

## ABOUT THOSE WHARVES.

HOW PEOPLE ARE TALKING ABOUT THE CARLETON WORKS.

Free Criticisms of the Sand Point Improvements, Which May or May Not be Justified. Some Facts About the Way in Which the Work Has Been Done.

When somebody ventured a criticism on the Connolly wharves, the other day, a member of the Board of Works remarked that children and fools gave their opinion when work was half done. There may be a good deal in this theory, but for all that everybody who has anything to say about the work ventures an opinion, which is not usually a favorable one.

A number of city officials have been over to Sand Point during the last week. Most of them went at high water, when they had a good view of the harbor and could see the tops of the wharves. They were just as well satisfied as if they had gone when they could see something more.

The contractors have had more trouble this week. An attempt was made to place the northerly wharf in position but when it grounded there was found to be only 18 feet depth of water in one portion of the place dredged to receive it, where there should have been 27 feet. As a result, one corner of the wharf is up in the air, and the whole structure has a demoralized and dissipated look, such as no respectable wharf ought to have, unless it was suffering from the effects of an earthquake or a Saxby gale.

It will not do as it is, of course, and it will have to be pulled out into the slip again, and the dredging resumed until the required depth is reached. This will cost money, but the contractors and not the city will be the losers.

The specification says that "the portions of the wharves below low water will be built in sections, as may be determined by the engineer, when the bottom has been, in his opinion, satisfactorily excavated to receive them." The contractor is bound to provide every facility for taking soundings.

It is understood that the city engineer or Inspector Brown did take soundings and considered there was depth enough to receive the wharf. It is now claimed that in the few days between that time and the placing of the wharf on the site the mud fell away and filled up the hole. Nine feet or so of depth reduced in such a short time is a singular freak of tidal action, and why the cave-in should be from both the high side of the hole and the low side is not very clear to the average citizen.

It may be that the experience of the contractors and the science of the engineer and inspector are necessary to a proper judgment of the condition of the work, but to the ordinary eye it has a patchy look, some of which is undoubtedly not the fault of the contractor.

For instance, the harbor front wharf, 320 feet long, is not in line with any of the wharves in the vicinity, and there is a conspicuous lack of uniformity. The C. P. R. wharf is to the south and the island wharf, owned by the city, to the north. They respectively face the harbor after this fashion:

C. P. R.    Connolly    Island

Had the line of the C. P. R. wharf been projected northerly, there would have been a uniform front, and vessels could have lain with one end at the Connolly wharf and the other at the C. P. R. wharf, the slip between the two not being a mooring berth. It may be possible for them to do so as it is, but the position will not be a very good one. Had the line of the C. P. R. wharf been maintained, the northerly end of the Connolly wharf would have been considerably further inshore, and more dredging would have been necessary. At the same time, it would have looked better, but still more important, it would have been better. With the island wharf and others to the north, there would have been a protection from strong currents that sweep along the shore in freshet time, and vessels could have lain along the harbor front in a very much easier position.

The harbor front wharf is to be 40 feet wide. It was not so when put in position, but an addition is now building in the rear which, if continued for the full height of the wharf will bring it to that width. Between this wharf and the shore some of the dredgings have been deposited, but the contractors are not supposed to fill it up. That process will be accomplished in course of time by the deposit of ballast from ships coming to the wharf. When this filling is completed, the supposition is that the immense weight of material will have no effect on the wharf, though people ignorant of such matters say that it may force the whole structure outwards. They argue, in support of the theory, that the lower tier of timbers was laid crosswise, so that they can slide harborward, instead of being lengthwise where they would have a hold and resist pressure. To this it is replied that the great weight of the wharf itself will give it a hold which no pressure from behind can affect.

