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PUBLIC WORKS SUPT. REPORTS

Com. Potts Urges Expropriation of Street Railway

WANTS INCINERATOR

Detailed Statements of Street Work For 1914 Submitted to Council This Afternoon

At the weekly meeting of the common council held this afternoon, F. L. Potts, commissioner of public works, presented his annual report.

One of the most interesting features of the report is a section dealing with the street railway and the streets through which it runs. He gives figures in contention that the present arrangement for the upkeep of the streets in unfair and recommends that the council take immediate steps towards the expropriation of the railway.

The commissioner also speaks of the immediate necessity of an incinerator and says that he will have plans well advanced this season.

Other recommendations include the suggestion that at least one mile of granite curbing should be laid each year; that new streets should have their lines and grades established before being accepted and that enamel street signs be erected.

Detailed statements of the year's work are given showing the amount of money expended during the year. The report is as follows:

March, 17th. 1915.

To the Mayor and Commissioners
Of the City of St. John.
Gentleman:—

I beg herewith to submit my report of work done by the department of public works during the pant year and to briefly call your attention to some of the things I feel should have your most careful consideration.

Street Railway

One of the heaviest burdens of taxation placed upon our citizens is caused by this corporation. The action of the council some ten years ago relieved them of their obligation to pave all streets of a width of sixty feet from gutter to gutter where they ran a double track, and to pave between the rails and eighteen inches on each side in streets where single tracks were operated. This relief was given them in consideration of $1,000 per month being paid, which included the removal of snow from rails during the winter months. Briefly, I wish to call the attention of your honorable board to just what the civic administration gave away belonging to the people. There are twelve miles of single and double tracks operated within the city of St. John, it would have cost the railway, before they made this arrangement with the city, $425,000 to pave their railway section with brick according to Act, $375,000 with granite or $275,000 with concrete. Figuring the charge for interest on their investment of this amount at 5 per cent on the lower investment it would be $13,750 per annum and on the higher $21,200 per annum. In addition to this they would be compelled to keep the work in good condition and to the satisfaction of the road engineer and remove all snow from their rails during the winter months.

Now under present conditions with the use of the "T" rail it is impossible to keep the track section in condition; you have a very glaring example in Douglas avenue where you laid a tar macadam roadway and, between tracks, this was chipped near the rails by car wheels, vehicles and autos doing the rest, until you have one of the poorest thoroughfares in our whole city. In Douglas avenue and in upwards of one hundred places the company raised their rails during the season, spoiling any work laid along that section. There is only one remedy and that is that the entire section be paved with one of the three propositions set forth above, brick, granite or concrete. As a city we have no right to do this simply for the benefits of the railway company, and I feel that it is absolutely necessary in the interests of good economical civic government for this council to immediately take such steps as would be necessary to expropriate the entire railway and lighting system of the St. John Railway Company. This I trust will have your serious consideration.

Streets North

Main street from Foundry lane to Acadia street was covered with granite block pavement, details of which work will be found in the road engineer's report. This season the sidewalks disturbed by such pavement will be fixed as soon as weather permits.

From Portland street to Simonds street a thin coat of tar macadam was placed over the blocks, and from Simonds street to Douglas avenue a new asphaltic macadam was placed, which I feel will give good service and be of great benefit.

Between the rails from Portland street to Douglas avenue, we experimented with a seven inch concrete pavement which is giving very good satisfaction. I propose continuing this work on the roadway and between the rails from Douglas avenue to the end of Main street during the summer of 1915.

Victoria Square

This square, which was used for a dump at the time of my coming into office, has received a good deal of attention from my department. We have now a concrete wall around four sides with steps leading up from the western and eastern corners of Victoria street; one-half of the total area has been filled in, which has been no small job as upwards of 3,000 loads of material have so far been used in filling in. The work has been harder and more expensive than we anticipated; our money has been fully expended, and, I feel, well expended. I trust an additional amount may be received for the completion of the work, which will include the grading and fixing of streets on the three sides of the square.

Indiantown Fountain

This fountain was renewed at a cost of $600.

