

## SORTING BOOMS CAUSED BIG INCREASE IN COST OF DRIVING

Mr. Morrison Tells the International Commissioners That Rates Have Advanced From 14 to 45 Cents—Largely Due to Delay in Sorting

The International Commission on the St. John River heard the evidence of three witnesses this morning.

The first was J. A. Morrison who conducted lumbering operations on the St. John River for several years. His evidence showed that since the sorting boom was established at Van Buren driving has been more extensive and uncertain, and the delay in getting the logs at Grand Falls. The difference is shown by the fact that while he got 14 cents per thousand for logs from Grand Falls to Fredericton the present rate is 45 cents. He gave as his opinion that of storage reserves, the delay in getting the logs at Grand Falls is the cause of the increase in the cost of driving.

Frank Curran told of operations on the Richibucto River where ten or twelve millions of logs belonging to different owners are turned into one boom and afterwards sorted without any great difficulty.

Chas. F. Sanford was called to put in evidence a photograph of a dam erected several years ago at Van Buren.

At the close of the public session the commissioners met to decide whether they would include the testimony in the scope of their investigation.

When the commission came to order at 10:30 this morning, John A. Morrison of Fredericton, was called as the first witness. In reply to Hon. W. P. Jones the witness said that he had been in the lumber business for twenty years. He had had considerable experience in running drives in the St. John River both above and below Grand Falls. He had also conducted lumbering operations in Somerset County, Maine, for the past five years, and had brought the lumber down the St. John River. His experience also included operations on Black River. For the past twenty years he had been working along the river.

He had driven, as a contractor, for the St. John Log Driving Co. and had secured four or five million feet of logs for driving from Grand Falls to Fredericton. The men he employed received a dollar a day and a free meal a day during most of the season. He did not know what was paid now.

There were no objections between Grand Falls and Fredericton other than such ordinary ones as are caused by low water, bridges, etc. The time occupied for this drive should be about thirty-six hours. He thought that more than half of the logs should be driven without assistance at the ordinary freest pitch which lasted from about 1 May to 25 May. If the water was low there are a great many rocks in the river but at present they were covered. There were a great many rocks at Munich.

He remembered in 1901 that the water fell four feet in forty-eight hours. The results were serious.

Mr. Jones—"In what way?"

Witness—"Primarily, Laughter." Continuing, Mr. Morrison said that a drop of five feet would make the difference between a good drive and one which would be a failure.

As a general rule there was a June freshet of water which helped the drive. In 1901 this did not come. According to his experience it was advisable to go to the logs down at the freest pitch and any hindrance causing delay at that time would be very detrimental. A loss of forty-eight hours would be a very serious matter. There might be good driving above the falls and still be below as the river above the falls is narrower and the rains have more effect on it.

His object was always to get the logs down as rapidly as possible. To achieve this he worked the men all the hours per day they would stand and sometimes on Sundays. On some occasions a delay of one day had made all the difference between success and failure.

Witness had been at sorting booms of St. John Lumber Co. at Van Buren on 22 August, 1904, when there was a jam of logs there which he estimated at from three to four million feet. Mr. Bond had a drive above and the logs were still coming in. Men were at work sorting but the logs seemed to be coming out very slowly. He thought at the rate they were working it would take ten days to clear the jam. The water at that time was not very high but the water at the Munich rocks was of a fair depth. Witness did not think there were any side jams in the sorting booms at that time.

In that year they did not get the drive away from Grand Falls until September 10, and did not reach the booms above Fredericton until October 10. That was not as bad as his experience in 1901. The water was generally too low for good driving by the end of July or in August.

If the logs were not stopped at Van Buren an additional four hours would take them to Fredericton. The logs were broken up more or less at Grand Falls and the damage was very great at low water. At high water the logs received more damage in the gorges below the falls than in the falls themselves.

Witness said that he understood the rate is now 25 cents per 1,000 feet from the falls down to the privilege of using the boom which amounted to about a cent. The reason for the increase was that it was difficult to get anyone to take the work. The reluctance was caused by the fact that the operator would not know which logs would get the logs at the falls owing

to the delays above. The chief delay was caused at the sorting booms of the St. John Lumber Co. at Van Buren.

Witness was a director of the St. John River Log Driving Association. He had driven for 14 cents until 1904. After that Geo. Moore took the contract at 18 cents for 1905 and 1906. In 1907 there were no tenders put in and so they had an auction and the lowest bid received was 42 cents. This bid he thought was made by Geo. Moore. At that time Mr. Aiken, who had had previous experience, bid 45 cents. The present contractor is John Scott. Witness did not know that he had previous experience before getting this contract.

The ice usually forms in the river in November, sometimes in October. It goes out usually about the 23rd of April. It has gone out sometimes in March. It goes out below the Grand Falls earlier than above. The booms are hung as soon as the ice goes out below the falls. Frequently logs were carried out with the ice and to save them cost about \$1 per thousand.

In reply to Mr. Gregory the witness said that he regarded the St. John River as a very fair one for driving and not unusually subject to rain, rises and falls. The one instance he mentioned was the only excessive and dangerous falling of the water. The river generally fell about six inches a day in May.

With the exception of the Fish River there were no serious obstructions to the logs between Fort Kent and Grand Falls over which a good driving pitch would not carry the logs without assistance.

It was important that the logs should get over the stretch before the water fell off too much, say about July 15. This year he got the drive into the certain limits about May 22nd. This was fair average.