The southerly wharf running from the harbor-front wharf back to the beach in front of the elevator, does not appear to have a foundation any too secure. The extra dredging made necessary by the delay in getting the harbor-front wharf in place caused a slide of the beach, and at the point where the southerly wharf joins the other there is a big hole, said to be 27 feet deep. Instead of putting down a structure as a foundation in this hole, piles have been driven, but the depth of the water prevented their having more than a few feet of hold in the solid bottom. To remedy this, soft mud from the dredgings has been poured in with the idea that it will become solid enough to hold the piling which is to support the wharf. The running out of this mud into the harbor was the cause of a recent complaint by the harbor inspector.

## WORKING UP A SPECIAL.

THE MANUFACTURERS COMMITTEE OF THE BOARD OF TRADE.

Co-operating with "Progress" in the Preparation of a Suitable and Acceptable Map—What Was Suggested—Some Idea of What The Map Will Be Like.

PROGRESS scheme for publishing a plan of the city in connection with a special edition is meeting with hearty favor from those merchants and manufacturers who have been approached upon the subject. To complete the plan, making it as modern and perfect as possible was the first work undertaken and to do this the assistance of the lithograph company was obtained. Their plan as submitted to the board of trade committee while correct so far as it went, did not include some of the most valuable portions of the city from the manufacturers standpoint. Indiantown was not to be found upon it and of course the river entrance was not marked. The Hay market square bounded the map on another side while Carleton was rather abbreviated to be complete. This was however no fault of the lithograph people because the map submitted was simply one in existence upon which it was proposed to mark in colors the available sites for manufactures that the city was prepared to offer.

When the map was enlarged so as to include all the sections noted above, it promised to be about 18x24 inches in dimensions and that is the size that PROGRESS has ordered. By invitation of the chairman the publisher of PROGRESS was present at a meeting of the manufacturers' committee in the Board of Trade rooms, Monday evening, when, among other matters, the proposed plan of the city was discussed. It was explained to the committee that the plan would be larger and subject to any suggestions they might make with a view to its improvement and completeness. In discussion, a number of improvements were suggested at once, every member of the committee appearing to have some practical ideas upon the subject, all of which will aid in making the plan more instructive to those who are not acquainted with St. John, and more valuable in the future, since it will indicate more exactly the advantages that the city possessed in 1893.

A word may be said about some of these suggestions. One of them and the primary one, was to indicate in red, or some other color, the location of such city property as the committee and the board agreed upon to offer as desirable manufacturing sites: then some one followed with the idea that in the same manner, but by a different mark, the location of present important industries might be located, but whether this is practical and could be carried out satisfactorily and with completeness is doubtful: the indicating of the proposed railway wharf skirting the city; the marking of the new wharves and the elevator, as well as the different lines of railways and steamships, all came under brief consideration, which resulted in the appointment of a sub-committee, consisting of Messrs. Fisher, Waring and Simms, to consult and decide upon an acceptable plan that will do justice to the city.

At present Mr. Wm. Murdoch is completing the plan adding those portions of the city not included. When this is done the lithographers will be able to rush their part of the work along. They have already received the order from PROGRESS which calls for an outlay on the part of the paper of \$250.00. This is an expensive single feature of any paper and it does not represent in any degree the expense of the special. There will be some illustrations of buildings, though to include all of them would be but to repeat what has been published before. In December 1888 nearly five years ago PROGRESS had engravings made of all the principal streets, business houses and public buildings, and since that time other papers in and out of this city have followed in the same line, so that as far as the architecture of the city is concerned it is pretty well known. But there are some public buildings like the general public hospital that do not appear to have had prominence. A splendid view of that will appear in this issue. Another handsome structure of more recent date is the Union club. An engraving of that making 40 square inches will also make the edition more attractive.

