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RIVER ST. JOHN.

Bars Must be Removed Before Steamboat Can Ply Regularly Between Woodstock and Fredericton.

The report of the Minister of Public Works for the fiscal year ending 30th June 1896, has just come to this office. In the report of the chief engineer, under the heading province of New Brunswick, the following interesting facts about the river St. John are found:—

The River St. John proper, 450 miles long, takes its rise from sources in the province of Quebec and state of Maine, at a reputed maximum of 2,158 feet above sea level. Entering New Brunswick at the confluence of the St. Francis, a little below the borders of Quebec, it continues to be the international boundary almost to Grand Falls, and after flowing through the province for nearly 300 miles (by way of the counties of Madawaska, Victoria, Carleton, York, Sunbury, King's and Queen's,) discharges into the Bay of Fundy at St. John. Many tributaries, some being of considerable magnitude, are received by the main stream. Among them are the St. Francis, Madawaska, Green River, Grand River, Salmon River, Arnostook, Tobique, Presquille, Meduxniekeag, Eel River, Nackawick, Keswick, Nashwaak, Oromocto, Jemseg (Grand Lake,) Washedemoak, Belle Isle, and Kennebecasis. Except the last five, which are slightly tidal for some distance, they are fresh water streams.

The total basin from source to mouth is computed to be 26,000 square miles, an area almost equal to the whole of New Brunswick, but part of the watershed lying outside, only a little more than one half the province is drained by the river. The St. John is considered navigable for vessels 15 feet in draught for a distance of more than 50 miles from the mouth, but no positive information on this point has yet been obtained. About 8 feet at low water can be carried to Fredericton, 84 miles from the sea, and 6 miles below the head of tide at Springhill. Three natural features of the river are remarkable, viz.: the tidal falls, Grand Falls, and the annual floods. Although in summer the fresh water stream between Woodstock and Fredericton is in places 400 to 1,000 feet wide, expanding at the latter place after reaching tide level to half a mile in breadth, yet the actual mouth of the river, a rocky gorge 400 yards long, immediately at the head of St. John harbour, measures but as many feet across at high water. Here at low water the level of the river water is from 11 to 15 feet above the sea, and as the ordinary tides flow from 23 to 27 feet, the sea level at high water is from 8 to 12 feet higher than the waters of the river. Thus there are two falls during every tide, viz.: one outward and one inward, and vessels can only pass when the waters of the ocean and the river are on a level, and this occurs only for the space of about 10 minutes during each ebb and flow of the tide; at all other times it is impassable or extremely dangerous.

At Grand Falls, 225 miles from the sea, the whole volume of the river plunges over an almost perpendicular face of limestone 60 feet high; into the deep ravine 150 feet across, somewhat similar to the narrow pass at St. John. Flanked for nearly a mile by lofty rugged cliffs, the confined current dashes from the foot of the falls with excessive strength, mining deep pot-holes in the rocky bottom of the channel in the course of further descent estimated to be slightly less than the first. In the harbour of St. John ordinary spring tides are considered to rise 26 feet. At the wharfs of the river steamers, a mile above the falls, while summer range is but 3 feet, the highest flood mark is as 17 feet above extreme low water. At Oromocto, 73 miles from the sea, where the tidal range is 10 to 12 inches, the flood of 1887, reached the bridge 20 feet above low water. At Andover, 200 miles from the sea, floods attained an elevation of more than 37 feet above summer level. By contrast, the Tobique and St. Francis swell 9 and 6 feet respectively. After the first spat due to the melting of the snow in the catchment basins of the Kennebecasis, Belle Isle Bay, and Washedemoak, a secondary flood occurs, caused by the back-water of the main river, which is fed from sources farther north, and consequently later in thawing.

The harbour of St. John is open all the year round, but the river is ice bound from November to April, an average period of 144 days. The water usually begins to rise in April, reaching flood pitch early in May, and maintaining a high level for two or three weeks. The ice run takes place before the time of highest water. By the middle or end of July the water has fallen to summer level a stage lasting with some variations dependent upon the rainfall, for about 60 or 70 days.

In addition to a little coal, a considerable quantity of cordwood, and the ordinary food supplies yielded by the farms of a lengthy fertile valley, the trade of the river comprehends an abundance of valuable timber, fluctuating each season in amount, but generally at least equal to 135 million superficial feet annually. Most of the logs are floated loose down the tributaries and upper river to Fredericton, some being manufactured there and shipped coastwise or to the United States. The remainder, and major part, is towed from the provincial capital to St. John in rafts, giving employment to a fleet of tugs.

