

ST. VINCENT'S HIGH SCHOOL CORNER STONE

It is Laid With Impressive Ceremony by Bishop LeBlanc, Heralding Opening of Fine Institution—Father Casey Gives Fine Address.

Yesterday afternoon the corner stone of the new St. Vincent's High School in Cliff street was laid with impressive ceremony by His Lordship Bishop LeBlanc, Rev. P. J. Casey, S. J., of Boston, gave an address full of inspiration and eloquence. Amongst the large number present were Very Rev. Mgr. J. J. Walsh, V. G., Rev. W. M. Duke, Rev. F. J. McMurray, Rev. P. Costello, C. S. R., and Rev. A. J. O'Neill. A box placed in the corner stone contained copies of the St. John newspapers and was inscribed as follows:

"On the thirteenth day of November, A. D. 1916, in the seventh year of the reign of His Majesty King George V, His Excellency the Duke of Devonshire being Governor-General of Canada, His Honor Josiah Wood, Lieutenant-Governor of New Brunswick, and His Worship R. T. Hayes, Esq., Mayor of this city, this stone was laid by the Right Reverend Edward Alfred LeBlanc, Bishop of Saint John.

Father Casey's address was in part as follows: "We are here today at the occasion of the laying of the corner of this educational institution, which is to fit the young girl for her future life, to fit her to take her allotted place in the world. Here she will be prepared so that she will not be filled with idle vanity, but to make her a worker whether it be in a palace, a mansion or in a hovel. We are here to develop the faculties of the women and therefore perfect in every detail, the teachers will be the best; no effort will be spared to impart the most complete training and when the task is done we feel confident that the girl of today will be the finished woman of the future.

"We do this not merely for the secular education she will receive, but particularly because of the divine influence which will be exercised over her soul's faculties as they develop. "The highest ideals will be held out to her to admire, to emulate and we have a galaxy of such—Thecla and Catherine, Cecilia and Agnes—all summed up in the model of every true woman, the Queen Mother of God. And the girl will be ready, staunch of heart, pure of soul, strong of hand to comfort her husband and his better part if so God will, but there shall be no virtue forgotten with which to adorn these daughters of yours in preparation of their future life."

When completed, the structure will be of most modern design. It will include a gymnasium, swimming bath and shower bath. There will be twelve classrooms, chemical and physical laboratory, domestic science rooms, teachers' rooms on every floor, library, recreation room and an assembly hall, 50x90 feet. The building will be 135 feet in length for the front by 130 from the front of the building to the rear, and is three stories in height above the ground floor for the main building. The front will be of face brick with Indiana stone trimmings. The building will be a steel structure of entire fireproof construction with fire apparatus on each floor and cast-iron and steel stairway. It will be heated by a new system of low pressure steam and the boiler house will contain three very large boilers, either of which can be run independently of the other.

The main floor of the auditorium provides for 600 seats and the balcony for 100, or 700 seats in all. The gymnasium has a clear floor space of 54x90 feet, with an alcove space of 11x40 feet for apparatus when not in use. The visitors' gallery will accommodate about 100 people. The swimming pool will be 20x45 feet, with brass hand-rail all around it and verte rose marble slabs and steps.

The contractors are John Flood & Son, who are constructing the building in accordance with plans and specifications prepared by C. W. West, member of the Canadian Society of Civil Engineers.

St. Vincent de Paul Society. The annual statement for the year ended November 11, of St. Vincent de Paul Society showed receipts of \$972.92; expenditures \$976.22. The latter included the following items: Groceries, \$191.04; meat, \$52.30; boots, \$71.84; clothing, \$137.60; lights, \$21.40; child support, \$12.50; water rates, \$13.50; coal, \$220.52; miscellaneous items, \$125.32. A collection will be taken up at the Cathedral next Sunday at the masses on behalf of the society.

The King's College Law School will be formally re-opened this evening at eight o'clock in the Probate Court House. Hon. Chief Justice McKeown will lecture.

CITY WILL ACCEPT OFFER OF GOVT. FOR NEW ELEVATOR SITE

Meeting of Council Yesterday Decided Price Offered for City Land Was Fair—Another Question Between City and Street Railway.