Adelaide Road

Some attention was given to Adelaide road and a very good surface was placed over the area disturbed by the water and sewerage extension during the year 1913.

Victoria street was re-surfaced and a section of Bridge street received considerable attention; in addition to many other minor things in this locality.

The following places received considerable attention, as more fully appears in the report of the street superintendent:

Streets East

City road, Garden street to Gilbert's lane.

Intersection of Brussels street, Waterloo street, City road and Gilbert's lane.

Marsh bridge, about and in the Haymarket square.

Rothesay avenue, Cooper's corner to One Mile house.

Princess street, Germain to Water; Canterbury street, Princess to King; Church street, Germain to Prince William, covered with asphaltic macadam.

Reed's point surfaced with asphaltic macadam.

Duke and Charlotte street, intersection and intersection Duke and Princess, covered with asphaltic macadam; also Carmarthen street from Duke to Leinster, Wentworth, Queen to Mecklenburg and intersection of Mecklenburg and Carmarthen streets.

All of which are fully reported by road engineer and street superintendent.

Canterbury Street Extension

We have almost completed the cutting through for the extension of Canterbury street from Brittain to St. James. When we are able to make a good roadway from the American boat to Canterbury street and up through Canterbury street to King street I believe it will greatly relieve traffic on Prince William street, Germain street and Market square and be a great improvement to existing conditions.

Sidewalks

19,603 square yards of sidewalks were renewed and repaired with asphaltic material; 560 square yards of permanent concrete sidewalk were laid.

West Side

Some little attention during the year has been given to the studying of conditions at West St. John and a programme arranged for starting some effective work during 1915.

Our portable stone crusher has been working all winter cutting the rock to make an entrance through Lancaster street; also to provide us with stone to be used in the building of streets on the west side. This, I believe, will be the commencement of changing the conditions of the streets in this locality which, I must say, deserve more attention than they have enjoyed in the past, and we will try to show good results during the coming season.

Stone Crusher, Asphalt Plant, Etc.

The report of the stone crusher, asphalt plant, etc., appear fully in the report of the road engineer.

We experimented last year in making our binder and asphalt at the plant and conveyed it to West St. John for sidewalk purposes. We found we could save about twenty-five per cent. by having all this work done at the asphalt plant and conveyed to streets where sidewalk work was being done.

Bookkeeping System

We have introduced this year into our department a new and up-to-date method of knowing what every branch of the department is working at and the cost daily. It also shows the work done at the machine shop and asphalt plant and the amount we save between the cost and the charges as formerly paid in machine shops.

Other plans which would have been a great saving to the department have been abandoned for the present year on account of war conditions and anticipated scarcity of money.

Before closing my report would state that the work done in Main street from Simonds to Douglas avenue, which will last for five more years, was paid for out of last year's assessment, and the work to be done this year from Douglas avenue to Indiantown will be paid for out of the assessment for this year.

Canterbury street, Church streets and Princess street have all been paid for and there will be no future charge upon the people.

I regret that, on account of existing conditions, I was not able to have the amount asked for this year, as my purpose was to build a number of streets of a permanent nature, paying for them in cash, showing the public that, in almost all cases, it is better that we should pay for these streets as we get them, as the burden in interest is a very great tax upon departments of this kind.

New Streets

Before accepting new streets all street lines and grades should be properly established and the streets should be brought within the grades and lines thus established, as a great burden would otherwise be placed upon this department by the blasting of rock and filling in of ravines, etc.

Granite Curbing

It is very necessary that the question of granite curbing should receive serious attention from your council and a plan be adopted where at least a mile of curbing should be laid each year; by following this method it would then be very easy to fill in and properly grade the streets, as in the absence of curbing it is almost impossible to make a roadway that will stand.

Street Signs

I would strongly recommend when money is available that proper enamel signs be placed on all streets for the guidance of the public and that the streets of the city be properly numbered.

It might be interesting to note by the engineer's report that out of 23,778 square yards of pavement laid during the year at a cost of $52,798.28, 17,758 square yards costing $24,873.96 was done entirely by the public works department and paid for out of the assessment levied last year.

