What They Cost Commerce and the Government --- Their Movement a Clock For the Harbor's Working Hours--- Dredging a Waterway For Deep Draught Vessels to the Ocean.

(New York Evening Post.)

empty into it. The tide commands the harbor entrance, and the sea approaches and renders them the scows carry it out to sea. the sea approaches and renders them exceedingly difficult. It is the clock by which the harbor masters, tugboat captains and skippers of the deep sea craft reckon each day's working hours. Tides help shape the working hours. Tides help shape the ships of immense to the scows carry it out to sea. In the earlier days commerce did not mind the sand-bound entrance to this harbor. Merchandise came in on the broad, low bottoms of that day; but with the advent of iron working hours. Tides help snape the day; but with the advent of iron harbor bottoms, especially when the ships of immense tonnage a shorter latter is soft, yielding sand; and and a deeper route became a necesshifting bottoms and low shores, sity. If the tides filled up the harcombined with a fair tide produce bad bor bottom, then the tides could be vessels coming in or going out of steambaat men, and on this theory New York harbor have to wait for the Ambrose Channel was conceived. daylight and high tide before at-

Some skippers with a big eargo hours. and a good market awaiting asnore will take chances with both the tide will take chances with both the tide and the channel, as was instanced last week when the Prinz Adalbert went on hard in the Swash. It was said at the time that the Adalbert could have come in easily through the main Ship Channel if she had not been in such a hurry, and that even been in such a hurry, and that even the Swash, would not in the swash, would not in the currents of Raritan Bay at here at work cutting out the swash and in the swash instanced last week when the Prinz Adalbert present is what is was years ago—
The path of the big steamships at present is what is was years ago—
The Main Ship Channel, which extends from the lower quarantine station—directly south to a buoy opposite Sandy Hook, where it makes a turn of 45 degrees to sea, crossing the Swash, would not ing the currents of Raritan Bay at here at work cutting out the been in such a hurry, and that even after choosing the Swash, would not have grounded if a tow had not forced her out of her course. The Swash, however, means a short cut into port if one elects to risk it, and for this reason many a deep-laden ship passes by the longer and en ship passes by the longer and entered the state of t

ter. Since the long railroad and government piers have been built, just cast of South Ferry, the tides' current has been steered off in a diagonal line towards the Brooklyn shore, and at those wharfs in the eddy thus formed by this protection it is now formed by this protection it is now possible to the up a big ship on the ship owners along this part of South street are daring enough to clear on the ebb tide. In doing this, however, they stand a chance of losing their ship. The process all depends upon the strength of the cables by which the ship's stern is held up against the current and the abflity or the shores, who could secure a safe anthous and feet and a length of one thousand feet. With the Government and the contractor at work together, it is now expected that the work will be accelerated, and two years more will see the new channel is filling as that the new channel is filling as the ship owners along the clear of the sand drift. Undoubtedly not a been wasted, and conveyed the sand drift. Undoubtedly not as the strength of the cables by which the ship's stern is held up against the current and the abflity or the ship's stern is held up against the current and the abflity or the ship's stern is held up against the contract of the cables by which the ship's stern is held up against the contract of the contract of the contract of the cables by which the ship's stern is held up against the contract of the contract

be bends of the Brooklym store and base for years been trying to get very fine quality of tact, acquired benashing in her sides. The coursent is so swift and the river so marrow that she could not manoeurer under her own stoam.

The time of the title is constantly the food sets of the second to the store of the title is constantly the food sets of the second to th



WORLD

| loads them to the rails is taken Tides regulate the commerce of from the harbor bottom by the New York harbor and the rivers that dredges which are widening and deep-

channels. Thus it is that deep-draught used to keep it clean, reasoned the tempting to cross the bar. Even then sands of the harbor bottom from a passage is slow, and all vessels have point near the lower quarantine stato steam an extra five miles in fol-lowing the path marked out by the out to sea, and when completed will reduce ocean records by several

A Crooked Path to Port.

and for this reason many a deep-lader of the work is finished. Of the ship passes by the longer and more frequented route. The vessel in question was coming in nicely when a long string of mud scows in front of her. In trying to get by the tow of a harbor tug loomed up in front of her. In trying to get by the tow the Adalbert went aground, and her captain claims that he was compelled to do as he did in order to save the scows.

East River Current.

The tide fairly boils around New York and Long Island shores. It pushes its way through her captain claims that he was compelled to do as he did in order to save the scows.

East River Current.

W. ALLAN BLACK, Proprietor.

The tow of the work is finished. Of the forty-two million cubic yards to be excavated only about fourteen million have been removed. Three suction dredges are on the job now. two owned by the contractor, and one operated by the Government. As fast, they dended as the dredges fill the mud scows, when a dumped it takes longer to get and dumped. It takes longer to get them out and in than it does to fill them. Some days the weather prevents them from moving altogether, ward the ocean. Up and down was coming at third of the work is finished. Of the forty-two million cubic yards to be excavated only about fourteen million have been removed. Three suction dredges are on the job now. two owned by the contractor, and one operated by the Government. As fast, the forty-two million cubic yards to be excavated only about fourteen million have been removed. Three suction dredges are on the job now. two owned by the contractor, and one operated by the Government. As fast, Simonds street, and the members of Brunswick Encampent of Royal Foresters, we densided.

