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ST. JOHN STAR.

ST. JOHN, N. B., JUNE 29, 1909.

A POOR WATER SYSTEM.

St. John's efforts towards the completion of a satisfactory water service have long ago ceased to be funny. The situation has been serious for some time and there is no prospect at present of any improvement. The extension to Loch Lezard was perhaps the greatest blunder in which this city was ever involved. There has never yet been a moment's satisfaction with the new service, and although a very large amount of money has been expended it begins to look as though much of the job would have to be done over again. The latest development is the collapse of the big concrete pipe. Because of this break and because of the idea which has prevailed that only one pressure system shall be operated, there is now a scarcity of water on all the higher levels.

St. John is very unfortunately situated in its control of the water department. At the head of this branch there is, in the person of Mr. Murdoch, a man who has not the same knowledge of local conditions as yet a man in whom members of the council apparently have not sufficient confidence. During the past few years, when the three writers held up the corporation and demanded an improved service, Mr. Murdoch's suggestions were turned down. The changes he advocated at that time were those suggested by his late uncle, than whom no more competent man was ever in the city service. Outside engineers were selected who insisted that the same knowledge of local conditions was possessed by Mr. Murdoch. Then when it came time for the contract to be awarded, there was a regular hold up, around City Hall, of the aldermen. Scores of citizens took the terms of the contract to the streets and gave notice to outside concerns but to local men. This was done, and the natural result was sympathy for the contractors when they found themselves face to face with serious difficulties. Had outside men been employed the affair would have been merely a matter of business, the city paying so much on the one side, and expecting the completion of the work within fixed time. There is no doubt that if outside firms had had the work, the terms of the contract would have been rigidly enforced. The whole conduct of the job was unfortunate.

At the present time, after numerous repairs have been made on the main lines, and more or less extensive stretches of new pipe laid, the water service is thoroughly unreliable. A break, as stated, has occurred in the new concrete pipe, a line calculated to withstand any pressure that could be put on it from Loch Lezard. The Marsh Bridge, which carries the water service, has been seriously impeded for some days because of repairs which it has been found necessary to make there. Half of the street is dug up, and great piles of earth obstruct the highway. There have been frequent breaks of a more or less important nature at the Marsh Bridge, but one of these days there will come a really serious smash. If citizens generally could realize what a network of pipes there are on the west side of the Marsh Bridge, how many are so mixed up that even the engineers scarcely know which is which, and what an immense amount of damage could be done by a break in one of the larger pipes, that false security now created by the operation of the Loch Lezard water system would give way to a strong demand for an expert report on the whole service, and radical action which would result in doing away with all the present uncertainty.

THE RHODES CURRY DEAL.

The transfer of the Rhodes Curry plant, negotiations toward this end having now reached an advanced stage, means even greater industrial activity for the bustling little town of Amherst. By the introduction of new capital—although the present company has not suffered through any weakness in this regard—extensions will be made and the output of the works very materially increased. Throughout the Maritime Provinces there will be a general desire that those who have displayed so great energy in building up a successful business shall reap the fullest profits from their investment.

LAST NIGHT'S CONVENTION.

No higher compliment could be paid to any man than that, although unknown politically, his personal worth is so widely recognized that he is, without seeking, unanimously chosen to represent his party in an election contest. Mr. A. F. Bentley, of St. Martins, is a new figure in the political arena. He has been selected because those who know him either personally or by repute, have the highest respect and esteem for him. In Mr.

Bentley the opposition convention found a man to whose support will be brought all those divorce elements which for a time threatened to lessen the party's strength.

The Georgia Railroad strike arbitration board has decided that negroes employed on railroads must be paid according to the schedule under which white employees are rated. There must be no discrimination on account of color. This is another step toward the solution of the race question.

Little Mary hated to say "vinegar" because she had been laughed at so often for her queer pronunciation of the word. So when her mother sent her to the store to buy some she presented the jug to the clerk and said:

"Smell of that and give me a quart."

Jack—Perhaps you don't like my style of dancing?

Orme (in distress)—Well, there is rather too much sameness about it. Jack—How may I vary it?

Orme—Suppose you tread on my left foot once in a while.

"Yes," said Mrs. Lapling, "Johnny's all right now. When he was bitten by the strange dog I took him to a doctor's and had the wound cauterized right away."

Mrs. Sharp—Have you filed those divorce papers for me? If so, I want you to stop them at once.

Lawyer—Have you made it up with your husband?

Mrs. Sharp—Good gracious, no! But he's just been run over and killed by a motor car, and I want to sue the owner for damages.

Atlas was bearing the world on his shoulders.

"The graduates will soon relieve me," he cried.

Hereafter he gave it another shift.

"Isn't it a shame to keep those poor lions caged for me? If so, I want you to stop them at once."

"Lady," answered the keeper at the zoo, "they're much happier and safer there than they would be roaming the African jungles."

"In my humble way," said the old man, "I have attained to a certain degree of wisdom."

"You don't? Think of the many poor boys who have had to do all their studying by the light of a coal oil lamp!"

