

# POOR DOCUMENT M C 2 0 3 5

THE EVENING TIMES AND STAR, ST. JOHN, N. B., THURSDAY, OCTOBER 13, 1921

## PORT WORK AT VANCOUVER

The Ballantyne Pier will Cost  
About \$6,000,000.

Pacific Port Getting Ready  
for Big Business—The  
Grain Elevator—Storage  
for Timber—Reclaiming  
Land.

Premier Meighen will no doubt have  
something to say about harbor develop-  
ment in St. John. Just to encourage him  
the Times quotes from the last issue of  
the Shipping and Exporting Register the  
following account of what is being done  
at Vancouver:

### Ballantyne Pier.

This pier, so named in recognition of  
the interest taken in the development of  
the port by the Hon. C. C. Ballantyne,  
Minister of Marine and Fisheries, was  
designed and is being constructed under  
the supervision of Consulting Engineer  
A. D. Swan, M.I.C.E., and will, when  
completed, be one of the most sub-  
stantial, commodious and best-equipped  
piers in the world.

Its situation is on the south shore of  
the central part of the harbor, about  
1.5 mile east from the city post office,  
and its dimensions are 1,200 feet in  
length and 341 feet in width, with a  
shore quay 936 feet long and 80 feet  
wide.

The type of construction is a solid  
sand and gravel embankment filling with  
reinforced concrete cylinders along the  
sides and outer end.

The sand and gravel filling forming  
the heart of the pier is about 134 feet  
wide at top, and at the inner berths  
where the basins are to be 35 feet deep  
at ordinary low water there are four  
rows of reinforced concrete cylinders  
resting on solid rock and carrying pre-  
cast concrete trusses which support the  
floor or deck of the pier. At the outer  
berths, where there is a minimum depth  
of 41 feet at ordinary low water, there  
are three rows of reinforced concrete  
cylinders.

The front line of the transit sheds will  
be constructed about 30 feet back from  
the cope line of the pier so as to permit  
of two lines of railway tracks along the  
front of the sheds and single rail at cope  
level for semi-portable cranes.

Transit sheds, three of which are 500  
feet long and one 400 feet long, are all  
of reinforced concrete, two stories in  
height, 110 feet in width, with loading  
platform in addition at the back of the  
sheds.

Between the sheds along the centre  
line of the pier there is accommodation  
for three railway tracks and a roadway  
for wagon and motor traffic.

The ground floor of the sheds at the  
front is at the same level as the cope  
of the pier and will be constructed on an  
easy gradient from the front to the  
back, so as to obtain the requisite height  
to permit the floor of the railway cars  
being at the same level as the floor of  
the sheds, the roadway level being prac-  
tically the same as the cope level. This  
system of avoiding depressed railway  
tracks has been adopted at certain of the  
most modern ports in Great Britain, and  
has proved a great success.

The most modern equipment for handling  
cargo will be installed, including a  
number of semi-portable electrical cranes  
along the front of the sheds, capable  
of handling cargo either to or from both  
floors of the sheds and the holds of the  
largest vessels afloat. Inside the sheds

electric freight trucks, electrical convey-  
ors and elevators will be provided.  
The total cost of this development will  
be about \$6,000,000.

### Terminal Railway and Car Ferry Service

The construction of a service track  
on the north side of the Canadian  
Pacific Railway to connect the Ballan-  
tine pier with the Dominion govern-  
ment wharf—a reinforced concrete struc-  
ture 800 feet by 300 feet, about three-  
quarters of a mile to the east, and at  
present allotted to and operated by the  
Canadian Government Merchant Marine  
—has been approved by the board of rail-  
way commissioners. This will be the  
first link of a terminal railway system  
which it is intended will ultimately en-  
brace both the north and south sides of  
Burrard Inlet, extend southerly to con-  
nect with the Canadian National termi-  
nals and skirt the south shore of False  
Creek to Granville Island—a fully occu-  
pied industrial area of approximately 30  
acres, reclaimed by the commissioners  
in 1914—continuing westerly to the Kit-  
silano Reserve, an area comprising 80  
acres, of which a survey has been pre-  
pared for future industrial expansion.

