THE EVENING TIMES.

ST. JOHN, N. B., JULY 8, 1907.

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THE FERRY SERVICE

No one will accuse the chairman of the ferry committee, with personal indifference in regard to the ferry service. He lives on the west side, and would, if he could, have a prompt and always reliable service. Wherein, then, does the difficulty lie? Probably nine out of every ten citizens would answer this question by asserting that there should be a reorganization of the ferry department, such as would ensure good management even if it involved official changes. Why is it that a practically new vessel, after a year or more of expensive tinkering, must still be taken off the route at frequent intervals for more tinkering? Why is it that a vessel laid up for months, with ample opportunity to put her in good condition, breaks down as soon as she is put in service? Why should it happen that with three ferry boats there should ever come a day when the whole three are incapacitated at the same time? Does such a condition not suggest official incompetence? There must be a reason for it. A private concern would not tolerate such conditions, but would be certain that the men to whom its interests were committed were equal to the task and could be depended on to deliver the goods. The citizens are growing tired of existing conditions. They have paid enough to provide a good service, and they should have it. Whoever stands in the way of a good service should be reformed or removed. If a good ferry service cannot be provided without a complete reorganization from the superintendent's office to the deck of the steamer, let the change be made. Business principles ought to govern this service, and the citizens should receive value for their money. Doubtless the ferry committee hesitate to apply what might seem to be harsh measures, and doubtless if they did they would be worried by the friends of this or that official or employe; but consideration of the larger interests should influence their action. It has been deemed advisable to make a change in the public works department, but that department has never made such an exhibition of incompetence as has become a common thing in the ferry department.

THE DREDGING

Despite the recent protest of the Globe, the citizens' harbor committee has decided to ask the government to carry out the dredging programme as mapped out before the new dredge was secured. They hold that the most important work is that of dredging for the new 600-foot berth, so that the cribs now being constructed may be sunk. They also ask that some cleaning up be done during the summer at the present berths at Sand Point. Doubtless the delegates, Hon. Dr. Pugsley and Mr. John E. Moore, will receive a sympathetic hearing at Ottawa. The work to be done is extensive and the need urgent. The committee only ask what the board of trade and city council had previously declared to be necessary, and for which the government was asked to make provision. There have been some changes at Ottawa since this matter first came up for consideration, but the conditions in the harbor have not changed, and the views of the citizens should receive favorable consideration. It will be seen that the political complexion of the committee is such that there can be no suggestion of a desire to interfere needlessly with government plans, but only of a desire to do that which is in the best interests of winter prot traffic.

An exchange says:—"Ralph Connor is now working on a biographical volume that will be published early in the fall, The Life of James Robertson, D. D. Dr. Robertson was the inspirer, director and backer of all the sturdy Sky Pilots who went out into the Canadian northwest and fought for the morals of the men who were subduing the resources of the mines and forests of that new country. Needless to say that with his power of portrayal and his long personal acquaintance Ralph Connor will produce a biography of exceptional interest."

His friends in the ranks of temperance organizations will this evening tender the Rev. Thomas Marshall the assurance of their respect and good-will, before his removal to another province. Mr. Marshall deserves well of the friends of temperance and prohibition, for he has been one of the most effective workers in the cause. At the same time, those opposed to him have always found him a courteous, as well as uncompromising advocate of the principles for which he stood.

The delegates to the Hague peace conference are, curiously enough, if we may trust the despatches, talking more about the possibility of war between the United States and Japan than about a general disarmament. But there is no serious danger at present of war between the countries named. The governments of both are wise enough to disregard sectional clamor that has behind it no war-provoking grievance.

On Saturday the Times published a paragraph from Rt. Hon. John Morley's speech on India. Here is another interesting quotation:— "I may have to come to Parliament for legislation at a later stage, but I think it right to say now that it oppresses me to think how few opportunities either in India or here governing bodies have of hearing the views of the Indian people. The Indian-Asiatic is a man of very vivid susceptibilities of all kinds; with great traditions, with long traditions of a civilization of his own, and we are bound to treat him with the same kind of respect, sympathy and frankness that we expect ourselves. The other day I saw by chance a letter from General Gordon to a friend of mine, and he said this: 'To govern men there is but one way, and it is an eternal truth. Get into their skins try to realize their feelings. That is the true secret of government.' That is a great political and ethical law, and I hope that in all we do, in all that this house does, it will not be forgotten."

