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RESULT OF A BLUNDER.

THE NEW WHARVES AT SAND POINT BADLY DAMAGED.

The Piling Disturbed by the Pressure of Earth and Water—Who is Responsible—Some Blunders and Expensive Mistakes—Who Appointed Foreman Thompson.

When PROGRESS appeared last week many scores of men were working day and night pushing forward the work of wharf and warehouse building at Sand point. The people were beginning to see the promised improvements take actual shape and there was abundant ground for hope that there would be sufficient accommodation for all the steamers that would come to this port the coming winter.

When the gang of men knocked off Saturday evening the scene was one of bustle and activity—four hours later practically all the work that had been done was undone.

A landslide it was called and sure enough that was the proper term in one sense for the partially completed wharves were in a great measure destroyed by a movement of the earth that had been dumped against the piling, which disturbed and distorted those supports to such a degree that all hope of continuing the same plan of structure has been practically abandoned.

About 8.30 Saturday evening the piling began to bend and snap under the pressure of the earth and water behind it and the word passed like electricity that the great amount of building that had been done was moving toward the slip. Hundreds hastened to the scene and watched the work of destruction. Civic officials and aldermen looked on with blue countenances. Powerless to stay the destroying power that was undoing the work which had cost many thousands of dollars to place there. A number of loaded flat cars belonging to the Canadian Pacific foolishly left on the trestle work until Monday morning, helped to sink the structure with their great weight and when Sunday morning dawned were in such a position that they were in great danger of tumbling off the inclined and broken track.

Then it was, when the tide receded that the full nature of the destruction was revealed and told those spectators who had some practical knowledge of such work that a grave mistake had been made in the method of construction.

Who made that mistake has not been clearly shown yet for the aldermen are more anxious now to remedy it and proceed with the work than to investigate the cause.

The first work was to unload the laden cars and remove them from the place of danger. Volunteers for this work were not numerous—in fact it was difficult to obtain men at all to venture upon the flat cars at first, so insecure did their position seem but at last some of the more venturesome went to work and the cars were cleared. Then for five or six hours careful and skilled railway men worked at the task of extricating the cars. This was accomplished about one o'clock Sunday and the thousands of people who flocked to Carleton that afternoon had a good view of what had been brought about by stupidity or ignorance.

Stupidity or ignorance! Perhaps these are not the proper words. Something stronger would probably suit the case better but the verdict of the people is gradually coming around to this and the conclusion has been reached that when the city attempted to construct wharves on its own account they went at work which few if any of the aldermen knew anything about and that the director was as ignorant of as they were.

Some of the aldermen and some of the newspapers warned the council that it was attempting something it knew nothing about but all the advice and warning went for naught. The result has proved the wisdom of the advice.

But how was all this mischief done? What was the great force that would disturb so much piling (if it was properly driven) and disturb the wharf to such an extent that it is practically useless. It is difficult to describe without a diagram but let the reader imagine three parallel lines the first of which represents the space to be filled in, the second the wharf and piling and the third the slip where the dredge had dug in some places to a depth of 28 feet. Again in the rear of the first parallel is the street upon which another gravel train is working dumping its many carloads day by day to meet the embankment made by the gravel train dumping from the wharf. Of course an immense amount of earth had been deposited—the engineer estimated about 13000 square yards—and the belief is now that it had been properly dumped that the accident would never have taken place. At first the dumping from the gravel train on the wharf was done at the end nearest the approach from the street. Instead of making the bank as it went along some one directed the train along near the other end and some 300 tons of gravel was dumped there, forming two dumps as it

were between which the tide flowed into the big gully behind the wharves—a channel would be a better term to describe it. Through this the tide not only ebbed and flowed but the vast volume of water from the mill pond poured through the sluice way behind the wharf and making a swift current carried the loose gravel out into the slip which the city was paying \$600 every day to make deep enough for ocean steamers.

Can any one imagine a contractor looking sharply after his own interests, permitting such a waste as this when by a little precaution the mill pond stream might have been turned to the face of the wharf? The effect of it passing behind it and out over the gravel can easily be imagined when it is stated that where the depth had been 28 feet soundings showed that the slip had been filled in in some places to 18 feet and in others to 13 feet.

This was a blunder so apparent that when inquiry was made about it at the council board, afterward the mayor endeavored to smooth the matter over by saying that the turning of the current caused by the volume of water from the mill pond was under consideration.