To link the north and south shores of  
Burrard Inlet the construction has been  
approved of an eight-car ferry barge and  
terminal slips at Ballantyne pier and on  
the north shore, and it is planned to

have this service in operation contempor-  
aneously with the completion of the Bal-  
lantyne Pier.

### Log Storage.

For the purpose of assisting the log-  
ging and lumber industries and control-  
ling the handling of booms in the interest  
of navigation, a booming ground was  
constructed on the north shore of the  
central part of the harbor in front of  
Mission Reserve, with a storage capacity  
of approximately 4,500,000 feet. This  
public utility is the care of an attendant  
who is always on hand, and is connected  
by telephone with the office of the har-  
bor master, who is responsible for its  
operation.

To meet increasing demands for stor-  
age, another booming ground of simi-  
lar capacity has been constructed farther  
east, in front of Seymour Reserve.

In this connection, the construction  
of a lumber assembling and distributing  
wharf is among the improvements con-  
templated by the commissioners, the  
main object of which is to provide fac-  
ilities that will enable interior mills and  
also mills on tide water which have  
limited capacity and storage, and no  
deep-water shipping facilities to assem-  
ble their products for export shipment.

### Bunker Coal.

The commissioners have under con-

sideration the provision of coal storage  
and bunkering facilities for the convenience  
of vessels coming into the harbor.

### Grain Elevator.

The Dominion government grain ele-  
vator situated on the government wharf,  
embodies the most modern ideas in ele-  
vator construction. It has a storage  
capacity of 1,250,000 bushels, a receiving  
capacity of 20,000 bushels per hour, a  
loading capacity of 60,000 bushels per  
hour and a sacking plant with a capacity  
of 5,000 to 6,000 bushels per hour.

A collision occurred yesterday after-  
noon at the foot of Indian town between  
two street cars with the result that one  
of them had to be towed to the barns.

There were no passengers in the cars  
at the time and the motormen also  
escaped. Car No. 87 stopped at the  
usual place on the loop and, soon after,  
No. 80 came down the grade. Trouble  
developed with the controller on this car  
and before the motorman could reach the  
circuit breaker it crashed into the rear  
of the standing car. The force of the  
impact smashed the front vestibule of  
car No. 80 and broke windows in both  
cars. A tow bar was attached to the  
rear and it was towed to the barns.

One match can burn a whole city.

The commissioners have under con-

sideration the provision of coal storage  
and bunkering facilities for the convenience  
of vessels coming into the harbor.

The Dominion government grain ele-  
vator situated on the government wharf,  
embodies the most modern ideas in ele-  
vator construction. It has a storage  
capacity of 1,250,000 bushels, a receiving  
capacity of 20,000 bushels per hour, a  
loading capacity of 60,000 bushels per  
hour and a sacking plant with a capacity  
of 5,000 to 6,000 bushels per hour.

A collision occurred yesterday after-  
noon at the foot of Indian town between  
two street cars with the result that one  
of them had to be towed to the barns.

There were no passengers in the cars  
at the time and the motormen also  
escaped. Car No. 87 stopped at the  
usual place on the loop and, soon after,  
No. 80 came down the grade. Trouble  
developed with the controller on this car  
and before the motorman could reach the  
circuit breaker it crashed into the rear  
of the standing car. The force of the  
impact smashed the front vestibule of  
car No. 80 and broke windows in both  
cars. A tow bar was attached to the  
rear and it was towed to the barns.

One match can burn a whole city.

The commissioners have under con-

sideration the provision of coal storage  
and bunkering facilities for the convenience  
of vessels coming into the harbor.

The Dominion government grain ele-  
vator situated on the government wharf,  
embodies the most modern ideas in ele-  
vator construction. It has a storage  
capacity of 1,250,000 bushels, a receiving  
capacity of 20,000 bushels per hour, a  
loading capacity of 60,000 bushels per  
hour and a sacking plant with a capacity  
of 5,000 to 6,000 bushels per hour.