The cost of Canterbury, Princess and Church streets was $1.25 per square yard, done by the public works department, while the cost of King street was $1.85 per square yard, and was done by contract, showing one-third less in cost, and I feel more than one-third better in value to taxpayers of our city, on the work done by the department.

Incinerator

I might say that it is very necessary indeed that no time should be lost in having a proper and up-to-date incinerator installed in our city. The money for this purpose has been voted and during the season I expect to have a site for same chosen and plans well advanced for the erection of this much desired purifier.

In closing I wish to express my appreciation of the endeavors of the road engineer, superintendent of streets, foremen and other employes of the public works department in assisting me in carrying on the work of the department during the past year.

I trust the public will bear with the commissioner this year if some things are not done in reference to street work which they may feel should be attended to; the commissioner having complied with the urgent request of many of our leading citizens for retrenchment in all public works during the continuance of the war in which our empire is engaged; but I will endeavor to give the very best results with the amount at my disposal.

Respectfully yours,
(Sgd) F. L. POTTS,
Commissioner of Public Works Department.

Forester's Report

Pursuant to an agreement between the St. John Arboricultural Society and the Commissioners of the city of St. John, wherein the services of the undersigned, acing as forester for the above-named society, were extended to your uses for 1914, I would beg to report that, acting under your instructions and under the personal supervision of the undersigned, the following improvements in the public grounds of the city have been made:

King Square

The southern and northern sections of this square were surfaced, fertilized and seeded; the eastern border section raised to sidewalk grade, lined and resodded. Nine dangerous and broken trees were removed; all the trees pruned and generally cleaned; and the following planting of a permanent nature carried out: seven ornamental trees and sixty-five shrubs with one hundred and fifty assorted perennial plants in especially prepared beds.

Queen Square

All trees pruned and cleaned; northern and western sections top-dressed and twelve ornamental trees and fifty shrubs planted in beds.

Haymarket Square

Western section resurfaced and seeded; six ornamental trees and twenty-five shrubs planted and four broken and dangerous trees removed.

Old Burial Ground

Western border section lined and resodded; ten ornamental trees and fifty shrubs planted; all trees pruned and cleaned and fourteen broken and dangerous trees removed.

Street Trees

On the streets, trees were pruned on Union and Leinster, removing limbs that were complained of by residents. A large and dangerous poplar was removed from Brussels street and an elm from Pitt street.

Care of Grounds

In the fall, your gardeners, by my instructions, planted the usual bulbs on the King square and covered all the beds for the winter. An experimental top dressing of the new compost was made on the central southern sections of the square to the extent of the available material, also on two sections of Haymarket square.

Compost

I beg to report the extension of the compost heap at the foot of Orange street and would recommend that all manure from the city stables be used for the purpose.

City Trees

The city of St. John has over 1,500 trees within its limits which have been cared for by your department and by the Arboricultural Society and which require more or less careful attention especially where permanent pavement is laid, where arrangements for their feeding will have to be made as is done in all other cities.

I have pleasure in commending the work of Gardener Babkirk who is industrious and painstaking.

Recommendations

I would recommend that the question of a greenhouse, the use of horse roller and lawn mower be considered at your earliest convenience. I would be glad to furnish you with figures in their favor from its standpoint of efficiency and economy.

In conclusion, I wish to thank you, sir, and all the officials and men of your department, for their unfailing courtesy and efficient assistance so cheerfully rendered whenever asked, which has made possible whatever improvements have been made in the city's public grounds the past season.

Respectfully submitted,
(Sgd) HERBERT E. GOULD,
Forester for St. John Arboricultural Society.

Supt. of Streets

In submitting his thirteenth annual report, A. Winchester, superintendent of streets, gives a detailed account of the work carried on under his direction during 1914. The report covers repairs to street pavements in all parts of the city, grading and repairing of streets in West St. John, construction and repairing of retaining walls, curbing, walls, curbing, fences, bridges and sidewalks. Under his direction the street plant has been kept in repair and some new equipment constructed.