Arrangements have been made with competent writers, to write articles on special subjects bearing on St. John as a desirable city to locate in. There are a number of them, and all will be discussed by gentlemen who have the information, and know how to impart it. It is not necessary to say that there will be nothing sensational about the articles, but what is far better—they will be instructive. The date of the edition, will depend somewhat upon the action of the Council, and the committee of the board of trade, that will consult about the corporation lands; until they act the plan cannot be wholly filled in, but this PROGRESS does not anticipate will delay the edition later than the middle of June. The list of manu-

facturers and merchants, who have given it their cordial encouragement, is growing larger every day, and the chances are, that the paper will contain much that is interesting and attractive from the standpoint of advertisers. The day has gone by when advertisements can be hastily thrown together, and in this city it seems to be acknowledged that PROGRESS has set the pace of attractiveness in their design. An attractive advertisement has as much advantage over the unattractive, as a pretty girl over a homely one. That is one of the reasons why the advertisements in PROGRESS possess peculiar value.

THEY WOULD NOT STAND IT NOW.

How the Ferry Boats Used to be a Little Eccentric in Their Trips.

The ferry steamer was two minutes behind time, the other day, and an indignant citizen complained to the superintendent about it. It was found the delay had been due to a schooner getting in the track of the steamer and necessitating a stoppage of the engine.

"People are very particular about the ferry service these times," remarked an old resident of Carleton. "It is not so many years ago since the boat had to go to Sand Point when the tides were very low, but nobody could tell anything about it beforehand. A man might wait at the Rodney ferry slip and see the steamer go to the Point. He would miss that trip of course, and would go to the Point to make sure of the next boat. The next trip, however, might be to the Rodney slip again, and so he would be fooled a second time. If such things happened now-a-days the public would want to hang somebody, but they did not appear to grumble much about it then. It wouldn't do to try it on now."

"In those days, too, the boats used to stop running at 6.30 in the winter and 9 o'clock in the summer, and if anybody wanted to get into or out of Carleton after that time he could take his choice of a row boat or a walk around by the bridge. In these days some of the citizens think that they would be a good deal happier if the boats ran till midnight, and I suppose they will when the elevator and the wharves bring the long expected boom to Carleton."

BARNES IS NOT HERE.

Yet Nobody is Worrying for Fear he Will not Get a Contract.

The fire department is in need of a thousand feet of hose for which tenders are asked. Mr. Barnes of Boston usually gets the contract, though sometimes, for the sake of peace, a portion of the hose is procured from some other agency. There was a time when Mr. Barnes used to dream, apparently, that tenders were to be asked, for he would be on the ground almost as soon as the committee came to the conclusion that hose was wanted. He was a singularly fortunate dreamer it would seem, or there was an underground wire somewhere.

Nowadays, Mr. Barnes is not so prevalent. He lets the other agents do the hurrying, and he does the rest. Other agents get here before him, but usually "gets there" at a later stage of the proceedings. He is not here this time, but that is no sign he will not sell the city some hose.

An agent of a rival house has been here, however, and if he does not get a contract it will not be for lack of energy in interviewing everybody around the city building, including the janitor, which latter functionary he caught the other morning before any of the other officials had arrived. If the early bird catches the worm, this agent, barring "Barney," ought to have the inside track for a hose contract.

Citizen Train on the War-Path.

Copies of the "Sentinel Free-Press" of Washington, D. C., have been received of late addressed to "Citizen Editor of PROGRESS" in the familiar blue-pencil chirography of Citizen George Francis Train. The distinguished "man with brain of twenty men," as he describes himself, is on the war-path again, and has taken to the lecture field. The "Post-Sentinel" devotes its editorial page to stenographic reports of his lectures in various cities. His "red-hot psychics" give no indication of cooling, until the World's Fair is over, at least.

Want Benches in Their Square.

The Carleton people are to the front this spring with a demand for suitable benches for the Queen Square. They have had some benches in the past, second-hand affairs discarded by some Sunday school, but they think that under the terms of the Union Act, something better ought to be provided, especially as a free ferry and a free bridge are not likely to materialize this summer.

A Chance For a Summer Residence.

