

FOUR

THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY, (LTD.) at St. John, New Brunswick, every afternoon (except Sunday) at \$3.00 a year.

TELEPHONES:—  
BUSINESS OFFICE, 25.  
EDITORIAL and NEWS DEPT. 1157.

ST. JOHN STAR.  
ST. JOHN, N. B., SEPT. 19, 1907.

WEST SIDE WORK.

Some three years ago the attention of the common council was drawn to the fact that the Sand Point berths were not of a sufficient depth for the accommodation of large steamers. This, although backed by the strongest proof, was absolutely denied by the aldermen. The Star and others insisted that dredging up was necessary, and soundings were taken by a city official. His report was presented in the summer of 1903, and the aldermen then in office, the majority of whom are still at the board, persisted in declaring that the berths were in every way satisfactory, yet that report, which was never given to the public, shows that only two soundings, out of the hundreds made in the sixty-foot strip along the face of the wharf, gave a depth of twenty-nine feet. The average depth was twenty-four feet, and there were large sections over which only twenty feet at low water could be obtained. Remonstrances on the part of the board of trade and steamship companies were at first of no effect, but a year ago the council admitted the deception which had been practiced, and after much urging had the corporation dredge and another put at work. These continued for some few months and took up a considerable quantity of mud. The work was not properly done at Nos. 2 and 3 berths, and No. 4 was not touched at all. The dredging was to have been resumed last spring. This was not done, but the city dredge was loaned to do some work up river. Had it been kept in St. John all summer the three berths would now be perfect.

Last winter by the merest chance, the C. P. R. Empresses were booked to sail on the most favorable dates. Had the alternate weeks been selected, these steamers would not have sailed on time, because of the fact that low tides would have prevailed and the vessels would have been fast in the mud. The C. P. R. hesitated about sending these large steamers here at all, but finally arranged to do so, this being explained by the statement made later that the company did not fully realize just how bad conditions were. The captain of one of the steamers wrote to the board of trade that if he had known the true state of affairs his steamer would never have entered the harbor.

Such being the case it might be hoped that the council would take steps to improve the berths, but until now absolutely nothing has been done. Nos. 2 and 3 berths are in need of a lot of cleaning up. There are areas on which a depth of thirty-one feet is obtainable, but there are other portions where only twenty-four feet can be found at low water. If the berths had an even bottom things would be better, but at present one portion of a steamer may be in the mud and the rest of it in deep water, this involving serious straining. No. 4 berth is in a very bad state, and will require a great deal of work.

All the dredging to be done is at low water; much of it can be accomplished during only an hour or two each day. It will be far more costly work than that which is now being done at low water in Sand Point basin. The engineers of the public works department having made accurate soundings, estimated the quantity of earth to be removed and value the work at \$125 per cubic yard. The minister, accepting of course the reports of his own officials, promises to reimburse the city to the extent of \$23,440, which should cover all the mud digging. It is a straight gift to the city, but some of the aldermen are inclined to reject it. Mayor Sears and Ald. Kelley are the two who have opposed the contract.

The assertion has been made by Engineer Peters that rock is known to exist at these berths. Borings were made by the city some years ago, but this is the first time any public statement has been made regarding the existence of rock. And it is very doubtful whether rock will be found or not. The city dredge did not run across any and it is certain that there is no ledge at either No. 2 or No. 3 berths because the latest dredging was done in all corners and any outcropping would surely have been noted. There is a bare possibility that rock may be found at No. 4 berth but if so the quantity cannot be very great and the city can well afford to pay for whatever may be found.

The approved price of \$125 per yard is not excessive. For a job such as this it is reasonable, and as regards rock at such a depth, and of twenty dollars per yard would not be out of the way.

When it is considered that this work is important, when it is remembered that the St. John aldermen are sworn to conduct the city's business to the best of their ability, it is difficult to understand why Ald. Kelley left the meeting yesterday and by so doing prevented the completion of business. He holds office and is paid for forwarding the affairs of the city not for

playing the part of obstructionist. It was his duty to remain in his seat until the council adjourned. That he did not do so is evidence that he failed to realize his position. Perhaps he will do better next time. However, the contract has been awarded, and the work will be carried on as rapidly as possible.

THE LONELY ROOM.

