

RIVER NAVIGATION.

Places Between St. John and Fredericton on Which Money Must be Spent.

In the report which Louis Coste, chief engineer of the Department of Public Works, made, with regard to navigation between Woodstock and Fredericton, it is said:—

For several years, and up to the present time, the traffic between Woodstock and Fredericton has been carried on daily by the "Florenceville," a stern wheel steamer drawing 3 feet of water. The navigable period for this boat varied according to the rain fall, lasting usually from the end of April to May or June, and ceasing during the dry season for want of water. The suspension of navigation extended through July, August and September, regular trips being renewed perhaps for a month at the end of autumn, always providing that the river rose sufficiently high for the purpose before being closed by ice. Upon cessation of the trips of the steamer in early summer, the traffic has been continued by tow-boats hauled by one or two horses, and requiring about 18 inches of water.

The "Florenceville" has this winter been broken up, and will be replaced almost immediately by a new boat not more than two feet in draught, intended for uninterrupted service during the whole season of navigation. This change of draught and consequent transformation of the navigation from a broken to a continuous system, will require a corresponding extension of river improvements, for whereas five bars at most were obstacles when a steamer drawing 3 feet ceased running in (say) the month of June, no less than 11 bars are now reported to be impediments to the vessel of lighter draught intended for service during the dry weather of July August and September. It is even possible that more than these may be found when surveys are made.

The bars reported to require dredging are: 1. Bedell's Cove (Carleton) 2 miles below Woodstock, shoals of silt and sand from Aroostook River and mills on the upper St. John, deposited upon the sudden expansion of the waterway at the foot of Peabody Island. From a partial survey made at this place, it appears that a slight amount of work will give a temporary channel for the new steamer. The temporary channel will in all probability be filled by the spring flood and a survey is necessary before a permanent channel can be properly laid down.

2. Betts' Rapids (Carleton) 8 miles below Woodstock, rock stone and gravel; more than two feet at low water. Probably a few boulders to be removed.

3. Moore's Bar (York) 13 miles below Woodstock; gravel; about 18 inches at low water.

4. Upper Belvisor Bar (York) 17 miles below Woodstock; gravel and stone; 15 inches at low water. In 1853, a channel 300 feet long 130 feet wide, and 3 feet deep, was cut through this bar. Upon being examined in 1871, the same depth was found. From a survey dated 1874, it appears that 2 feet could be carried through this bar by a narrow opening 60 feet wide. For permanency, a channel 800 feet long made in the direction of the set of the current appears to be required.

5. Lower Belvisor Bar (York) half a mile below the last; of shingle 150 to 300 feet wide giving 15 to 18 inches at low water.

6. Nackawick Bar (York) 26 miles below Woodstock; rocks (i. e. boulders) and stones; 2 feet at low water. Probably a few boulders to be removed.

7. Coac Bar (York) 31 miles below Woodstock; gravel and sand 200 feet wide; 15 inches at low water.

8. Bear Island (York) 40 miles below Woodstock; gravel; 1 foot at low water. More money was spent in former days by the province upon this, the principle impediment between Woodstock and Fredericton, than at any other point on the river, and it is said "apparently to little purpose". The island about a mile long, divides the river into two channels. In 1851 an attempt was made to close the west channel by a dam, and to direct the whole stream to the east side of Bear Island. Six years later notwithstanding considerable outlay upon the work, the east channel becoming blocked by the spring flood, a breach fifty feet wide was made in the dam. This opening was purposely enlarged to 160 feet soon afterwards and it continued to be used as a navigable channel for many years. In 1887, the breach was closed naturally by rubbish brought down during the floods, and since that time the steamer has followed approximately the course shown on enclosed sketch. The late Mr. J. E. Boyd of this department concurred (in 171) with Mr. Glasier a commissioner of the river, in the belief that the eastern channel should not be reopened, and recommended closing the channels on the west side of Long and Hog Islands, and also on the east side of Bear Island, in order to concentrate the water through the channel formerly closed by the dam. Mr. Boyd also recommended a wing dam at the head of Bear Island Bar placed nearly at right angles to the old dam. The principle obstacles described at present are a hard gravel bar at A on sketch 60 feet wide, giving 1 foot at low water, and another shoal at C giving 3 inches more. I have no personal knowledge of the place, and since a survey could not be made, sufficient information is not available to enable useful improvements to be designed. The alternative seems to lie between reopening the breach in the dam, and cutting the bars at A and C, with or without weirs at the head of Bear and Hog Island. It is probable that the closing of the breach caused the formation of the shoal at C, and that the removal of the cause may remove the obstacle. In the estimates for the St. John river sent to you on the 16 of November last a sum of \$1,500.00 was asked for expenditure at this place during the coming fiscal year. Until the water falls, that is to say some time in July, no further information can be obtained about this place.

