight hundred dollars were transferred from repairs and renewals, tailing walls, etc., to plank sidewalks.

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quickly stops coughs, cures colds, heals the throat and lungs. - - - 25 cents.

with Col. Sturdee. He felt it was up to the Council to make a move this fall. The only condition they required was that the pavement be smooth. Walter Allison said he would like to see a St. John firm get the contract. But if the local firms were not ready to do the work, the city should accept the offer of Messrs. Clark & Low. He was anxious to see the work done this year. He had seen the kind of pavement which Mr. Low proposed to put down in other cities, and thought it would be satisfactory.

Ald. Elkin--If the engineer decided that it would not be safe to do the work this year, would the signers of the petition be willing to pay half the cost to have the work done next year. Col. Sturdee said they would not try to back out.

Mr. Rising pointed out that the fact that the Hassam people were willing to give a five years' guarantee ought to settle any doubts that they could not do the work properly before the frost set in.

Ald. Baxter said the board was on tender grounds. They had received tenders from other firms and had not disposed of them.

After some discussion it was decided to rescind the recommendation to the council that McDonald and McLeod be given the contract.

Can Be Done This Year. In reply to Ald. Elkin the city engineer said he could see no particular reason why the work should not be done this year. He was not particularly impressed with the importance of pure asphalt for pavement; if laid in Germain street it would cost \$500 every year for maintenance.

Ald. Elkin thought the landholders had not been treated right. But he did not know just where they stood. The offer of the Hassam Company was not a tender and it was a question whether they could accept it. At the same time he hoped the work would go on.

Ald. Jones moved that the board recommend the council to accept the Hassam offer.

Ald. Potts opposed this. The city had not finished with Carleton and Patterson; it still held their deposit. Ald. Holder wanted to know whose specification the company would follow. It seemed to be making its own specifications.

Ald. White thought the aldermen would get into trouble. The board had recommended that the contract be given to McDonald and McLeod. Mr. Baxter said Mr. McDonald had written him that he would be able to send a man to do the work this fall.

After some further discussion the motion was put, and declared carried. The vote being demanded.

On motion of Ald. Smith it was decided to make a recommendation to council forbidding the city officials to change the specifications of any future contract, except on the authority of a two-thirds vote of the council.

Ald. Sproul stated that John Irvine, baker, 636 Main street, had suffered damage to the extent of \$100 through the flooding of his cellar. Mr. Irvine had billed Mr. Low, but Mr. Low said the city was responsible. The engineer said the city was not responsible.

Ald. Baxter was of the same opinion.

West End Transfer. Mayor Frink then brought up the question of the West Side transfer. After referring to the conference with Mr. Fuglesy and Mr. McNicol, he read a letter from the former outlining the plans of the department of public works. According to this the government in addition to the freight sheds will place electric cranes on the new wharf and start building another wharf south of Sand Point next season and proceed as rapidly as possible with the construction of a retaining wall along the face of the 40 acre lot. The government and the C. P. R. had, he said, agreed to build the sewers up to the requirements of the city engineer, but the question of maintenance was still in abeyance.

The C. P. R. would move its tracks, so as to enable the company's right of way down Germain street, to be used as a public highway as soon as possible.

Ald. Elkin said it looked as if most of the fog had cleared away. Both the government and the C. P. R. had conceded practically all the disputed points.

Ald. Baxter said the principal point to be considered was whether the mayor's original proposal should not be carried out, and that was that the conveyance should be made directly to the government. There were minor points, such as the date the road should be opened, and the maintenance of the sewers.

Continuing Ald. Baxter said he was not admitting that he had changed his original position. He might yet oppose the whole arrangement, though the fact that the G. T. P. was going to Courtenay bay gave a new turn to the situation.

It was decided to receive the report as read and have it dealt with at a special meeting of the council, at 3 o'clock Friday afternoon.

The council then adjourned.

Mrs. Ira Mosher.

Yesterday afternoon Mrs. Ira Mosher, of Duke street, West End, died in the General Public Hospital. The deceased had been a patient in the hospital for some days. She is survived by a husband and seven children.

A Card of Thanks.

Miss W. R. Cousins, manager of the Digby book store and news stand, who was recently the victim of a serious accident, is making good progress towards recovery, and wishes to thank her many Canadian and American friends for their kindness to her during her illness. The book store and news stand will remain closed for the present.

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Talcum Powder, large cans. 15c. each
Long Sleeve Vests, fall weight. 25c.

A. B. WETMORE, 59 Garden St.**ELECTRIC RAILWAY**

Continued from page 1.
This part of the trip the smoothness of the roadbed and the strong and even current which hauled the five loaded coaches along with a swift speed, that had in it a suggestion of ample reserve power were features that amazed and greatly pleased the guests of the power company.

Party Impressed.

The trip as a whole was a very enjoyable one, made so by the generous hospitality of the officers of the power company. The ideal weather experienced, the beauty and thrift of the country traversed, and particularly by the revelation it gave of the vast possibilities that are afforded of making use of the magnificent power for utilization in further industrial service. Your correspondent feels sure that not a man who accompanied this party returned without the full comfort of the party.

viction that the Aroostook Falls is a great power, adequately and most intelligently developed, and that it furnishes in the Aroostook Valley Electric R. R. a striking illustration of the possibilities of applying electricity to the various uses of modern and up-to-date railroad service.