Under consideration, forsooth! When the mischief is done it is rather late to consider how to prevent it, but this is simply one instance of how lax has been the management of the wharf construction.

But the damage having been done the aldermen met Monday to consider the matter and the faces of those who had advocated that the city proceed by day work were not as cheerful as they might have been. Aldermen McArthur, Ruel and Wilson had nothing to blame themselves for, because they had advocated the contract plan but still they were as anxious as the rest to set the matter right. All sorts of suggestions were made, one was to haul the canted wharf and pile it into position and stay it to the shore by ropes and another was to pull the piling out and build a wharf on the first plan which is the same as the Connolly wharf was built upon. But the director of public works had no plan to propose any more than the aldermen. He is not a wharf builder and when the crisis came he showed that he did not know any more than any of them.

Then it was that the aldermen pursued the only wise course that has marked the progress of the work. They determined to seek the advice of practical wharf builders who would know what they were talking about and D. W. Clark with the Messrs. Roberts and Alderman Stackhouse were asked to make a report upon the situation and how best to remedy the damage. That report will probably appear to day—it was not made yesterday when PROGRESS went to press.

The question has been asked again and again, who has charge of the work at Sand Point? Is it Engineer Earle or Director Smith or is there anyone else who directs how things shall be done?

There is no doubt that when the first news of the accident was heard that the engineer was blamed by a good many for what had occurred, but that opinion has veered around when the facts came out and Mr. Earle is no longer held responsible by those who know what was going on. He went by the plans of another engineer and followed them as closely as the variations and moods of the city council would permit him. He has not, so far as PROGRESS knows, expressed an opinion to anyone, but the council was aware that he did not agree with the conflict of authority upon the work. Men did not know where to go for instructions, for the director who seemed supreme in authority would at one time send them to the engineer, and at another to Thomas Thompson who was the foreman of the work, and seemed to have as much, if not more authority than anyone.

The appointment of this man to such a responsible position was something that the council itself did not understand but it turned out to be one of the director's sudden moves that he makes without the knowledge or counsel of any one. Mr. Smith's nature must be impetuous and impatient of restraint for he goes ahead without any authority save his own, makes appointments, orders work done, and reports to his committee afterward. In fact he disregards the authority of the council in every instance and permits the aldermen to find out as best they can why such and such a thing was done. A man of strong will can influence many men to his own way of thinking and it is a fact that he does so in the council at any rate. So long as he has this influence he is tolerable sure that his acts will not be disputed to any great extent and so when he appointed Thomas Thompson as foreman he was obliging his good friend Enoch Colwell at any rate whether he was pleasing the council or not. For Mr. Thompson is a brother-in-law of Ex-alderman Colwell and it is important that the relatives and debtors of the former representative from the west side should be considered.

If Mr. Thompson had been a wharf builder and was thoroughly acquainted with such work there would have been some excuse for his appointment, but so far as PROGRESS can learn he has not been engaged in any such work. For some years since his relative began to have something to do with civic affairs he has been engaged part of his time in planking sidewalks and he had the contract for the warehouse at Sand Point. These however are not recommendations for a wharf builder and no one knows it better than Mr. Smith. It will give some idea of his capacity to keep a crowd going when it is stated that one man and his apparatus, hired at an expense of seven or eight dollars a day, remained at the wharf for four days without doing more than half a day's work in that time. He did as he was told however and though there was plenty to do was not set at it.

It certainly must have appeared strange to Mr. Earle to find that the foreman under him had power to override instructions and conflict with his authority. Yet so it was and once or twice the grip of authority was taken. Mr. Earle was not satisfied at any rate with the manner things were being done. The citizens agree with Mr. Earle in this respect—they too, are tired of the methods of those more directly in control of civic affairs and they want a return to the common sense contract system in the construction of public works. It is all very well to do work by the day and permit the director of public works to exercise an extensive patronage, but that is not what pleases the taxpayers. Mr. Smith is pleased no doubt when he has a chance to buy a lot of lumber without tender and so are his friends, but it is not in the interest of the city that this should be done. Who imagines for an instant that the price paid by the city for much of the material that enters into the construction of the Connolly wharf is not a good deal higher than a contractor would buy it for? It is all nonsense to think otherwise. And as a farther example of expensive management, what contractor would get his wharf floors from Lock Lomond in such length that they had to be cut in two after they were hauled across the ferry to the wharf when they could be bought in the proper lengths near at hand and much cheaper.