At the meeting of the Common Council held yesterday afternoon the first business was the presentation of a watch suitably engraved to William C. Oliver who so gallantly jumped into the waters of the harbor on October 27 and saved the life of a young lad who had fallen off the wharf and was drowning. Commissioner Wigmore was given authority to purchase a 2-ton truck for his department and a purchase of some land in the vicinity of Lake Lettmer was ratified; it was decided to take up the offer of the Dominion government for the land owned by the city required for the new elevator at Read's Point on Thursday in committee; the city ratified a verbal agreement entered into between the Commissioner of Public Works and the manager of the street railway in regard to the work of re-laying rails at Indiantown, which provided that the company would at the council so ordered replace the T rails with grooved rails of an approved pattern within the next 12 months. The thanks of the Natural History Society for the civic grant of \$100 was received and filed.

The Mayor called the council to order at three o'clock, all the commissioners were present together with the common clerk. The first business taken up after the reading of the minutes was the report of the Commissioner of Water and Sewerage, who recommended that he be authorized to purchase from the Motor Car and Equipment Co., Limited, one model "31 A" special two-ton capacity general motor truck, for the sum of \$2,707, f.o.b., St. John duty paid, together with a suitable body for the same 48x10 in. with 12 in. sides axially ironed and built by Mr. Akersley of this city, fitted to the truck, and the whole including chains, suitably painted for \$150, making a total cost of \$2,857; he reported that acting under the authority given by this council on the 31st day of March, he purchased at a tax sale for the city a strip of land of about 250 acres in the vicinity of Lake Lettmer for the sum of \$100, and he recommends that the purchase be now ratified by this council. Adopted.

The Commissioner of Public Works reported as follows: "That the Street Railway Company is renewing the rails and laying cement foundations under the ties on the portion of their line around the public square at Indiantown, that the company is doing this work without permission from the city notwithstanding that a portion of the track, about sixty feet in length, is being laid in a new location, that the road engineer has approved of the grades, but that your commissioner has objected to the T rails on the portion of the work which is in the new location and has suggested as an alternative to changing the rails on this section, that the company pave between the rails with granite blocks, this being apparently as good for the city as the use of grooved rails; and if done at once, avoiding future opening up of the street for the changing of the rails, grooved rails shaped to the curves not being obtainable without a long delay. Further that at the suggestion of the city solicitor, who made a visit to the work on Friday last, the company has undertaken to change the rails next year in case the council at this meeting decides to order the change; and recommended that the Street Railway Company be asked to pave between the rails in the new location with granite blocks laid in an approved manner, and to enter into an undertaking to change the T rails to an approved form of grooved rails whenever called upon by the city to do so, twelve months' time if necessary to be allowed for the obtaining of the rails. In the event of the company refusing to accede to these requests your commissioner recommends that the city withhold permission for the construction or operation of the new section."

After the reading of the report Mr. M. Hopper, manager of the street railway explained that during the regime of Commissioner Potts the matter had been taken up with him and he had referred them to the road engineer, who had asked for plans and profiles which had been furnished him and in which he had suggested some changes, which had been made, and the plan as amended was approved and they were told to go ahead and set the steel. They had done so and supposing that Commissioner Potts had attended to his part of this work and put the matter through the council, on the arrival of the new rails had gone to work to make the change in regard to the suggestion of the commissioner that grooved rails be substituted for the T rails, it was generally accepted that on a curve such as this one the T rail was the safer, and the grooved rail was being done away with all over the country. Commissioner McLellan did not remember of ever hearing of the matter before and thought that the city should be consulted before the streets were torn up by any person.

In order to discuss this matter without a motion the council resolved itself into a committee of the whole, and Mr. Hopper explained that on Friday evening last at a conference with Commissioner Fisher and the city solicitor a verbal agreement had been entered into between them to let the street railway go ahead with the work provided they would agree to replace the T rail with a grooved rail of an approved pattern within one year if the council so ordered; the present recommendation was going a great deal further than that, and had he known such a recommendation was to be made not one ounce of concrete would have been poured. At this stage it was decided that the city solicitor to come to the council and give his interpretation of the agreement and while waiting for him the report of the Commissioner of Harbors, Ferries and Public Lands was taken up and after some explanation in regard to the recommendation of Edward Johnston, was adopted as follows:

The Commissioner of Harbors, Ferries and Public Lands recommended that a renewal lease issue to the administrator of the estate of the late George H. Oulton, of lot No. 346 Prince Ward for 7 years from the 1st day of May, 1915, at \$9.69 per year rental, being an increase of 20 per cent. on the present rental; that the offer of Edward Johnston to give the city a quit claim deed of lot No. 5, Block G, Duke street, for the sum of one hundred dollars cash, and a conveyance from the city of lots Nos. 2, 3 and 4 in the same block, all of which are held by him under the statute of limitations, such conveyance to be made subject to the condition that the city shall not be required now or at any time to build a retaining wall or retaining walls to the said lots or any of them either to support the street, if above the same, or to support the lots if the street be lower than such level; with reference to the offer made by Mr. Robert Magee through his attorney, Mr. Wm. B. Wallace, for a deed of lot No. 562 Dukes Ward fronting on the southern side of Duke street, that if Mr. Magee will pay the city of St. John the sum of \$450 and waive all claim he may have or thinks he may have against the city for taxes and water rates upon the said lot, the city convey to Mr. Magee the fee simple in the said lot, it being understood that the taxes and water rates against the said lot for the present year be paid by Mr. Magee; that an offer received from the Department of the Government Railways of Canada for the land appropriated by the government for a grain elevator on Saint John street be considered by the committee of the whole at the regular meeting on Thursday next; that the privilege of placing a portable lunch wagon on the piece of vacant land at the corner of Union street and Rodney wharf, near the drinking fountain, West St. John, be granted to Henry Hopper for the present month of November, and the months of December, January, February and March next for the sum of sixty dollars, payable in advance, together with the privilege of occupying the said site for the month of April if he requires it for the sum of twelve dollars. Adopted.

As the city solicitor had arrived in the meantime he was asked to give his understanding of the agreement entered into between the Commissioner of Public Works and Mr. Hopper, and his version agreed with that of Mr. Hopper, that on the Street Railway Company undertaking to replace the T rail with a grooved rail within one year if the council so ordered they might go ahead and pour the concrete for the base of the street. Commissioner McLellan pointed out that so far as he could see the change from a straight track to a curve made for safety and the change was preferable on that account. It was moved by Commissioner Wigmore and seconded by Commissioner Russell that the verbal agreement entered into between the Commissioner of Public Works and Mr. Hopper be ratified with the understanding that if on further consideration the commissioner should deem it advisable not to have the rails changed he should so notify the St. Railway Co. This was carried and the committee rose and its findings were adopted by the council. A communication was received from the Natural History Society thanking the council for the grant of \$100. This was filed. A communication from the chairman of the Board of Assessors in regard to some changes in his department which would make for a more efficient carrying out of his duties, was referred to the mayor to investigate and report on. Commissioner Russell brought up the matter of the Lancaster lands owned by the city and said he would like to have an expression of opinion on the matter of the sale of some of them but discussion of the matter was laid over to a future date. Council then adjourned.

FAVOR REPEAL OF SCOTT ACT IN CARLETON

Meeting at Woodstock Enthusiastic for Prohibition and Starts Necessary Machinery for Change.

Special to The Standard. Woodstock, Nov. 13.—A meeting of those interested in the repeal of the Scott Act in the county of Carleton was held in the United Baptist church this afternoon and evening. Large delegations were present from every section of the county. The officers were elected in the afternoon. In the evening the trend of the speeches was to the effect that now that the campaign is fairly opened everyone who has the cause of temperance at heart should do all in his or her power to repeal the present law and bring the prohibitory law into force at the earliest possible moment. Rev. Mr. Manuel was called to the

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Crystal Stream Steamship Co.

St. John-Fredericton route. The Sunn. D. J. PURDY will sail from North End for Fredericton and intermediate points every Monday, Wednesday and Friday at 8 a.m., returning alternate days, leaving Fredericton 7 a.m. The "D. J. Purdy" and "Arctic" can be chartered at any time for excursions and Pleas.

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Steamer Champlain will leave public wharf, North End, on and after Tuesday, Oct. 17th, on Tuesdays, Thursdays and Saturdays, at 10 o'clock for Hatfield's Point and intermediate landings. Return on alternate days, due in St. John at 8 o'clock. R. S. ORCHARD, Manager.

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