For the purposes of works, three divisions may be made of the river:—

1. Tidal navigation for steamers and sailing vessels, between St. John and Fredericton, 84 miles, requiring 11 feet at low water. Principal obstructions: The Oromocto shoals, about 1½ miles, the middle ground above Oromocto Island about one mile, and the shoals abreast Fredericton, rather more than half a mile in length.

2. Inland navigation from Fredericton to Woodstock, a distance of about 65 miles, requiring 3½ feet at low water. The obstacles to inland navigation, besides boulders in some places, and perhaps bed rock at Meductic, are shoals of material more or less coarse according to the strength of the current, varying in com-

position from sandy gravel to stone. The chief bars are at Springhill, and Bear Island, while Knapp's, Perley's Cove, Nackawick, Belvisor, Moore's Bett's, Dibble's and Bedell's Bars, with Meductic Rapids, constitute, according to present information, less considerable obstructions. Dividing above Springhill into two main channels, and from a general width of 350 yards, opening to a stretch of 1½ miles between banks with a waterway increased by at least one third, the river becomes dotted with eyots and shallows. Two gravel shoals known as the Russell and Chapel bars, together about a mile in length, compose the obstacle at Springhill. At Bear Island, 25 miles above Fredericton, in consequence of another division of the river into three channels aggregating 600 yards in breadth, a shoal of gravel and stones 4,400 feet long giving only 21 inches at low water has been formed. Besides dredging, a long training dyke will be necessary for the maintenance of this channel. After re-uniting below the island, the width of waterway in the single channel is only 250 yards.

3. The upper river, including with the tributaries, all that part above Woodstock. This division is used now for the passage of timber only. On some of the tributaries beyond the reach of railways, supplies for the lumber camps are transported in tow boats, for which channels are required to be made and tow paths provided.

DIVISION 1.

Ten miles below Fredericton, and 74 above St. John, the river spreads from a normal width of 500 yards to a total breadth of 1½ miles. The expansion, and distribution of the waterway among three channels collectively 1,100 yards wide, formed by the interposition of Oromocto and Thatch Island, sufficiently accounts for the presence of the shoals. The eastern, and broadest channel, 650 yards wide, with a ruling depth of 3 feet at low water, is only used during floods. The middle and navigable channel, 300 yards wide, has for many years been obstructed by the sandy deposit called the Oromocto shoals, giving about 8 feet at low water, and extending for a mile and a half. Above the Oromocto shoals proper, another bar, apparently a continuation beneath the water of the axis of Oromocto Island, gives less than the required depth of 11 feet for rather more than a mile, while below Thatch Island, is found a small shoal patch.

In order to improve the navigable channel, a dam 2,200 feet long was built by the department, between 1877 and 1881, from the west bank of the river to the upper end of Thatch Island. This work completely closes the narrowest of the three channels by the time the water has fallen to 5½ feet above summer level, contracting the total waterway by 150 yards. The first hundred feet adjoining the shore is made of brush and stone, but the remainder of the dam is built of cribwork, close piled on the upper side and sheathed with plank. From the lower end of the dam, a cross-dyke of piling makes connection with the head of Thatch Island.

In 1894-95, a training dyke of stone founded on brush mattresses, consisting of a filling of evergreen brush between two net works of fascines, was added to the dam as the first step towards future extension. At the same time a brush and stone apron was applied at the back of the structure, with the view of promoting accumulation of silt. Two hundred and eighty feet of brush protection was also placed on Oromocto Island, to prevent the alluvial bank from scouring under action of the current, when increased by the system of works now begun. It is important that these works should be backed by silt, and the silt planted with willows as soon as possible, in order that they may be rendered self sustaining. To accomplish the purpose, light cross dykes and groynes of brush may be used.

During the past fiscal year, a sum of \$96.79 was applied to renewal of sheathing and covering. Another and larger expenditure will be required in the coming year to replace other material of the same kind, stripped off by ice in the spring. Removal of a shoal at the tail of Thatch Island, interfering with the passage of the daily steamers touching at Oromocto wharf was completed in 1895-96, while in continuation of the general scheme of improvement of the tidal navigation, undertaken by request of the Fredericton Board of Trade, and now in progress, a channel 950 feet long, 125 feet wide, and 11 to 14 feet deep at low water, was dredged at the province capital.

DIVISION 2.