Love, how I miss you in this little room!  
Day were not darker by the sun un-blest.  
The bird has flown and left an empty nest  
Where all is silence and unbroken gloom.  
It is a garden whence the light of bloom  
Is faded out; a bower, the loneliest,  
Bereft of beauty and the happy guest  
Whose voice was music, and whose breath, perfume.  
Delay not, Sweet; absence already long,  
Burdens my heart with such a grievous pain  
Hourly it seems that it must yield or break.  
Beloved, hasten back and bring the song,  
The sunlight, blossoms, and the old refrain  
Of ecstasy—heart-ease to end heart-ache!

—Julian Durand in December Smart Set.

OVER THE RIVER.

Over the river they beckon to me,  
Loved ones who've crossed to the farther side;  
The gleam of their snowy robes I see,  
But their voices are lost in the dashing tide.  
There's one with ringlets of sunny gold,  
And eyes the reflection of heaven's own blue;  
He crossed in the twilight gray and cold,  
And the pale mist hid him from mortal view.  
We saw not the angels who met him there,  
The gates of the city we could not see.  
Over the river, over the river,  
My brother stands waiting to welcome me.

Over the river the boatman pale  
Carried another, the household pet;  
Her brown curls waved in the gentle gale.  
—Darling Maudie! I see her yet.  
She crossed on her bosom her dimpled hands,  
And fearlessly entered the phantom bark;  
We felt it glide from the silver sands,  
And all our sunshine grew strangely dark.  
We know she is safe on the farther side,  
Where all the ransomed and angels be;  
Over the river, the mystic river,  
My childhood's idol is waiting for me.  
For none return from those quiet shores,  
Who cross with the boatman cold and pale;  
We hear the dip of the golden oars,  
And catch a gleam of the snowy sail,  
And lo! they have passed from our yearning hearts,  
They cross the stream and are gone for aye.

We may not sunder the veil apart  
That hides from our vision the gates of day;  
We only know that their bark no more  
May sail with us o'er life's stormy sea;  
Yet somewhere, I know, on the unseen shore,  
They watch, and beckon, and wait for me.

And I sit and think, when the sunset's gold  
Is flushing river and hill and shore,  
I shall one day stand by the water cold,  
And list for the sound of the boatman's oar.  
I shall watch for the gleam of the flapping sail,  
I shall hear the boat as it gains the strand,  
I shall pass from sight with the boatman pale,  
To the better shore of the spirit land;  
I shall know the loved ones who have gone before,  
And joyfully sweet will the meeting be.  
When over the river, the peaceful river,  
The angel of death shall carry me.  
—Nancy Woodbury Priest.

Rudyard Kipling undoubtedly got his wit from his maternal grandfather, the Rev. George B. Macdonald, a Wesleyan clergyman. In the days when young Macdonald was courting the lady whom he afterwards married, he was in the habit of being very strict in regard to the proprieties—was inquisitorial enough on one occasion to enter the parlor without giving any warning of his approach. The consequence was that he found the sweethearts occupying a single chair. Deeply shocked by this spectacle, the old man solemnly said:  
"Mr. Macdonald, when I courted Mrs. Brown she sat on one side of the room and I on the other."  
Macdonald's reply was:—"That's what I should have done if I had been courting Mrs. Brown."

A Philadelphia physician, according to Harper's Weekly, says that not long ago he was called in to see an Irishman, and among other directions told him to take an ounce of whiskey three times a day. A day or so later he made another visit and found the man, while not so sick, undeniably drunk.  
"How did this happen?" the physician demanded of Pat's wife, who was hovering about solicitously.  
"Sure, doctor, an' 'tis just what you ordered, and no more, that he had," she protested.  
"I said one ounce of whiskey three times a day; that could not make him drunk," the physician said. "He has had much more than that."  
"Devil a drop more, doctor, dear," she declared. "Sure an' Oi didn't know just how much an ounce was, so Oi went to the drug store and asked, an' the lad—he's a brother of a boy, too—told me that an ounce was eight drams, and Pat has had him regular, an' no more."

THE FUTURE OF THE NEGRO ON THE DARK CONTINENT.

The Negro Destined to Play an Important Part in the World's History, Says Sir Harry Johnston—White Man Should Deal Fairly With His Black Brother.

Sir Harry Johnston has an interesting article in the fortnightly Review on "The Disposal of Africa."  
"The Negro has got a great deal of Jewry to make up; he has had during the last three centuries to pay cruelly for the ages which he spent as an idle apprentice. His one talent having been laid up in a day, he is now left with him who has accumulated ten. But, so far as tropical Africa is concerned, the Negro has the climatic conditions on his side against the European. He is less able in numbers, and does not therefore face the white man in that condition of hopeless numerical inferiority which has made it so difficult for the Mongolian races of America or the Neanderthoid races of Australia and Tasmania to claim a just share of their respective continents. The Negro may have remained undeveloped in mind, but he has for the most part developed a splendid body and one admirably adapted to the land in which he lives.

