

FOUR

THE STAR, ST JOHN, N. B. WEDNESDAY, APRIL 24, 1907

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ST. JOHN STAR.

ST. JOHN, N. B., APRIL 24, 1907.

ON THE WEST SIDE.

It would appear, if despatches from Ottawa and statements made by Hon. Mr. Fisher are alone to be considered, that the prospects for improvement of the St. John harbor are brighter than ever before. The government has made most generous sums for dredging and evidently efforts are being made to accelerate the work required to be done. At the same time plans have been approved and the contract entered into conditionally, for the construction of the second section to the new wharf. There is no doubt that the next few years will witness marked changes on the west side, and that after a time, if the policy now introduced is continued, this port will be fitted to accommodate all the business offering.

Yet even in this pleasant outlook citizens need not be any too sanguine as to immediate extensions. While it is true that certain work is now under way, it is equally true that much yet remains to be done before the first new berth is ready for use. It will be finished, no doubt, and the warehouse built, before the opening of next season's business, but whether the Sand Point basin will be sufficiently prepared for the moving of large steamers at all stages of the tide, remains to be seen. Along the face of the new berth and extending outwards towards Sand Point for a distance of eighty feet, dredging has been completed to the required depth of thirty feet and only a little cleaning up remains to be done. Jutting out from Union street and situated midway between the No. 4 and the new slip, is a tongue of land which must still be dredged and which was not completed when originally intended owing to the weakness of Union street. Right out to the harbor line, and including practically the whole of the Sand Point basin, Mr. Mayes is, under his contract, required to dredge. A lot of the top, high water dredging, have been taken off, and there still remains a great deal to be done at half and low tide, as well as a considerable amount of all depths towards the northern side of the basin or along where the face of the outer sections of the new wharf will be. It has been suggested that if Mr. Mayes will accept the price he is now receiving, namely 55 cents per yard, he might be given the contract for dredging a portion of the site for the second section of the new wharf, that which is to be built by Messrs. Clarke and Adams. Without expressing any opinion as to the price, the Star is inclined to believe that matters would be greatly hastened if another dredge were brought here immediately and put to work on that site. While it is true that the deepening of the Sand Point basin is not immediately imperative, still it is necessary for the proper handling of ships, and should not be delayed. If it is to be continued without interruption, the Beaver will scarcely find time to begin at the new site until late in the autumn, for judging from the average work done by this dredge in the past, there remains enough to keep the plant busy for some seven or eight months. Some of the aldermen and others interested in the progress of affairs are, however, inclined to believe that ten or eleven weeks will see the job finished, and it is to be hoped that they are right. But even taking this optimistic view, there will be required many weeks work in preparing the site for the Clarke and Adams wharf. Briefly the situation is, that if the Beaver continues in the dredging being done at present the D. C. Clark berth will be ready for next winter's business and ships may move in and out at all tides; if the basin dredging is not completed steamers will be able to dock only at high water, and at low tide will be unable to move in case of fire; the Clarke and Adams berth will not in any event be available for steamers during the season of 1907-08, but if matters are properly arranged it may be as far advanced in April, 1908, as the D. C. Clark berth is today. Beyond that time the development of St. John harbor facilities must rest wholly with the government.

Canada is giving the mother country an option on her trade. It is for a brief term only, and if rejected may be taken up by competitors. This dominion is acting generously in all dealings with Britain, but it is not to be believed that if the latter refuses to enter into an agreement this country should make no further efforts towards expansion. In these days of international competition each nation is justified in adopting measures calculated to best serve its own interests.

For the local house, Westmorland Conservatives have wisely decided not to oppose Hon. C. W. Robinson. The same policy will be adopted in the federal by-election for St. John.

Mayor Sears will no doubt yield to the persuasions of his friends and give up all notion of becoming a candidate.

THE SORROWS OF A SKIPPER.

(Wallace Irwin in "In Lighter Vein" in the May Century.) "I hate to think of the mate," says the skipper to the doctor, "Starvation, shipwreck, heart disease I loathe to contemplate. I hate to think of vanities and all the crimes they lead to."