Road Engineer's Report

In his annual report, which is attached to that of the commissioner of public works the road engineer, G. N. Hatfield, presents a summary of the work performed under his supervision during the year 1914.

New machinery, including a 400 gallon tar pot, 150 gallon tar pot, ½ ton derrick, 5 ton motor truck, Ford automobile, mechanical sand dryer, 30 h.p. portable boiler, 50 h.p. boiler for stone crusher was purchased at a total cost of $8,650.70.

At a cost of $30,632 the following streets were treated with asphaltic oil and sanded: Carmarthen, Queen, Elliott row, Waterloo, Sydney, Germain, Leinster, and Victoria.

Brittain, Charlotte and Adelaide streets, Douglas avenue and Rockland road were treated with calcium chloride at a total cost of $518.75. The material was purchased in England.

The total amount of asphalt used during the season was 454 tons, with 7 tons left on hand, the value of the asphalt purchased being $9,348.63.

Asphalt sidewalks were laid and repaired as follows: East, 13,484 yards, total cost, $5,925.07; West St. John, 1,617 yards; north, 4,502 yards.

Permanent retaining walls were built in St. John street, West end, Harrison street, Alexandra, Tower, West end, and corner Main and Simonds streets. The retaining wall in Acadia street was renewed at a cost of $2,716.58. Repairs were made also to many old log walls.

Permanent concrete sidewalks were laid in portions of Tower street, Prince William street and Mill street.

Victoria square received retaining walls and a concrete stairway and was partially filled in at a total cost of $4,240.

The city motor trucks were operated by the department at a cost of 20 7-10 cents per ton mile for the 3½ ton truck and 17 cents per ton mile for the five ton truck, not including interest and depreciation.

Statements of city pavements were given in detail as follows:

MONCTON MAN TWICE IN TRENCHES

R. A. Steeves of Moncton has a letter from his son, Private Gordon A. Steeves, who is now in France at the front. The letter is dated March 1. It says he is perfectly well and at that time had been in the trenches. He says the trenches are very wet in places and the mud equal to Salisbury Plain. The German trenches are so near that he can hear the shouting and singing, but seldom gets a clear sight of the enemy. It seems strange at first to hear the bullets flying past and the shells bursting, but it was getting to be a part of the day's work and they do not mind it much.

CAPT. McKEE SAYS GERMAN ATROCITIES ARE UNTHINKABLE

A short note from Capt. McKee received in Moncton states: "We are quartered with a French woman and her two sons, 16 and 18 years of age. Some of the crimes committed by the Germans are unthinkable. They stripped the boys and drove them out. All the beautiful churches about here have been burned by the Germans. What they have done is really unthinkable; and when you read of it in the papers, no wonder you cannot credit it. The number of women and girls who have been ruined for life is appalling."

PAVEMENTS LAID DURING YEAR 1914

STREET	LOCATION From	LOCATION To	Kind of Pavement	Kind of Base	LAID BY	No. Sq. Yards Laid	Cost Per Square Yard	Total Yards Laid	Total Cost of Street	Total Miles Laid	REMARKS
Main St.	Acadia	Foundry Lane	Granite	Concrete	B. Mooney & Sons	6,020	$4.05	6,020	$27,924.32	0.284	Two Years Guarantee.
Main St.	Portland	Douglas Ave.	Asphalt	McAdam	Public Works Dept.	4,707	1.43	.....	6,461.14	0.273	N. Side 1074.4 Yards; South Side 3632.6 Yards
Main St.	Portland	Douglas Ave.	Concrete	Concrete	Public Works Dept.	2,172	1.70	2,172	3,687.07	0.273	Track Section Only 8'
Princess St.	Water	Germain	Asphalt	McAdam	Public Works Dept.	1,738	1.13	.....	4,356.33	0.100	Three Aplications of Asphalt
Church St.	Prince Wm.	Germain	Asphalt	McAdam	Public Works Dept.	597	1.18	.....	1,340.00	0.070	Including Sidewalk reps 1885-19
Canterbury St.	King	Princes	Asphalt	McAdam	Public Works Dept.	1,708	1.45	.....	3,985.72	0.096	*Including Sidewalk reps. $829.90
Carmarthen St.	Duke	Leinster	Asphalt	McAdam	Public Works Dept.	3,418	.80	.....	2,744.20	0.152	Duke to Orange one application of Asphalt only
Wentworth St.	Queen	Mecklenburg	Asphalt	McAdam	Public Works Dept.	1,249	.80	.....	998.10	0.060	Remainder two applications.
Reed's Point			Asphalt	McAdam	Public Works Dept.	2,169	.60	15,586	1,301.40	0.040	Two Applications
					Total	23,778		23,778	$52,798.28	1,348	