Of the new movement by the Ontario government to encourage the teaching of agriculture in the schools the Toronto World says:—"C. C. James has just returned from his trip over the province in connection with the new agricultural addition to the high school staff in some six schools. He is enthusiastic about it. Lindsay granted them $500, and the people turned out in large crowds. Cornwall purchased 14 acres and told them to go ahead. He thinks the minister has made a great move for the farmers of Ontario."

The drowning accident near Rothesay yesterday is the more sad because the fine young man whose life went out was so far from the home of his people, who are thus denied the melancholy yet precious privilege of the last ministrations to the remains of their loved one. There are homes in St. John, lately bereaved in similar way, whose inmates know how to sympathize with the stricken family in the Scottish Highlands.

Newfoundland declines to give up the right to serve legal processes on board American fishing craft in island waters, and the British government hesitates to apply to parliament for power to coeree the ancient colony. The Americans make such a provision a condition of the modus vivendi, and the result is, for the present, a deadlock. Newfoundland, doubtless, is playing for more favorable treatment in the American markets.

Mr. John D. Rockefeller is keeping the "eleventh commandment," which says:—"Thou shalt not get found out." After dodging the summons servers as long as practicable, he went into court, but left his memory at home. It is not so very surprising, after all, that Mr. Bryan's remark about jailing Rockefeller and a few other trust magnates has not aroused any very noticeable chorus of disapproval.

There is a bond of sympathy between St. John and Victoria B. C. Note this remark by the Victoria Colonist:—"It is authoritatively announced that the price of meat will be lowered almost immediately. To which the over-burdened housekeeper will be inclined to remark, in the words of Shakespeare: 'For this relief, much thanks.' "

The Japanese shopkeeper whose restaurant and bath-house was wrecked in San Francisco, an incident that the press correspondents made a matter of international significance, has taken a very practical way of seeking reparation. He has sued the city and county of San Francisco for $2,750 damages.

The rapid growth of Victoria B. C. is indicated by the following clearing house returns for the month of June for six years:—June, 1907, $4,848,161; 1906, $2,992,569; 1905, $4,032,739; 1904, $3,041,557; 1903, $2,373,777; 1902, $2,092,670.

The Ontario Medical Council has placed itself on record as strongly desirous that hygiene and temperance should be subjects of instruction in Ontario public schools and will so advise the minister of education.

A visitor to Halifax last week said: "Your new streets are a credit to the city, and they greatly improve its appearance." What would he say if he visited St. John?

The Toronto World displays in large type the statement that many Americans celebrated the Fourth of July at Portage la Prairie. Does the World expect miraculous and instantaneous conversion to Canadian ways?

A few light overcoats were in evidence on the streets yesterday. Our sympathies go out to communities where the temperature soars into the nineties.

Rockwood Park as at present conducted, should cause the directors of the street railway to do some hard thinking.

Wholesale merchants state that business generally in this province is active and the outlook promising.

A PLEASANT OUTING

The employes of F. A. Dykeman—about twenty-five in number, enjoyed a pleasant outing at Mr. Dykeman's residence, Renforth, on Saturday. The day passed all too quickly and before the party returned to the city by the 9.20 train, a hearty vote of thanks was tendered Mr. Dykeman, who expressed his pleasure that members of his staff had enjoyed themselves and wished such outings could be held oftener as they promoted good fellowship among them.

Hon. William Pugsley and Mrs. Pugsley will leave for Montreal this evening. They will remain in upper Canada until after the hearing of the Atlantic, Quebec & Western Railway case before the deputy minister of railways at Ottawa, July 15, in which Dr. Pugsley and Premier Robinson will represent the province.

Stores open till 8 o'clock. St. John, July 8, 1907.

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A BLACK SUIT is a necessity—every man must have one. There is no suit so dressy; no suit so economical for the man who does not buy one for every season. We have always led in the selling of Blue and Black Suits—we still lead.

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REACHING THE BAR

(Not by a Harvard Mollycoddle.)

Lamplight and evening star
And one last drink for me,
And may there be good liquor at the bar
That o'er the street I see.

And though I walk as if I were asleep,
Quite full of beer and foam,
Still I could drink from out the boundless deep
Ere I go home.

Gladness and bottles tell
That I have reached the place,
And may there be no sadness of farewell
For some short space.

And though for evermore from place to place
The drink shall bear me far,
I hope to see the keeper face to face
When I have reached the bar!

—Harvard Lampoon.

IN LIGHTER VEIN

PERFECTLY CLEAR.