Then says the mate, "With looks sedate, 'To doesn't really need to."

"To conjoin up the happy days what careless has slipped by. I hate to contemplate the day I up and left me Mary."

Then says the mate, "Why contemplate, if it ain't necessary?"

"Suppose that this here vessel," says the skipper with a groan, "Should lose 'er beam's, run away, and bump upon a stone; Suppose she'd shiver and go down when save ourselves we couldn't?"

The mate replies, "Oh, blow me eyes! Suppose, ag'in, she shouldn't?"

"The chances is ag'in us," says the skipper in dismay, "If fate don't kill us out and out, it gits us all some day. So many perils of old age, the death rate must be fearful!"

"Well," says the mate, "At any rate We might as well die cheerful."

"I read in them statistic books," the nervous skipper cries, "That every minute by the clock some feller ups and dies. I wonder what disease they gits that kills in such a hurry!"

The mate he winks And says, "I thinks They mostly dies of worry."

"Of certain things," the skipper sighs, "me conscience won't be rid, And all the wicked things I done I sure should not have did. The wrinkles on me inmost soul compel me oft to shiver!"

"Yer soul's fast rate," Observes the mate; "The trouble's with yer liver."

A FRIEND IN NEED.

Immediately after the earthquake in California in 1906, relief stations were established in San Francisco and Oakland. Supplies poured in from neighboring ranches, other towns and other states, but almost all that was sent needed to be cooked before it could be eaten, and of course in many instances homeless wanderers were in immediate need of food. The volunteer cooks did the best they could. They boiled great kettles of soup, caldrons of coffee and oceans of tea, but it was impossible to cook rapidly enough to supply all comers. Late one afternoon when the cooked food supply was running low and a long line of hungry persons still waited to be fed, a wagon halted before one of these stations and a bluff old ranchman addressed the lady in charge.

"Say," said he, "I've brought you 300 dozen of the best eggs in the state but you won't need to cook them. They're already cooked. I've been boiling eggs since 8 o'clock this morning."

THE TROUBLE'S WITH YER LIVER.

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WILMINGTON, Del., April 23.—In the course of a sermon "The Motherly Spirit," the Rev. William Temple, of St. Paul's Roman Catholic church, scored women who have a fondness for poodle dogs.

The minister urged young men and women to marry, and he declared that the country would be populated by foreigners. The young man who makes from \$15 to \$20 a week and offers the excuse that he cannot afford to marry was severely arraigned by the minister.

AN EARLY RISER.

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TO SPEND HONEYMOON ON DESOLATE ISLAND

More Rock in Pacific Home of Marine Lieutenant and Bride.

SAN FRANCISCO, April 23.—It has fallen to the lot of Lieutenant John N. Nevins, of the United States Marine Corps, and his bride to spend their honeymoon on the most desolate island in the Pacific Ocean. It is Midway Island, more than 1,000 miles from Honolulu, a mere rock rising out of the waves, on which are perched a few dwelling houses and a lone station.

Lieutenant Nevins and his wife are romantic, so they may find Midway Island an ideal place for billing and cooing. They eloped and were married in New York, after the bride's parents, Mr. and Mrs. Louis McDuffie, of Boston, had made a slight protest.

Only a few days before the wedding Lieutenant Nevins, who was stationed at League Island, had been ordered to Midway Island. His fellow-officers told him it was like serving a prison sentence. For months no ships touched the island, there was little vegetation, nothing but the sea on all sides.

COULDN'T FACE SEPARATION.

A wise government, aware of the solitude of the coral reef, keeps its half-dozen marines, cable operator and commander at Midway for six months. To Lieutenant Nevins this seemed like a lifetime to be separated from the girl he loved. She agreed with him. Papa McDuffie insisted he could not permit his daughter to go so far away, and thought six months quite a short time. Then came the elopement.

In adopting two instead of simplifying matters, a worse complication resulted. The husband wired from Philadelphia to Washington for permission to take his wife to Midway on the Annapolis. This was against regulations, and was refused. Then he asked that he be allowed to take her on the transport Sherman. He was told that the transport got no nearer Midway than Honolulu.