TOTAL MILES OF PAVEMENT LAID TO DATE

	Miles
Granite block pavement	1.5184
Granite block pavement, track section only	.3706
Vitrified brick pavement, track section only	.2312
Bithulithic pavement	.5624
Sheet Asphalt pavement	.1460
Rocomac pavement	.1412
Bituminous concrete pavement	.3059
Concrete pavement	.0760
Treated wood block pavement	.0904
Tar Macadam pavement	1.2490
Apposite pavement	.1980
Concrete pavement, track section only	0.2780
Asphalt Macadam pavement	0.7910
Total miles laid	5.9531

VALUE OF EXISTING PAVEMENTS EXCEPT OLD WOODEN BLOCKS AND ORDINARY MACADAM, YEAR ENDING DECEMBER 31, 1914

KIND OF PAVEMENT	Year Laid	Original Cost	Present Value	Total Present Value
Granite block	1906	$ 8,696.00	$ 5,369.78	
Granite block	1910	34,038.34	27,485.98	
Granite Block	1911	84,353.08	65,692.62	
Granite block	1913	10,695.00	10,160.25	
Granite block	1914	27,924.32	27,924.32	136,632.94
Tar Macadam	1910	5,842.45	2,991.34	
Tar Macadam	1911	738.70	449.14	
Tar Macadam	1912	25,901.67	18,234.78	
Tar Macadam	1913	4,730.00	3,384.00	
Asphalt Macadam	1914	18,109.32	18,109.32	43,168.58
Apposite	1910	12,506.29	7,878.99	7,878.99
Treated Yellow Pine	1911	4,219.95	3,321.98	3,321.98
Sheet asphalt	1912	13,195.45	11,044.42	11,044.42
Rocmac	1912	1,944.28	1,574.87	
Rocmac	1913	4,700.00	4,230.00	5,804.87
Bituminous concrete	1913	5,100.00	3,825.00	3,825.00
Bituminous concrete	1914	.....	.....	
Bithulithic	1913	48,519.17	46,093.59	46,093.59
Concrete	1914	3,687.07	3,687.07	3,687.07
Total		$311,973.09	$261,457.45	$261,457.45

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Teas are Clean, Delicious and Free from Dust—

Black, Green or Mixed Sealed Packets Only.

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Corns Cured Quick

Applied in 5 Seconds

Sore, blistering feet from corn-pinched toes, can be cured by Putnam's Extractor in 24 hours. "Putnam's" soothes away that drawing pain, eases instantly, makes the feet good at once. Get a 25c bottle of "Putnam's" today.

A New, Harmless Way to Banish Hairy Growths

(Beauty Topics).

By following this suggestion any woman can, in the privacy of her own home, remove every trace of hair or fuzz from her face: With powdered delatone and water mix enough paste to cover the not wanted hairs; apply and in 2 or 3 minutes rub off and wash the skin. This method is unfailing, harmless and quick in results, but care should be employed to get the genuine delatone.

Why Your Home Needs Zam-Buk.

Hardly a day goes by but what some member of your family sustains some slight injury. You may think the injury too trivial for attention, but remember whenever the skin is broken there is danger of blood poison!