9. Perley's Bar (York) 43 miles below Woodstock, reported to be of boulders and shingles with two feet at low water. It is possible that some boulders may require removal.

10. Knapp's Bar (York) 47 miles below Woodstock reported to be stone and gravel with 9 to 18 inches at low water. A channel 3 to 4 feet deep, 200 feet long, and 100 feet

wide, was made in 1853 through this bar. In 1871 the depth had been reduced to 18 inches. In 1880 it was again opened, and at present gives as stated 9 to 18 inches. According to an old plan, this shoal like the Belvisor Bars, crosses the river obliquely, and while the distance across the bar was only 200 feet in 1874, the set of the current (ascertained by enquiry and laid down by me on this plan last year) necessitates a channel 600 feet long.

11. Springhill (York) 49 miles from Woodstock, 6 miles above Fredericton, and 2 miles above the head of tide. At this point, the river from a nominal width of $\frac{1}{2}$ of a mile, expands to $\frac{3}{4}$ of a mile in breadth between the east and south banks. The interval dotted with shoals and alluvial islets, comprehends two principal channels one along each bank, which unite about three miles below. The west channel, in direct line with the general course of the river, is used until by the falling water, it becomes closed by Russell and Chapel bars, when the circuitous route of the eastern channel, reached through Grand Pass and about a mile longer is followed. Grand Pass turning off from the main stream almost at right angles towards the east bank affords by an intricate course somewhat deeper water than the direct west channel. Upon comparison (as far as comparison is possible) of the survey recently made by Mr. Day with a very extensive plan without date which I have found in the office, it appears that there is now a foot more water on Russell bar than was formerly found there. It is less easy to form any opinion of the alteration of the shifting shoals composing Chapel bar, but there does not appear to be less water now than at the date of the extension survey, which may possibly be 1874. Below Chapel bar the water is reported to be 6 to 14 feet deep all the way to Fredericton. I do not know the draught of the "New Dominion," but if the reported depth (6 to 14 feet) between Fredericton and Springhill is sufficient, this dredge should be set to cut out channels at Springhill before the water falls.

It must be understood that the following estimate is based upon meagre information and includes dredging only. Some works of construction will be required in addition, to preserve these channels, but they should be undertaken with great caution on account of risk of scouring valuable alluvial land composing the banks and islands.

General Wolfe's Sword.

Two weeks ago The Globe announced that the sword worn by Gen. Wolfe at the capture of Quebec and which had afterwards been in the possession of Major Dunn, a gallant officer of this city, who took part in the battle of Balaklava, was for sale by its owner, Col. Dowling of the Border Regiment. The suggestion was made that the sword should be secured and brought to Canada so that it might have a place among the memorials of that great contest by which the fate of half a continent was decided. The article descriptive of the relic attracted the attention of Mayor Kennedy, who wrote to Sir John Thompson, who in turn informed the Minister of Militia of the circumstances. This was possibly a polite way of shelving the question. But from Ottawa comes the statement that the sword has been purchased by a patriotic and public-spirited Canadian, together with the Victoria Cross worn by Col. Dunn, and that the relics will be brought to Ottawa.

There is but one fitting place for the sword of the man who gave Canada to the British Empire, and that is the Canadian house of parliament. But the sword of the conqueror should not remain there alone. As the monument on the plains of Abraham joins the name of the chivalrous Montcalm with the victorious Wolfe, so should the casket in which the sword of Wolfe lies contain also the sword of his brave and unfortunate foe. We may trust the French-Canadian race to search out the sword of Montcalm, if it has not altogether disappeared, and place it with that of the soldier against whom he contended. So may the union of the races in one nation be emphasized to all who see the relics in the centuries to come.—Toronto Globe.