Finally, the cable company helped him out. It was sending its repair steamer over the route, and generously said the lieutenant could take his bride with him on the boat.

So the pair left Philadelphia for San Francisco, and on April 5 set sail, and for six months will be cruises on their own little island.

IN STEVENSON'S "WRECKER."

Midway Island was made famous by Robert Louis Stevenson in his story, "The Wrecker." A hoop-shaped coral atoll set in the midst of the Pacific. No natives, of course, for there is nothing for them to subsist on. The sun beats down from a cloudless sky and is reflected in blinding glare from snow-white coral sands. What a place to spend a honeymoon.

No wonder it is called Nightmare Atoll. Fortunately there are a few springs of cool clear water, but there is no food available, except turtles and the eggs of sea fowls. There are fish, too.

All the necessities of life come from San Francisco by warships. Everything comes in tins, so that fresh meat is impossible. And there is no news from the outside world save in the form of brief cable messages. It is said to say that not a letter will reach the two during their six months' stay.

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RICH BACHELOR ASKS AID AGAINST SUITORS

Man With \$100,000 Wants Cops to Protect Him From Women.

DES MOINES, April 23.—With tear-filled eyes and trembling voice, H. J. Higgins, a bachelor, worth \$100,000, appealed to Chief of Police J. W. Jones today to protect him against the scores of women who, he declares, are determined to make love to him against his will.

"For nearly a year I have not had a moment's peace," declared Mr. Higgins. "I have worried so that I am getting as thin as a rail."

Higgins insisted that he did not care a snap for any woman on earth, and only asked to be let alone. He told the chief that if molested further he would demand an injunction.

The chief promised him that he would not be further molested.

JOHNNY'S SUBTRACTION.

"Now in order to subtract," explained the teacher to a class in mathematics, "things have to be of the same denomination. For instance, we couldn't take three apples from four years, nor six horses from nine dogs."

A hand went up in the back of the room.

"Well, Johnny?" smiled the unsuspecting teacher.

"Please, m'am," shouted the boy, "can't you take four quarts of milk from three cows?"

WHY HAVE HEADACHES?

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WORLD PLEASURE-MAD, SAYS PASTOR, QUITTING Divine Resigns as Rector of Fashionable Chicago Church.

CHICAGO, April 23.—"The whole world is becoming pleasure-mad. Where or when it will end nobody knows. There is a steady decline all along the social fabric in church-going and the enthusiasm for church work."

With this pessimistic view, expressing in a measure the melancholy opinion of a student and observer, the Rev. Theodore Alexander Snively, for many years rector of St. Chrysostom's, one of the most fashionable, wealthy and "high" Episcopal churches in Chicago, at least for a time, has resigned his rectorship, has given up the unequal battle and will seek the seclusion of a quiet life in an unknown and little frequented rural town.

During the time Mr. Snively has been rector of St. Chrysostom's he has seen the coming of many social fads. Driving, riding, yachting, cycling, bridge whist and automobile have made serious inroads on the attendance at his services.

Now the divine sees in the task which has been set him unequal strife, and one that to him is hopeless. He can no longer endure conducting services for a handful while the automobile carries away the members of his flock.

"To minimize or conceal the facts would not be frank on my part, so I will say that the principal reason why I am leaving St. Chrysostom's is because of the appalling drain on the attendance caused by the social fads of the hour—automobile, golfing and country outings generally," said the rector.

Before coming to Chicago Mr. Snively had charge of St. James' Church, Florence, Italy; Holy Trinity Church, Paris; the Episcopal Church at Geneva, Switzerland; Christ Church, Quincy, Mass., and an Episcopal church at Troy, N. Y., where he served eleven years. He was born near Chambersburg, Pa.

AS OTHERS SAW HIM.

A day or two ago it fell out that an actor with a purpose was cinematographed on the stage, and was vastly pleased with the result.

Said he gleefully to a prominent dramatic critic:

"It was the most extraordinary experience I ever went through—actually to see myself acting."

"Now," replied the prominent dramatic critic, "you can understand what we have to put up with."

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