A collision occurred yesterday after-  
noon at the foot of Indian town between  
two street cars with the result that one  
of them had to be towed to the barns.

There were no passengers in the cars  
at the time and the motormen also  
escaped. Car No. 87 stopped at the  
usual place on the loop and, soon after,  
No. 80 came down the grade. Trouble  
developed with the controller on this car  
and before the motorman could reach the  
circuit breaker it crashed into the rear  
of the standing car. The force of the  
impact smashed the front vestibule of  
car No. 80 and broke windows in both  
cars. A tow bar was attached to the  
rear and it was towed to the barns.

One match can burn a whole city.

## HONORABLE W. L. Mackenzie King, LIBERAL LEADER

With a message of vital importance to the  
people of Saint John

WILL SPEAK IN THE  
**IMPERIAL THEATRE**  
SATURDAY NIGHT  
OCTOBER 15th.

Meeting will open at 9 o'clock sharp  
Other prominent speakers will deliver addresses

CHAIRMAN OF MEETING  
**HIS WORSHIP MAYOR SCHOFIELD**

WATCH PAPERS FOR FULL DETAILS OF THE PROGRAMME FOR  
THE VISIT OF THE LIBERAL CHIEF TO SAINT JOHN.

## MACKENZIE KING PACKS ALL HOUSES AT SUMMERSIDE

Summerside, P. E. I., Oct. 12.—All of  
Summerside's available theatre space  
was required tonight to handle the  
crowds who sought to hear Hon. W. L.  
Mackenzie King and other Liberal  
speakers tonight. Two halls were ne-  
cessary and in each people stood at the  
rear, filling every available foot of space.  
These were the concluding meetings of  
the series addressed by Hon. Mr. King  
on Prince Edward Island, and tomorrow  
morning he leaves for Moncton, (N. B.)

### Splendid Reception.

Mr. King was given an enthusiastic  
welcome when he entered the hall for the  
first of his speeches. Introduced by  
Mayor J. E. Campbell, as the future  
prime minister of Canada, Mr. King re-  
ferred to the splendid reception given  
him everywhere in Prince county and  
expressed confidence that his party would  
be victorious at the polls on December  
6. He expressed thanks for having been  
given an acclamation in 1919 and referred  
to his decision to contest the North  
York seat, where there would probab-  
ly be the greatest political battle in the  
present contest.

Mr. King, expressing appreciation for  
the welcome given him, said it had been  
more like a triumphal procession than a  
series of political meetings. The con-  
clusion reached was the voice of the  
Maritime Provinces on December 6  
would be the voice of the Liberal party  
returned to victory. The people of Can-  
ada were apparently waiting to express  
their feelings toward the government.  
Convention Postponed.

At the request of Hon. Dr. J. B. M.  
Baxter the convention of the Northum-  
berland county Liberal - Conservative  
party which was to have been held in  
Newcastle yesterday has been postponed  
until after the visit of Premier Meighen  
and Hon. Mr. Baxter on Friday.

Premier at St. Stephen.

Premier Meighen addressed a largely



attended meeting at St. Stephen last  
evening. He defended the past record  
of the government and insisted that the  
building of the Canadian Government  
Merchant Marine had been endorsed by  
parliament.

### DUMBWAITER CRUSHES GIRL PLAYING HOUSE

Car Falls With Child and Traps Her  
Next to Shaft, Strangling Victim to  
Death.

(N. Y. Times.)