If any person wants a summer residence at Rothesay, the offer made in the proper column of to-day's paper of a house in Rothesay, will, perhaps, answer their purpose.

A Bright St. John Boy.

Johnnie (to father who is going to whip him)—Say, Pop, did you count ten?

## THE NASE-STEVENS CASE.

THOSE LETTERS WILL PROBABLY BE READ IN FULL.

Before the Court and Jury—The Efforts Made Towards a Settlement—Both Parties Apparently Ready for a Trial Which may Come on this Court.

The Nase-Stevens case is the last one on the docket of the present Circuit Court, and if it takes its turn, it will not be reached at this sitting. But there is a prospect, one of the counsel told PROGRESS yesterday, that by mutual consent of the parties, the case may be tried out of its turn, and at this sitting of the court.

If it is, there will be some startling, sensational statements.

There have been rumors by the score to the effect that a settlement had been arranged, but there has not been a shadow of truth about any of them. All the letters are still in the possession of Mrs. Nase's lawyers and are likely to remain with them safe and intact until they are produced in court. PROGRESS understands that the case is being pressed by the plaintiff simply to prove in a court of law the inaccuracy of the statements that have been made, or rumored made, respecting her character—as well as to show that in the Stevens escapade, her only sin was foolishness and imprudence, beside proving that the reverend gentleman made the advances and followed them up. A friend of the plaintiff remarked to PROGRESS this week that there was more than enough in the letters of Mr. Stevens for Mrs. Nase to rest her case upon; that more than anything else they will prove her innocence. But he seemed to have enough knowledge of the letters to wish forcibly that some course could be pursued whereby the reading of them would be avoided. "To read them in open court, to have the names of pure wives and mothers brought out who had not more than a speaking acquaintance with Rev. Mr. Stevens would be a crying shame. These women have not the slightest notion that their names have been used in these loveless effusions, and their fathers, husbands and brothers may become too incensed for the safety of the man who used them."

These are strong words but the gentleman who used them was so thoroughly in earnest, that he said he would give a certain amount of money if the names of some people for whom he entertained a sincere respect could be kept from the public. And yet if the case comes to trial and the letters are placed in evidence, as they are sure to be, they must be read to court and jury.

Mr. Stevens and his family are now in the United States, the former being under bonds to appear here for trial, and if the judgement is against him he cannot leave the province for six months afterward. He has said that even if a verdict is given against him that he will never pay a cent of it, but to avoid doing so, it will be necessary for him to stay in New Brunswick for six months.

The Nase party declare that but for Stevens and the naturally curious reporters of the daily papers, the affair would not have become public property; while Stevens claims that Mrs. Nase should never have received the letters, or having received them should have destroyed them: that keeping them carefully and springing a demand upon him for pecuniary satisfaction indicated a species of blackmail that he did not propose to submit to.

The interviews between the parties looking to a quiet settlement, were quite frequent, but all amounted to nothing. One proposal from the Nase party was for Stevens to go away, return with a call from another parish in some western state, resign his parish and go there, they, in the meantime, to retain his letters as hostages for his conduct and speech. This offer was not considered by Mr. Stevens, who armed with Mr. Nase's letter, determined to stay and face the music. Then the incidents that surrounded the correspondence began to appear in print, and the breach widened; then the representatives of Mr. and Mrs. Nase gave portions of the Stevens' letters to the public in defense, and seeking to prove that he was entirely in the wrong. Since then, a settlement appeared to be out of the question. Both parties express their readiness and willingness to proceed to a trial, and this will probably be the outcome.

Who is the Official.

An intimation has been made to PROGRESS that some city official, whose name and location are not given, has been having his backyard cleaned out at the expense of the citizens, with the assistance of a city team and six laborers. The story has an apocryphal flavor, and has probably no foundation. Some of the aldermen are pretty bold, but the line has to be drawn somewhere. Who knows anything about this affair?