A commencement of the improvements contemplated for the purpose of opening and maintaining during the season, steam navigation between Fredericton and Woodstock, was made in 1894-95, when a dredge hired for the occasion, began excavation of the Springhill shoals to a depth of 3 feet 6 inches at low water. For want of suitable plant, the work was not continued in the past year. In the reach of tidal navigation between St. John and Fredericton, steamers carrying passengers and freight run daily up and down, while the Washedemoak, Grand Lake, Bellisle Bay, and the Kennebecasis, also enjoy steamer communication throughout the season of navigation. Above Fredericton, a steamer runs daily up or down from the opening of the river in the spring, until, by fall of the water, Bear Island, Springhill, and other bars prevent further passage. This usually occurs about the end of the first week in June, and from that period until ice forms at the beginning of winter (unless a late rise of water permits a short resumption of steam navigation) the traffic of the river is conducted in barges towed by horses. The towpaths require annual attention, and will continue to demand repairs, until, by removal of the bars, the inland navigation of the river is thrown open for steamers throughout the summer. A sum of \$180.25 was expended in the past year between Eel River and Bear Island on the towpaths chiefly in grading and blasting rocks.

DIVISION 3.

On the upper river, rocks said to constitute obstacles to the passage of logs were reported blasted as follows: Rapide de Femme Rock, below Grand Falls, 40 cubic yards; Little River above the Tobique, 80 cubic yards; Honson's Cove below the Tobique, an area of 3,600 square feet of rock irregular in height, the maximum being 7 feet above low

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Mr. Statia, the editor of the Streetsville, Ont., Review, gives this unsolicited testimonial under date of Nov. 6, 1895: "Half a box of Dr. Chase's Ointment cured my daughter of eczema. That was six months ago, and there has since been no reappearance of the disease."

T. Wallace, blacksmith, of Iroquois, Ont., was troubled with blind itching piles for 20 years. "I tried every remedy that came out in vain," he writes, "until I tried Dr. Chase's Ointment. It was a godsend. One box cured me."

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Linsed and turpentine are every mother's household remedy for coughs, colds, throat and lung affections. Dr. Chase has disguised the taste and made the remedy pleasant to take. Large bottle only 25c.

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No pain, no after effects, pleasure in every dose—little, but awfully good.

Cure sick headache, constipation, biliousness, nausea, sallowness. They are purely vegetable. In big demand, and all druggists sell them. Mere granules in size.

Evidence of True Love.

"They say," sighed the maiden, "that the course of true love never does run smoothly." "And I guess they're right," returned her best friend, who has troubles of her own. "If they are," said the maiden dreamingly, "I wonder—"

"Yes," said her best friend inquiringly as she paused.

"I wonder," repeated the maiden, "if I am justified in considering the fact that papa kicked Harold down the front steps last night as evidence that ours is a curse of true love."

—Chicago Evening Post.

No small objection which young folks had to the old-time spring-medicines was their nauseousness. In one day, this objection is removed and Ayer's Sarsaparilla, the most powerful and popular of blood-purifiers, is as pleasant to the palate as a cordial.

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N. B.—Orders for coach left at stable or sent by telephone will receive prompt attention.

Notice of Sale.

To Augustus F. Lockhart, of the Parish of Wakefield, in the County of Carleton, and Province of New Brunswick and David Smith of the same place, and all others whom it may concern:

NOTICE IS HEREBY GIVEN, that under and by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the first day of April in the year of Our Lord one thousand eight hundred and ninety-two and registered in said Carleton County Records in Book O. number three of records on page 760, 761 and 762, and made between the above named Augustus F. Lockhart of one part and the undersigned George L. Stickney of the other part: there will, for the purpose of satisfying the money secured by said Indenture of Mortgage default having been made in the payment thereof as said Public Auction in front of the Post Office in the Town of Woodstock in the County of Carleton to-wit: on Wednesday the thirtieth (30th) day of June next, at the hour of eleven o'clock in the forenoon, the Lands and premises described in said Indenture of Mortgage as follows: "All that certain tract or parcel of land in the said Parish of Wakefield bounded and described as follows, viz.: commencing at the junction where the old cross road leading by the Hartford Mill and passing into the third tier road strikes the Connell Road so called, thence running northerly along said Connell Road about thirty rods to the dividing line between said land and land owned and occupied by David Scott, thence running easterly along said line about twenty rods to the bank of the stream called Marvin Brook on which the Hartford mill now stands, thence running southerly along said Brook down stream about thirty five rods to the cross road leading to the Connell Road thence running along said cross road about twenty five rods to the place of beginning and containing four acres more or less." Together with all and singular the buildings, improvements, privileges appurtenant to the said premises belonging or in any wise appertaining.

Dated this tenth day of March A. D. 1897.
GEORGE L. STICKNEY, Mortgagee.
STEPHEN B. APPELBY, Solicitor for Mortgagee.

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