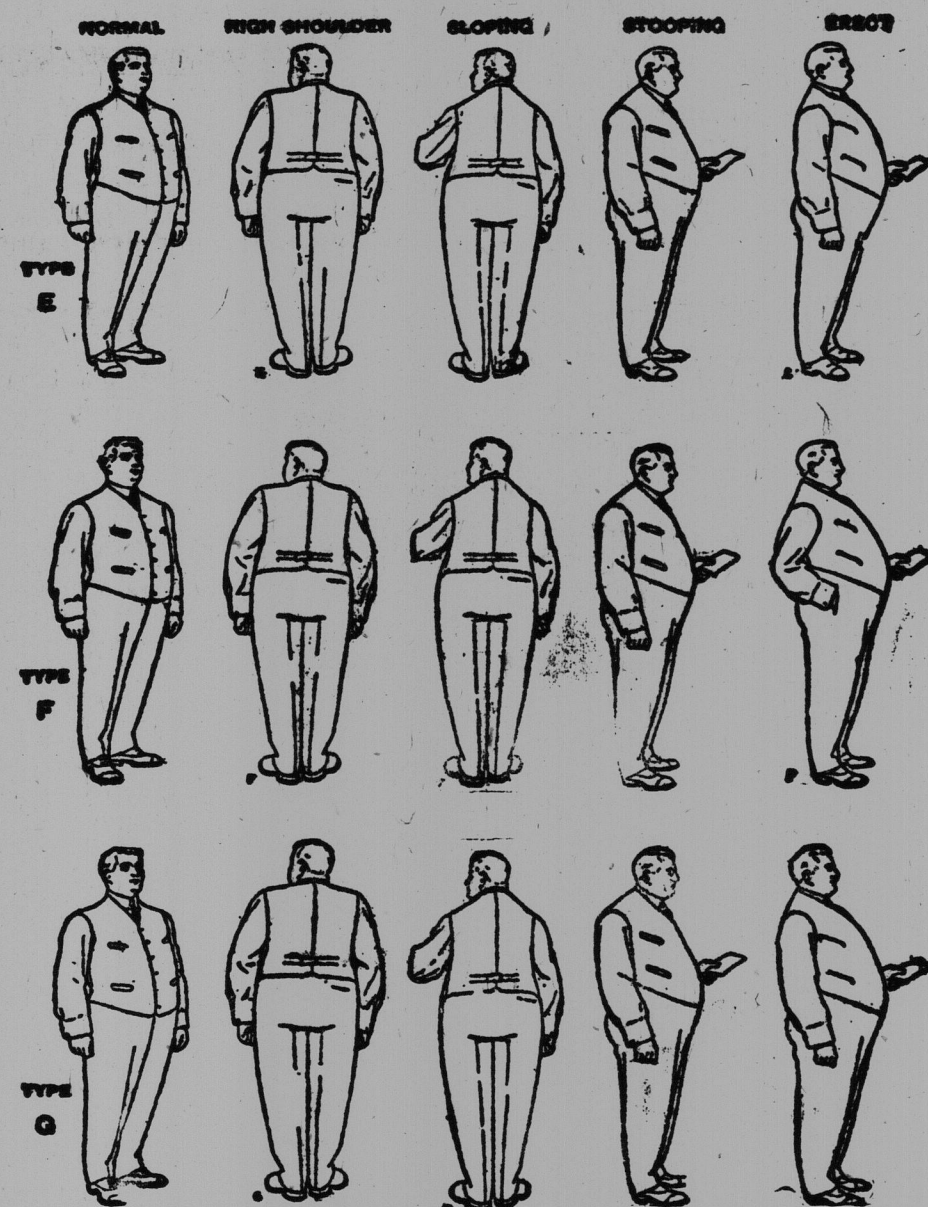
Josephine Pellet, eight years old, of  
2,467 Belmont avenue, the Bronx, died  
of strangulation yesterday afternoon  
when she fell into the bottom of a dumb-  
waiter at 663 East 188th street, in such  
a way that her neck became wedged be-  
tween the side of the dumbwaiter and  
the shaft. Firemen extricated her after

about twenty minutes, but were too late  
to save her life. She was dead when  
an ambulance surgeon arrived.