When the city made up its mind to go into business for itself at Sand Point and construct wharves according to the ideas of the aldermen and not of the city engineer it was forgotten that such an article as red pine would be necessary for a portion of the work. But it was and the city did not have any. But Gershon Mayes had some and he was the only man on the river who had. Much as the city dislikes to deal with Mr. Mayes, it had to in this instance and secured the red pine. It is said that Mr. Mayes got a good price for his lumber, almost as good a price in proportion to value as he got for his leasehold lots. Who can blame him? The city decided that he was not able to carry out his tender and ignored him and the others. It is only human nature to get even.

But according to the story told by Mr. Mayes and another gentleman who put in tenders for building the wharves both of them had a personal assurance from the Mayor that it was not the intention of the city to do the job by day's work. The way it came about was this. It was whispered, after tenders were called for, that the city proposed to do the work itself, but was going to get some idea of the cost from the contractors. So Mr. Mayes and another contractor called upon Mayor Robertson and asked him if it was true. He assured them that it was not true and that if either of their tenders was the lowest they would get the job. Everybody knows how it turned out. The lowest tender was passed over and the city has the job. And a sorry job it is for the city.

How the Aldermen Stand.

But how do the aldermen stand in this crisis. Who have stood by the contract system and who have been advocates of other schemes. Aldermen Ruel and Wilson were in favor of the contract being awarded. So was Alderman Smith who wanted Mr. Mayes to get the work since he was the lowest tender. Then there were others who took no decided part including Alderman Hamm who took occasion to express his views regarding the way matters were conducted by the public works director. But alderman Christie, Daniel, McGoldrick "took the bull by the horns" and used their persuasion to make the city adopt the plan of days work. Then that wonderfully contracted addition to the city board—the advisory board—was appointed and the mayor and Aldermen Christie and Daniel with Aldermen Stackhouse and Smith from the West side formed this court of reference. For that is about what it amounted to when the work began. The mayor's suggestion to "refer to the advisory board" was in almost every instance adopted and very often matters that were not brought

before the council were decided by the advisory board. This at length brought out a protest from the other members of the council and the power of the advisory board has been curtailed. There is no doubt that it will be curtailed still more after the events of the past week. If the expression of opinion of the aldermen means anything the power of the directors to act in important matters without instruction is gone and the council will look after the matter of appointments in future.

There is no doubt but that the work the city is engaged in entails an enormous amount of work upon all those engaged in its government at present. Aldermen hold on an average four meetings a week and there is much time beside devoted to consideration of civic business. Perhaps this amount of work has something to do with the decision of Alderman Ruel who will not be a candidate again next spring. He has a law partner now and cannot afford to spare the time from his duties that the council work demands. He has made a level headed, good representative and it seems a pity that just as he is getting into harness and acquainted with much, that ever new alderman must learn about civic affairs, that he should retire from the board.

WILL BE ABLY DEFENDED.
John E. Sullivan's Lawyer, R. Barry Smith, is a Very Clever Man.

MONCTON, Nov. 12.—Probably there is no better all round lawyer in Westmorland county than R. Barry Smith of Moncton, who so ably defended John E. Sullivan's cause both at the inquest and before the police magistrate at the preliminary examination as well. Mr. Smith is a St. John boy and a graduate of Mount Allison and read the law with Dr. A. A. Steckton Q. C. and leader of the local opposition. In matters of a criminal nature Mr. Smith shines to the best advantage, and when he faces an obstinate or stubborn witness he hustles the truth out of his man in very quick time. He has been very successful in defending persons accused of serious offenses, and on several occasions he has been complimented by judges of the Supreme Court for the tact and shrewdness displayed by him in the defence of persons accused of crime. He defended with marked ability the celebrated "Jim" Bucks associate in the murder of Policeman Steadman. In the case of "Jim" Mr. Smith was opposed by Hon. A. G. Blair (then attorney general) and Hon. H. R. Emmerson Commissioner of Public



R. BARRY SMITH, Esq.
Works, they both waged a strong fight against the prisoner, but Smith put up a neat defence for "Jim" against a strong wave of public opinion as well as the "tramp nuisance" cry which told heavily against the prisoner. In his address to the jury for the crown, Mr. Blair said "whatever might be the result of this case it will never be in the bow of the prisoner at the bar to say that his case was not ably handled, as Mr. Smith has left no stone unturned that would aid in securing the acquittal of the prisoner." Judge Fraser, now lieutenant governor, in charging the jury took occasion to say that Mr. Smith had conducted the prisoner's side of the case in a manner that was highly creditable to himself as a lawyer, and had done all that humanity could do for the prisoner as well. In the case of John E. Sullivan Mr. Smith will be opposed by Hon. Solicitor General White, and as both men are skilled in the law, the public may look forward to seeing a very lively fight during the trial of John E. Sullivan.