"The Negro is going to play a great part in the world's history yet, and we shall be well advised in dealing fairly with him. His domain in Africa is marked on the north by the southern limits of the Sahara Desert, from the Red Sea to the Atlantic, and on the south by the southern limits of the Zambesi basin and by the coast of German South-West and Portuguese South-East Africa. North Africa is emphatically a white man's country in its existing indigenous inhabitants, who will in course of time be considerably reinforced from other Mediterranean regions. The Sahara Desert as it becomes recovered little by little from its present aridity by man's skill, will be the home of hybrid races, brown and yellow. There will be a considerable Asiatic element on the East Coast of Africa. There will be small patches of white men's hill colonies in Eastern Equatorial Africa between the Zambesi and the White Nile.

"South of the Zambesi basin," says the writer, "the ultimate future of the land is for the white man. But this eventually must be prepared for in the most gradual and gentle manner by a right respect for the rights of the Negro. The ideal one to still the present aridity by man's skill, will be the home of hybrid races, brown and yellow. There will be a considerable Asiatic element on the East Coast of Africa. There will be small patches of white men's hill colonies in Eastern Equatorial Africa between the Zambesi and the White Nile.

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EVERY BONE IN HER BODY WAS BROKEN

LOWELL, Mass., Sept. 18.—A young woman supposed to be a Mrs. Herbert Johnson was struck by a Haverhill-bound Boston & Northern Electric in First street tonight and instantly killed. There was a thick fog which prevented the motorman from seeing her. The car was thrown from the track and the woman was dragged under the wheels, breaking every bone in her body. She was partially identified by a card in her pocket.

Store Closes at 9 p. m. Thursday, September 19, 1907.

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JOHN MCGOLDRICK, Agent.

SHIP DOCTOR ON SEASICKNESS  
Thinks It Is Caused by Disturbances in the Ear—Voyage Bad for Invalids.  
LONDON, Sept. 18.—H. N. Barnett, a prominent Belfast surgeon who was formerly surgeon for the Peninsular and Oriental Line, has revived an old theory as to the cause of seasickness. According to this the seat of the trouble is not the stomach, but the internal ear.  
Within the latter are three canals, containing a fluid called endolymph. These canals perform the function of a spirit level. The motion of the ship causes a violent and unaccustomed movement in the endolymph which irritates the delicate nerves terminating in the canals and communicating with the stomach. The irritation leads to dizziness and then to nausea and other symptoms. Dr. Barnett's method of treatment is not novel, namely the free use of bromides under the direction of a physician. He protests against the indiscriminate use of which valetudinaires are ordered to take sea voyages and says that sea voyages are particularly dangerous to sufferers from phthisis.

JUST HAD TO LET HIM DO IT.  
Editor—I hated to refuse Scribblers' poem. It was a good one.  
Subscriber—Then why did you refuse it?  
Editor—Why, he said if I didn't like it he would kill himself—Judge.

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BOTTLE INK, 5c; 10 SLATE PENCILS, 1c; SLATES, 6c, 7c, to 17c.  
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SELLING AGENTS - ST. JOHN, N. B.

GORKY AND HIS AFFINITY WEDDED  
Russian Socialist and Actress He Brought Married.  
(New York Herald)  
Those who recall the unpleasant experiences of Maxim Gorky in New York, on account of Mme. Andreiva, whom he sought to have recognized as his wife, may be interested to know that Gorky and the woman are now married and are living happily in a literary colony on the island of Capri.

CHINESE REBELS WELL ARMED  
Sluggish Battle With Imperial Troops—Insurgents Lose Ground.  
HONGKONG, Sept. 18.—Imperial troops and insurgents have had a stubborn engagement which lasted twelve hours at the City of Ling Shuan in the prefecture of Yun Chow, on the southern border of the province of Shansi and about 350 miles southwest of Peking.

KINGSTON LOSERS LOSE.  
Must Prove Cause of Fire That Followed January Earthquake.  
KINGSTON, Jamaica, Sept. 18.—The Supreme Court rendered a decision today in which it held that the holders of fire insurance policies must prove the origin of the fire which destroyed their property on January 14.

D. King Hazen left Tuesday afternoon on a few weeks' trip through Western Canada.