Zam-Buk, the great herbal healer, does away with all risk. A stronger antiseptic than carbolic, yet causing no pain when applied, no germs can live where Zam-Buk is used. More than this, Zam-Buk quickly relieves the pain of sores and wounds, and the rich herbal essences it contains so stimulate the tissues that new healthy skin is formed and the wound or sore healed in a short time. This is why your home needs Zam-Buk.

It only takes a moment to apply Zam-Buk, and think of the hours, and perhaps years, of suffering it may save! Get the habit—tell your children where the box is, they'll do the rest; because Zam-Buk stops the pain.

Zam-Buk is unlike ordinary ointments in that it is purely herbal. It does not contain harsh minerals, poisonous coloring matter, or coarse animal fats. Zam-Buk is Healing, Soothing, and Antiseptic,—a cure for cuts, burns, bruises, piles, eczema, ulcers, pimples, cold sores, and all skin diseases and injuries. Refuse substitutes,—see name "Zam-Buk" on box when buying. 50c. box, all druggists and stores, or postpaid from Zam-Buk Co., Toronto.

Free Trial Box will be sent on receipt of this article, name of paper, and 1c. stamp.

How To Get Rid of a Bad Cough

A Home-Made Remedy that Will Do It Quickly. Cheap and Easily Made

If you have a bad cough or chest cold which refuses to yield to ordinary remedies, get from any druggist 2½ ounces of Pinex (50 cents worth), pour into a 16-ounce bottle and fill the bottle with plain granulated sugar syrup. Start taking a teaspoonful every hour or two. In 24 hours your cough will be conquered or very nearly so. Even whooping cough is greatly relieved in this way.

The above mixture makes 16 ounces—a family supply—of the finest cough syrup that money could buy—at a cost of only 54 cents. Easily prepared in 5 minutes. Full directions with Pinex.

This Pinex and Sugar Syrup preparation takes right hold of a cough and gives almost immediate relief. It loosens the dry, hoarse or tight cough in a way that is really remarkable. It also quickly heals the inflamed membranes which accompany a painful cough, and stops the formation of phlegm in the throat and bronchial tubes, thus ending the persistent loose cough. Excellent for bronchitis, spasmodic croup and winter coughs. Keeps perfectly and tastes good—children like it.

Pinex is a special and highly concentrated compound of genuine Norway pine extract, rich in guaiacol, which is so healing to the membranes.

To avoid disappointment, ask your druggist for "2½ ounces of Pinex,"—do not accept anything else. A guarantee of absolute satisfaction, or money promptly refunded, goes with this preparation. The Pinex Co., Toronto, Ont.

PAY ENVELOPE WEEK ENDING
Mr. Efficient Worker

Big Jobs

—are gained largely by doing common tasks uncommonly well.

But—to do unusually good work of any kind, fitness of body and mind are required.

Food plays a big part in this matter—food that contains true nourishment. And true nourishment—be it remembered—must include certain important elements which unfortunately are often lacking in the ordinary dietary—especially in white bread. These elements are phosphorus, iron, lime, sulphur, etc., stored by Nature in her field grains, and absolutely necessary for building strong, vigorous bodies and active brains.

Grape-Nuts FOOD

—made of choice wheat and malted barley, affords all the nutriment of these grains, including these important mineral elements, in form for easy, quick digestion.

Grape-Nuts food is always fresh, crisp, sweet and ready to eat—with cream or milk.

Thousands have found that a ration of Grape-Nuts each day makes for real progress towards the bigger things of life.

"There's a Reason"

MADE IN CANADA. —sold by Grocers everywhere.

Canadian Postum Cereal Co., Ltd., Windsor, Ont.

By using Windsor Table Salt it's made in Canada 148

We Specialise in This Wood

Doors and all Interior Finish
J. Roderick & Son
Brittain Street

We have found in Canada hundreds of thousands of shrewd women who forgetting prejudice against "Home-Made" are constant purchasers of the "D & A" or the "La Diva" Corsets which they find economical, stylish, comfortable.

Their patronage has built up the factory of the Dominion Corset Company, an industry employing about 1200 hands under ideal conditions of comfort and manufacturing efficiency.

8-25

BUY THESE "MADE-IN-CANADA" CORSETS.