He did not mourn the Loss.
Umbrellas turned inside out, were a very common sight during the storm of Wednesday night. The gale had no respect whatever for the quality of the article—quantity evidently being the first consideration. It was amusing to note the struggle to right the mishaps of the various umbrellas. One young man had an accident of the kind mentioned above but he made no attempt to straighten it out. He simply gazed at the badly broken up umbrella for a second and threw it aside and went sailing swiftly along through the pouring rain.
McArthur's for Walt Paper

IT DOES NOT ADVANCE

THE HIGH CHURCH PARTY IS AT A STANDSTILL IN N.S.

A Review of the Various Episcopal Clergy-men and how They Stand on High and Low Church Matters—the Party Makes Very Little Advance ment.

HALIFAX, November 11.—Some one remarked the other day, that the high church party of the Church of England in Halifax, has powerful, or rather determined adherents but that the party, as a section of the church is making little, if any advance, in this part of the country.

A prominent member of a Church of England in this city, and, one who knows what is going on, was asked the other day what he thought of this. The question he was first asked was:

"Is the high church party growing in Halifax?"

"No, it is not," he replied. "I believe that in point of numbers and of wealth, it has for some time been at a standstill or is in fact, been going backwards. Just look at the church ministers of this city. I attend what is called a 'high' church myself, but glance around at the clergymen of other parishes of the Church of England in Halifax. Beginning with rich and influential St. Paul's, we find the pulpit occupied by Rev. Dyson Hague, the son of the manager of the Merchant's Bank of Canada, one of the great financial institutions of Montreal. He is an evangelical low clergyman of the most pronounced type and his people are of like mind with himself. They would tolerate nothing else. Mr. Hague is a graduate of Wycliffe college, a fact which establishes his church party leaning even if nothing else were known of him. Mr. Hague's curate like the rector himself is a devoted man, is also a Wycliffe graduate, and a low church man in heart and soul."

"Then there is Rev. F. H. Almon," PROGRESS informant went on to say.

"The rector of Trinity is so 'low' that there are some high churchmen in this city who refuse to recognize him as a churchman at all. Everybody knows what a good and self denying and earnest man Mr. Almon is, but all these qualities are not more apparent than that he is an enemy of anything savouring of ritualism." "Come across the harbor to Dartmouth, with me," continued the churchman who had been speaking, "and there we find Rev. Mr. Wilkinson, rector of Christ Church—another Wycliffe graduate, and a minister who has the reputation of being in the very front rank of the evangelicals." He is faithful and earnest, and, by the way, Captain Winn, R. E., who is the enthusiastic president of the Halifax Sunday school association, pronounces Mr. Wilkinson's Sunday school the best in the city, and a model for all to copy."

"Lastly, we have the rector of St. Matthias church as 'low' as any of those mentioned."

"But what of the ministers who are supposed to be high?"

"Well, as I said, I attend what is called a high church myself. Rev. Mr. Crawford, the rector of St. Luke's pro-cathedral, when he was called from Hamilton, Ont., was supposed to be high, but he has shown no inordinate leaning in that direction since coming to Halifax. He is a man of strong common sense, and it may be that he knows just what the people will stand and goes that far and no farther. He may be 'high' but he cannot be said to be extreme. He is a scholarly and learned man, spiritually-minded, and yet practical and is a force for good in Halifax whether in the high church party or out of it. In St. Mark's church Rev. Mr. LeMoine is rector, and neither he nor his people can be said to be high." What Mr. LeMoine might do were he in a church like St. Luke's, is another thing.

"At St. George's Rev. H. H. Pittman is the hardworking and zealous rector. He is broad rather than either high or low. Mr. Pittman is outspoken and frank, and he is doing a good work at St. George's."

"Who would you say are the most pronounced high church men in Halifax?"

"That is a rather straight question, but I think I can answer it. But first, I would say, there are more high church women in Halifax than men. Mrs. Francklyn, and the faithful ladies with her who take a deep interest in the mission church in the Tower Hamlets, and on the other side of the Arm may be mentioned."