Sir William Harcourt.

A London dispatch says: There continues to be some speculation as to whether Sir William Harcourt will really follow his old chief into retirement after the present session. It is hinted in well-informed quarters that such is his intention, and one of the reasons given is that the Chancellor has never settled down contentedly to the position of second fiddle to Lord Rosebery. He has threatened resignation again and again since Mr. Gladstone retired from office, but his colleagues have made allowance for a certain irritability of temper with which he was greatly troubled during the initial stages of the Budget bill, and have not attached much importance to the threats.

Sir William's duties are exceedingly onerous, for he discharges two distinct functions—those of leader of the House of Commons and Chancellor of the Exchequer. Either of them is enough for any one man, and very few have attempted to combine the two. Should he adduce the strain upon him as an excuse for his retirement, a strenuous effort will certainly be made to persuade him to retain the leadership of the House and relinquish the Chancellorship, for after the loss of the great tree-cutter of Hawarden, the departure of Sir William Harcourt would be a terrible blow to his party.

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When to Marry.

No man has any business to marry any woman unless he is able to support her. No woman has a right to marry a man unless she is fitted to become a wife in the fullest sense of the term. The necessities of the modern world impose more upon marriage than they did in olden times. There was a time when the mass of people expected to be poor all their lives. No mortal can avoid accidents. No mortal's proof against disease, but when a young man and a young woman get married with the perfect understanding in advance that if they are spared accidents and disease, that still the very best they can do is to make a poor living, their getting married is wrong and ought to be stopped by the State. We are aware that this is not in accord with the teachings of modern society, but it will be when modern society gets a little more enlightened. Poverty is the mother of more crimes and of more heartaches than any other one thing in all this world, and no young couple ought ever to be married when they know in advance that poverty will come to be their guest in the very honeymoon and that once domiciled in their home, they never can remove it. Of course the State can remedy this by seeing to it that every child is taught some useful employment; taught to do some useful thing so well that the world will want the work. As it is with boys growing up as hoodlums, and girls without an aim in life except while in their teens to get married if possible, so long as society permits that to go on men can continue to build jails, prisons, orphan asylums, lunatic asylums, and they can look for tramps at their back doors every morning.—Salt Lake Tribune.

Nationalizing Railroads.

One result of the present railroad strike will be to convince many heretofore skeptical persons that it will be necessary to put all railways under National control. This subject has come up often of recent years, and has gradually gained ground. On general principles it is not a good idea, but this strike is so senseless, so useless, that it may well alarm thoughtful men. The civil and military authorities have so far proven entirely inadequate to cope with the rioters. Property is being destroyed, commerce is being impeded and great hardships are being forced on innocent persons. There are in this country nearly one million railway employes, which is about one-thirteenth of the adult male population. At least half a million persons are employed in furnishing materials and supplies to the railways, so that it is the largest industry in the country outside of agriculture. The evil results of a concerted strike at the great railway centre at Chicago have become painfully apparent in the last few days and something must be done to prevent a recurrence of such scenes. The direct length of railways in the country is now over 180,000 miles. The difficulties in the way of putting this immense business in the hands of the government are great and the danger of so greatly extending the office holding class is plain, but agitation will surely increase. In France, Germany, Italy, Switzerland, Russia and other European countries the railways are largely owned by the government and all are under its direct control. This works better than might be supposed because the government undertook the work at the start and the system has grown under its direct supervision. It seems almost impossible to place all the railways in this country in direct possession of the government, but it is quite possible that a set of laws can be framed which will increase government supervision and limit the present dangers.—Phila. Enquirer (Rep.)

Elected to the B. C. Legislature.

J. Fred Hume, son of the late George Hume of this city, has been elected to the British Columbia legislature from West Kootenay. His many friends in Fredericton are very much pleased over his success.—Fredericton Gleaner.

Mr. Hume is a nephew of Mrs. Capt. Duncan and of Robert Hume of Florenceville.

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