The accident took place when the lit-  
tle girl and four other children were  
"playing house." They said that they  
were going to have "a house with an  
elevator in it," when they grew up, and  
their imagination made the dumbwaiter  
an elevator. They had access to it be-  
cause the doors opened in the hallways.  
While two small boys on the first floor  
ran the dumbwaiter up and down, two  
girls crowded themselves inside, and  
Josephine rode on the top. On one trip  
to the second floor, Josephine tried to get  
off, but failed to find a footing. The  
dumbwaiter shot down, leaving her  
hanging from the sill. She hung a  
moment, her cries causing the other chil-  
dren to jump off the dumbwaiter in  
fright. Then she fell, her weight car-  
rying the dumbwaiter with her down to  
the bottom of the shaft.



## Semi-ready Suits for Men who have grown stout



### Type E Suits

The Short Stout Man

Height is important in mak-  
ing and grading suit pat-  
terns.

A coat made for a stout man  
of 5 feet 6 would look ridicu-  
lous on a man 6 inches  
taller.

Type E Suits are for men  
5 feet 2 inches with a 36  
breast and 33 1-2 waist, up  
to men of 5 feet 9 inches  
with 50 breast and 52 waist.

The price-in-the-pocket of a  
Semi-ready suit is a  
guarantee of its worth to  
the wearer.

### Type F Suits

For Average Stout Men

The average height of the  
men of Canada runs be-  
tween 5 feet 5 and 6 feet—  
and Type F Suits are de-  
signed to fit all heights be-  
tween these figures, with  
breast measures varying  
from 36 to 50 inches, and  
waist measures from 33 1-2  
to 52.

The waist measure of a  
man can be approximated  
by his height and weight.  
"To satisfy"—that is our  
idea of service, and we want  
enthusiasm and satisfaction.

### Type G Suits

For Tall Stout Men

It's the Big Man—he who  
is above the average—who  
often issues the challenge:  
"You can't fit me!"

We can put a coat on al-  
most any man—even  
though he be above or be-  
low the average—that can  
be altered to fit, for our  
physique type system al-  
lows for alterations to fit  
every variation from the  
normal figure.

We want the hard-to-fit  
man to know that the price  
in the pocket is the same to  
him—the same everywhere  
in Canada.

Come and see this extra fine Exposition of Men's Styles—and study for yourself just  
what the Semi-ready physique type system means to you.

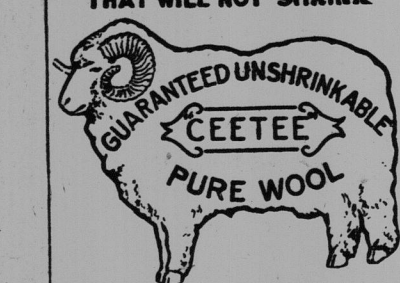
See Our  
King's Own Serge  
No. 9502—at \$45.

## The Semi-ready Store

George Creary  
87 Charlotte Street



**"CEETEE"**  
THE PURE WOOL  
UNDERCLOTHING  
THAT WILL NOT SHRINK.



Guaranteed Unshrinkable  
CEETEE  
PURE WOOL

Recognized by experts to excel  
in texture, any imported  
underwear.

"CEETEE" a "Truly Canadian"  
product of 60 years reputation, com-  
mends itself to ladies of discrimi-  
nating taste.

The only underwear made in  
Canada that is full-fashioned and  
re-inforced at all wearing parts.

A comfort-giving style for  
every purpose.

Sold at the best shops—  
Worn by the best people—

SOLE  
MAKERS

Turnbull

OF GALT  
ONTARIO

## 3,000 More Blouses To-morrow \$1.98

At cost of materials  
and labor only

As announced last week, to help out the unemploy-  
ment situation and to give work to as many as possible,  
we are manufacturing 3,000 extra blouses, which we  
will sell, one day each week, in our stores throughout  
Canada at cost of materials and labor only.

To-morrow you can buy smart stylish blouses, made  
of an "Imported" Voile—a dozen styles to choose  
from—long or short sleeves—many trimmed with fine  
laces, at less than Wholesale cost.

Only exceptional conditions offer such opportunities.  
Be on hand early to get one of these wonderful bar-  
gains. No more than 4 Blouses to any one person.  
No Dealers supplied. See Window Display.

To-morrow - Only \$1.98

**D'Alland's**  
Blouses  
81 KING STREET