"There are two men who stand out prominently as high church men—Rev. Dean Gilpin, of St. Luke's, and Mr. Thomas Brown, same church. Dean Gilpin has often been accused of being ultra high. Some years ago Hon. A. G. Jones publicly charged Dean Gilpin with holding erroneous views for a Church of England minister, especially referring to his connection with a certain religious order which Mr. Jones considered objectionable. The dean replied that that was a matter solely between his own conscience and his God, and ended the controversy. It is alleged that Dean Gilpin believes in and practices confession, but whether this is so or not, he certainly

goes to great lengths in his ritualistic views. Dean Gilpin abounds in good works.

"Beside Dean Gilpin, as the other extreme high churchman, I would place a layman, Mr. Thomas Brown. Mr. Brown can see very little good outside what is called high churchism. He repudiates Wycliffe college utterly, as a 'church' institution and says it is no better, and perhaps even worse, than a 'dissenting' college. He would almost as readily have intercourse with a 'dissenter' as with a 'low churchman,' which is equivalent to saying that he would keep at a very respectable distance from low churchmen. Mr. Brown is a man with the courage of his convictions, but sometimes seems not possessed of sufficient judiciousness to know when to act and when to refrain.

"Give me an instance, will you of Dean Gilpin's policy?"

"The candle question at the Bishop's Chapel is an interesting case when Bishop Courtney was away for his health two or three years ago Dean Gilpin was in charge of the Bishop's Chapel, and he did his best to have lighted candles on the altar. In fact he succeeded, but the innovation raised so great a storm that when Bishop Courtney returned it was only by the most conciliatory measures and by ordering that the candles be not lighted in future, that possible disaster to the Bishop's Chapel was averted. This action on Dean Gilpin's part was the exception to the general rule of his policy and behaviour.

"On the other hand the presentation of the cross, to St. Matthias church against the wishes of the people of that congregation, in which Mr. Brown had so prominent a part, and a gift which ultimately the people refused to accept, is a sample of the aggressive policy which this other leader of Halifax high churchism is apt to put into practice.

Beyond the fact then, that lady high church adherents in Halifax outnumber the male followers of that party, and that Dean Gilpin and Thomas Brown are the two advanced leaders of the party in this city, I do not know that I am in a position to tell you more."

WAS IT KLEPTOMANIA.

A Dumb Beggar Enters Several Houses to Beg and Steal.

"I am dumb; I lost my speech eight months ago through an attack of typhoid fever; a little of your kind charity will be thankfully received by Edward Graham," was the inscription that decorated the breast of a tall, brawny looking man who has recently been seeking aid from the kindly disposed of this city. The man was able to converse in the language of the dumb and when spoken to in this manner told a pitiful tale of a large family of little ones who were dependent upon him and of his efforts to make a living for them. Nine or ten months ago he had contracted fever but had not had proper care or nourishment and having been obliged to resume work much sooner than he should have done, he had taken a severe cold which brought on a second attack of fever that left him dumb and very seriously impaired his eyesight.

Stories of this kind are so common in city life that ordinarily they receive very little attention; Edward Graham seems to have been the exception, for the book he carried, and in which the names of those who bestowed alms were duly chronicled, contained a large number of names, many of them fictitious no doubt and the usual number of "Friend's" "Charity" etc; but opposite all were sums ranging from ten cents to seventy five cents.

On Monday evening about half past five he applied at a Gormin street home for charity and as it was nearing supper hour was given a seat in the kitchen. As the servant was unable to converse with him by signs, she learned his story from the book he carried and related the facts to her employers who, touched with pity, instructed her to give the man his supper and twenty five cents, which they then gave her for him. The girl had only been absent from the kitchen a few moments and on returning she heard a movement in the kitchen which attracted her attention and she stood just outside her door. The visitor was improving his time by pocketing everything that came in his way. Some freshly ironed clothes were hanging around, and some children's underwear was being placed in a valise when the servant happened along. She quickly informed her master of the doings in the kitchen and when that gentleman appeared upon the scene, he fully believing that the dumbness was feigned used no gentle language to his guest but compelled him to open his valise and turn out his pockets which the man reluctantly did. In the latter were two pairs of gloves, a pair of stockings and several ironed handkerchiefs while in the valise were a list of things that, so far as variety was concerned would have put Mrs. Castle's tam collection to shame.

The Gormin street gentleman with the aid of his wife and the servant recovered two towels, a garment belonging to one of his children and a pillow sham. He threatened to call the police but the man, who was really dumb, was in such evident distress, that he was allowed to go after solemnly promising that he would not attempt anything of the sort in the future.