"Is he a close friend?"

"I should say so. He wouldn't even lend me a dollar."—Cleveland Plain Dealer.

* * *

NOT WHAT SHE MEANT.

"Dear, you know Jack was just crazy to marry me," remarked the new bride.

"Yes. That's what everybody thinks."—Milwaukee Sentinel.

* * *

APPROPRIATE.

Copy Reader—"Man dropped dead in a Turkish bath. How'll I head the story?"

Night Editor—"Another Sweat Shop Outrage."—Cleveland Plain Dealer.

* * *

HE COULD DO THAT.

Mamma—"There, Dick; you just go right to bed without a mouthful of supper."

Dick—"Oh, mamma, I can't sleep on an empty stomach."

Mamma—"Then turn over on your back."—Judge.

* * *

PRECAUTIONARY MOVE.

Dentist—"I've filled all your teeth that have cavities, sir!"

Mahoney—"Well thin, fill th' rist av thim, too—thin whin th' cavities come, they'll be already filled, b'gobs!"—Puck.

* * *

IT WAS QUITE TRUE.

Joakley—"I understand Crooks is anxious to be a Congressman-at-large."

Coakley—"You mean ex-Congressman Crooks? Why, he's in the penitentiary serving sentence."

Joakley—"Exactly."—Philadelphia Press

* * *

THE CLAIM OF AGE.

A joke came into an editorial sanctum, where it was ill received.

"Considered as a mere jest," it admitted, "I may not be without defects. Nevertheless, there is due to age such respect as should guarantee me civil treatment."

This view, indeed, seemed so reasonable that in the end it prevailed.—Philadelphia Public Ledger.

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THE CONNECTING LINK.

Teacher—"Is there any connecting link between the animal and the vegetable kingdom?"

Bright Pupil—"Yes, mum; there's hash."

* * *

DID NOT WANT DISINTERESTEDNESS.

"Do you think that politician is disinterested in his friendship?"

"I don't want him to be disinterested," answered Senator Sorghum. "He'll work harder if he sees something in it for him."

* * *

A DEFINITION

Tommy—"Pa, what is the Isthmus of Panama?"

Pa—"The Isthmus of Panama, Tommy, is a narrow strip of land connecting Central America and the United States Treasury."

An Interesting Relic

(Quebec Telegraph)

What a vast field of speculation is opened up by the announcement of the extraordinary discovery just made in the State of Minnesota! A dispatch from Crookston in that state relates that the contractors ditching on the state's experimental farm there last week, found a ship's anchor of antique pattern buried at a depth of six feet in solid clay under sod never before broken. The anchor is similar to those used by Norsemen about nine centuries ago, and is surmised to be a relic of a Norse expedition during an era when the Red River Valley was a portion of Lake Winnipeg, and could be reached by sail from the Atlantic. This last would seem to be the only reasonable explanation of the mystery. Yet the hydrographic changes, which have cut off Lakes Winnipeg and Manitoba from the Atlantic and converted them into fresh water lakes, must have occurred so far back in the past as to long antedate all the known or supposed periods of Norse discovery in the New World. Nine centuries are much too short to account for the transformation from the remote era when the valley of the Red River and, no doubt also that of the St. Lawrence and Great Lakes formed arms of the primeval ocean and sea-going vessels could sail right into the heart of the continent. We know that those hardy sea rovers of the North, the Scandinavians, colonized Iceland in 875 A. D. and Greenland in 983 and that some years later on they landed on the New England coast, nearly five hundred years before Columbus sighted the New World. It is believed also that the early Norse discoverers, of whom we have any thing at all like a reliable account were preceded by the Irish and Welsh, but of the discoveries made by these only the vaguest tradition remains. Short therefore of some great and sudden geological upheaval which cut off the interior of North America from the Atlantic, leaving only Hudson's Bay as a remnant of previous conditions, the hydrographic change referred to must have occurred at a period so remote in the age of the globe that the mind is carried back to a measureless past for the true discovery of America.

Henry Maxwell, of Passakeag, Kings county, was united in marriage to Miss Lilly E. Russell, of the same place, on Wednesday, June 26, by Rev. Gordon Dickie, of St. Stephen's Presbyterian church, St. John. The bride, who was unattended, was attired in a traveling suit of gray Venetian with white trimmings and hat to match. After the wedding ceremony Mr. and Mrs. Maxwell drove to the station where they boarded the train for Passakeag, where they will reside.

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