Witness told of the method of getting supplies up the river before the Teniasa. He usually carried about 100 tons of supplies up the river. He carried thirty feet long and nine feet wide were used. They did not regard the sheer drop of the river as a hindrance to the drive as they would slide right over it.

In reply to Mr. Fellows, witness said that he took the contract at fourteen cents. He did not make money. He did take the contract at too low a price.

Mr. Fellows—"The increase in the contract price is due to the fact that you took it at too low a price?"

Witness, continuing, said that when he was driving the drive reached Fredericton in August in 1904. He did not know when they arrived since he did not know when they arrived.

He knew sorting operations were carried on at Glazier Lake on the boundary between the Grand Falls and Fredericton. Mr. Fellows wanted to know how much per thousand witness lost in 1901. He admitted, however, that 1902 was the only year in which he made money.

Mr. Fellows—"The witness is a member of the St. John Log Driving Association. He did not make money. He did take the contract at too low a price."

Regarding improvements on the river witness said Mr. Bond improved the Big Rapids, the St. John Lumber Co. created a dam at Black Lake, and the Government did some work at Grand Falls. He had never heard of any rocks being removed from the river below Grand Falls.

Mr. Morrison did not know of any feasible way for each operator to receive his log except by sorting. By the dam the logs were sorted into three millions in itself. Another concern shipping over the Temiscouata Railway manufactured about two millions on the American side. Nine or ten millions would cover everything.

During this year witness thought that sixty-five millions would be manufactured on the American side along the St. John River and its tributaries. Witness said that in Murchie's mill at Fredericton, which he managed, logs belonging to other companies got in by mistake and were saved by them. A record was kept of those.

If he was bringing his own drive along by itself he could get it down from Grand Falls to Fredericton in about fifteen days.

There were about seven or eight bridges across the river between Grand Falls and Fredericton and the piers supporting these structures obstructed the drive.

In reply to Mr. Keefe the witness said before the St. John Lumber Company's works were erected he had made this fall about May 20. On an average there would be about six months and a half during which period the logs were in the river.

Examined by Mr. Jones the witness stated that he was not familiar with the charter granted the St. John Lumber Company by the state of Maine. The log company had constructed a number of dams across the river. These were used for the purpose of facilitating the driving of logs.

Re-examined by Mr. Gregory the witness stated that it would be impossible to sluice Grand Falls. The logs were stopped and sorted at Fredericton at the mutual consent of the mill owners. The wages had only been increased within the past five years for bank driving. His statement in this regard did not refer to river driving.

## GERMAN SPY TELLS HOW SPYING WORKED

Attended English Naval Maneuvers and Made Notes of Everything.

German Says Drednought Was Carelessly Built and is Not Worth Money She Cost.

BERLIN, July 8.—The strange story of a German spy at Portsmouth is published in a Leipzig magazine called Hammer.

The spy, who calls himself "Nucleus," describes the state of the dockyard very accurately. He was present at the inspection of the fleet by the colonial premier in May, 1907, and he was also present at the launch of the Drednought, and has some caustic comments upon that ship.

He met a German naval staff officer in muffled at a Portsmouth hotel, "much frequented by English officers," (presumably the Keppel's Head), and there he posed with his wife as a marine painter on his honeymoon. The two and three were attended all the functions in connection with this great review, and by the slips of the Drednoughts we much enjoyed the irony of the situation, that we were conducted round by a constable who had no idea whom he was guiding.

"We found the boatmen and dockyard workmen approachable and quite harmless people. There was only the 'marine painter' with his sketch-book under his arm, was accorded admission everywhere, even in places where no other strangers were admitted."

The spies were present both at the attack on White Island and the attack on the Drednought, which marked the visit of the colonial premier.

"The attack on the great battleship, which was the most important for us, we watched from a rowing boat. A lying hidden behind Nelson's old wooden flagship Victory."

There was one unexplained incident in the programme—the breakdown of the torpedo boat—and this did not escape the notice of the spies, for the writer comes to some strange and for a conclusion.

"One torpedo boat steaming at full speed went out of her course. She drove straight into the net, in order to come into collision with her next astern, but instead of stopping she swung out more and more, and before any one knew what had happened there was a crash and white clouds of steam.

The torpedo boat had come into collision with a floating coal depot. The ship was saved with difficulty from a boiler explosion, the vessel was bent and the crew was killed. In broad daylight and in open water a notable error in seamanship.

The impression was not good, and at a parade doubly damaging; the incident was widely discussed. In Germany, of course, such an incident would have brought the commander a blue letter. What actually occurred I do not know, but from my knowledge of the British navy I think it seems probable to me that the matter was hushed up or forgotten."

Of the Drednought "Nucleus" has many startling things to say.

"A FAILURE."

"The much discussed Drednought is a failure," he says, "judged from the point of view of the money it has cost to build her. The rivets that hold her armor plates together were hurriedly and carelessly put in. They wanted to save the money, but they did not know that the rivets were not strong enough to hold the armor plates together. The result is that the ship is continually in dockyard hands, and must be changed frequently. In the engine room and stokeholds the heat is too great for the ventilators and fans. A delightful youngster who had been engaged in the building of her had to leave the job because he was not strong enough to hold the rivets together. The result is that the ship is continually in dockyard hands, and must be changed frequently. In the engine room and stokeholds the heat is too great for the ventilators and fans. A delightful youngster who had been engaged in the building of her had to leave the job because he was not strong enough to hold the rivets together. 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