"Good morning, sir," said the tall man in the nut and coffee shop, "I am the inventor of a little device for."

"I am glad to meet you, Mr. Glasgow," interrupted the man in the doorway. "My name is Washburn."

"I have the sole right in this county to take subscriptions for a new and copiously illustrated edition of the works of—"

"Good day, sir."

"Good day."

SKEDENA RIVER SEASON.

By means of two new steamers the entire 200 miles of the route between Prince Rupert and Hazelton, the head of navigation on the Skeena River, will be covered by a frequent service throughout the season of navigation.

The growth of business along the river is largely owing to the work of construction on the Grand Trunk Pacific Railway, which follows the river closely to Hazelton, and requires an army of men, the transport with their supplies constituting a large business in itself. The Skeena, however, is world-renowned for its untiring pack trail, the highest grades of salmon, the canneries being very numerous along the entire river. Hazelton is also the northern depot in British Columbia for the fur trade, and is now the objective point for the prospectors and settlers, who are removing into interior British Columbia along the line of the Grand Trunk Pacific Railway in large numbers.

A FAMILY AFFAIR.

"Cordelia," ordered the teacher, "throw that gun in the waste basket."

The pupil's face grew scarlet, but she did not stir.

"If you do not put that gun in the waste basket immediately I will send you out of the room," said the teacher gravely.

The girl walked reluctantly to the desk. "I can't teacher," she confessed. "It's my gun, an' she'll lick me if I go home without it."

AN AGED VAGRANT.

Mrs. Sarah Ellen Carr, aged 84, has given a month in the Frontenac county jail for vagrancy recently. She has been cared for at the Old People's Home, but steals away and roams the streets whenever she gets a chance. She is still hale and hearty.

Rheumatism

More than nine out of every ten cases of rheumatism are simply rheumatism of the muscles, due to cold or damp, or chronic rheumatism. In such cases no internal treatment is required. The free application of

Chamberlain's Liniment

is all that is needed and it is certain to give quick relief. Give it a trial and see for yourself how quickly it relieves the pain and soreness. Price 25c; large size, 50c.

THE STAR, ST. JOHN N.B. TUESDAY, JUNE 29 1909

CONDITION OF THE U. S. BATTLESHIP FEET TODAY

The statement, quoted from a New York daily, that the recent world-circling voyage of the United States fleet of battleships "practically wrecked" it, and that the ships are being rebuilt in navy-yards in consequence, has stirred up a western reader of The Scientific American (New York May 23) to write to that paper and assert that this is the case. The editor assures his correspondent that there is not a word of truth in the story. It would not be worth noticing, he says, "were it not that the report seems to have originally emanated from Washington, and that the repairs which are strictly chargeable to the cruise are some come out of the regular repairs incidental to the periodical overhauling, will not average over \$20,000 for each battleship. This low figure, he remembered, covers continuous service for a period of over a year, and on a course that reached for 45,000 miles through the seven seas. The cost of maintaining a battleship in commission during ordinary service, for one year is about \$200,000; and that such have involved so small an extra cost for repairs must be considered a most creditable record, and a high tribute to the excellence of the ships. The most conspicuous evidence of wear and tear was in the hulls, and in the multitudinous duties of life at sea."

Structural changes now being made, the writer tells us, are almost entirely confined to the upper works, and are not in any sense due to lessons learned during the cruise. "In a matter of fact, the work was recognized as advisable long before the fleet sailed, and there is no better way to keep the ship in a first-class physical condition than to keep her constantly on the move."

2,500 HORSE-POWER CRANES.

It cost 20,000,000 marks, and though it was only finished in 1906, it is paying already. Twenty-six million tons of stuff, mostly coal, are handled every year, and the traffic is very nearly half as much again as that of the port of Hamburg. They showed us the 2,500 horse-power cranes moving with the ease of a gossamer in a wind; the coal tips, where forty-five wagons of 12½ tons are emptied to the barges each hour and all day long; and many such things. There was pride, pardonable pride, in their words and their men, and hour after hour we twisted and twined through the channels, the coal dust blowing upon us, the furnace fumes flying overhead, the full-bellied barges of 600 tons freightage menacing us, our ears filled with the roar of machinery.

When the sun reddened, towards evening, they brought us down the Rhine to the new bridge which uses the Duisburg with the new Krupp iron works, and we saw the great stream of workers flow out into the town. They saluted and cheered us, lying beneath them, and went on as on as though they would never come to an end. The ships were silent when we returned, and the barges lay at rest at their moorings; but the furnaces glowed in the evening dimness, and strange noises of labor passed over the waters. The workers turned out to greet us. Were we not their brothers from across the sea? Did we not come from British Labor? They "hoisted" us on our feet, and cheered us, lying beneath them, and went on as on as though they would never come to an end. The ships were silent when we returned, and the barges lay at rest at their moorings; but the furnaces glowed in the evening dimness, and strange noises of labor passed over the waters. The workers turned out to greet us. 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