Beginning to Look Ship Shape.

The work of cutting out flower beds on the King Square has begun, and the indications are that the effect will be excellent. It may be that there will be more or less

interference with the flowers this season, but a few sharp examples may check that tendency of the loodlum, and each year, as the masses get educated into the idea, the public gardens will be more and more valued and respected by all classes. That has been the experience of other cities, and there is no reason why it should not be the case here.

MR EWING WINS THE PRIZE.

"The Laugh of a Child" The Best Poem Printed in April.

There were a good many poems printed in PROGRESS in April, and many of them were of more than ordinary merit; on the average, they were much better than those printed in the two months before. It was difficult to decide which was the best or to find perfection of rhythm or measure in the more excellent productions.

The prize of \$5 is awarded to "Egbert Grimwood"—Mr. George Ewing—of this city, for "The Laugh of a Child," printed in the issue of April 29th.

Apart from the truth and sentiment in the lines that will touch a responsive chord in all who read them, there is a freedom and grace of expression that is certain to please. This is not Mr. Ewing's first attempt in this direction, but it is his best by all odds.

It would not be just to "Yetta"—also a St. John writer, to award the prize without a word of commendation for those pleasing contributions "April" and "Adrift." Both of them are poetical pictures, well drawn and indicative of a strength and talent in the author, that study and practice will surely bring to the front some day.

"Reverie" and "Only Mother" were also captivating bits of sentiment, well-fitted for a place in many a scrap book, or preservation in more permanent form; and the same could be said of "A Lullaby."

NOT THE MILKMAN'S FAULT.

He Does His Duty, But the Early Bird Has a Pull on the Pitcher.

Citizens who suspect their milkman of giving short measure are doing a deep injustice to the worthy granger, whose quarts and pints are always full size, whatever may be the proportion of water. Yet there are undoubtedly times when the pitcher or tin left in the porch for the early milkman seems to be very much short of milk, and the question is, where does it go?

Anybody who gets out very early in the morning may solve the problem, however, by watching the movements of others who have got around still earlier. The other morning a citizen saw an able bodied member of the King Square Division, Idle Sons of Rest, going along a quiet street, gliding swiftly into each doorway, taking a sufficient but not hoggish drink out of the newly filled milk pitcher, and hastening along in this way from house to house wherever milk was to be found. He did not drink the whole or any considerable part of the contents of any one pitcher, but sipped a little out of each, like an industrious bee which gathers its honey from every opening flower. In this way nobody was deprived of milk for breakfast purposes, and the wayfarer, besides, got the choice of the cream.

That is why the quantity of milk in a pitcher left in a porch looks smaller sometimes than at others. One of the I. S. R. has been there before anybody was up.

"Pinafore" to the Front.

The announcement of the intention of the Amateur Minstrels to bring out "Pinafore," has caused a good deal of speculation as to what the cost is likely to be. It is understood that some of the parts have been decided upon, but that the majority are yet a matter for future arrangement. "Pinafore" is not new, but when put on the boards by local talent there seems no reason why it should not draw as well as anything else.

Will Have the Courts Here.

The Law Society is to have a meeting next week to discuss the question of having two terms of the supreme court at St. John each year instead of all at Fredericton. Considering the large amount of law business that comes from this city, and that many of those interested in suits from other parts of the province have to come to St. John on the way to Fredericton, the demand seems no more than a just one.

Can Raise Hay There.

At the rate at which Rodney slip is filling up with mud, it cannot be many years before it will be in a condition for dyking, like the Westmorland marshes, so that a fine crop of hay can be raised there. The decrease in the depth of the slip is quite apparent to all who remember it a few years ago. It would seem to be one of the places at which the city dredge might be employed to advantage.

Must Send Earlier.

A number of correspondents have been late in forwarding their notes this week, and the result has been a good deal more inconvenience to PROGRESS than was necessary. Please be a little more prompt in mailing in future.