Southwest Spit entirely.

The tide fairly boils around New York and Long Island stows the weather prevented by the contractor, and one operated by the members of Brunswick Encampent of Royal Foresters, we suspected cases of cerebro spinal store. The officers of Court Quangondy No.

The tide fairly boils ar The flood tide runs unusually North River, through the Narrows, With the great waste of sand ahead, the flood tide runs unusually North River, through the Narrows, with the great waste of sand ahead, and out to sea the tide has a great the finished channel seems a hopeless ball of pulp fell upon his leg, badly sweep. The outgoing is often called task. One dredge, for instance, took is made of pulp fell upon his leg, badly is made of pulp fell upon his leg, badl trong up East river sweeping around and out to sea the tide has a great the finished channel seems a hopeless Battery with a lorce which twen years ago made it well nigh important the scouring tide, and such is the scible to dock a big ship on the safety and such is the carrying power of the combined curbantatan shore, save at slack was since the long railroad and government, piers have been built, just taken by it in long dark streaks as thousand for instance, took the scouring tide, and such is the out about 77,374 cubic yards of sand out about 77,374 cubic yards of sand out about 77,374 cubic yards of sand last year between July 1, and Augin its debt.

While speeding his racing automobile on the beach at Dayton, Fla., on Saturday, Frank Croker, son of Richard Croker, son of Richard Croker of New York columns.

tugs alongside to get her nose pointed down stream. If the cable should ed down stream. If the cable should ever part, nothing could save the ever part, nothing could save the ever part, nothing could save the ship from fetching up against the pier heads of the Brooklyn shore and pier heads of the Brooklyn shore and smashing in her sides. The current is smashing in her sides. The current is ship for their property from the northwest tary, who brings to his duties a better get some while at this price.

| Additional could save the for their property from the northwest tary, who brings to his duties a better get some while at this price.

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| Additional could save the for their property from the northwest tary, who brings to his duties a cut about the face, in which a number of stitches had to be taken. The little fellow, however, was moving and especially from Quebec. Le Candad, Hon. Mr. Preforations's could save the for the northwest tary, who brings to his duties a cut about the face, in which a number of stitches had to be taken. The little fellow, however, was moving and especially from Quebec. Le Candad, Hon. Mr. Preforations's could save the for the northwest tary.

light they travel. The present Main Ship Channel is nominally thirty arrhozane; it can't fail, try it. Comfeet in depth at low water, but in plete outfit \$1.00; sample size 25c. many places it is more shallow. The vessels have to make the right angle ter it is all over. turn, the channel is less than 609.

Long tows and passing sailing craft add to the difficulties of travel in an action of the difficulties of travel in the channel is less than 609.

It's queer what an awful long was drawn into cog wheels. In the was drawn into cog wheels. In the was drawn into cog wheels. In the difficulties of travel in the channel is less than 609.

It's queer what an awful long was drawn into cog wheels. In the drawn into cog wheels. In the drawn into cog wheels. In the channel is less than 609.

It's queer what an awful long of Gibson, had her thumb badly jammed in the loom. this narrow channel.

The New Channel.

With the new channel open, how- son. ever instead of a waterway 800 feet wide, deep sea craft will have a passage 2,000 feet in width, and instead who is going to be with her not to of a nominal depth of thirty feet kiss her anywhere except on the lips. they will have a good forty; instead of a sharp turn at Southwest Spit novel she has an aspiration, to be very time a woman reads a new very time a woman reads a new of a sharp turn at Southwest Spit novel she has an aspiration, to be different from what she has ever been different from what she has ever been evening to Miss Jennie E. Roop.

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MORNING NEWS IN BRIEF.

Local.

ternoon at Sand Point. While hand- The United States has decided to

Popular Than Major Maude.

(H. F. G."—Toronto Star.)

The success of the function was and feed sleigh. The boy's sled became unmanageable and ran into the came unmanageable and ran into the c

Two accidents happened in the Marysville cotton mill Saturday morning. Miss Emma Banks, of Durham, in the card room of the control of the control of the control of the card room of the card roo was drawn into cog wheels. In the

A very young girl is crazy to be old, so as to have beaus, and old ones to be young, for the same rea-

for 30 seconds after she finishes it. daughter of Chas. E. Roop. They Conn., U. S. A., and Kingston, Ont.

will take a wedding trip to the con-

David Thomas, of Prince street, Carleton, was injured Saturday, af-

ice against the Brooklyn shore.

Tows of barges or scows, especially the mud scows, are a constant menace to harbor traffic in the channels. They have every bit as much right of way as a transatlantic steamship, but with their great length and unwieldy body they take

The scouring or ebb tide of the current fortiter in re, no doubt, but sauviter in mode will be his line of action. He is going to run the social shop the way Bob Fleming runs the street railway—for the people; and when anything unusual is demanded he will have his excuses ready.

Weary Shop Girls

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