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ST. JOHN STAR.

ST. JOHN, N. B., SEPT. 25, 1907.

THE CLARK WHARF.

A mild discussion has been carried on for some little time between men representing the city and the C. P. R. with regard to the construction of a grain conveyor to the new west side wharf. Each party claims that the other should foot the bill, and the ridiculous opinion is expressed that until this conveyor is built the wharf will be useless. It is nearly time that the farce of wasting money on this wharf was ended. Already many thousands of dollars have been thrown away and unless the ideas of some of those in authority are radically changed the loss will be greater. The original plan of the wharf was the first serious mistake and it is now admitted to be such even by some of those who once so strongly endorsed it. The north side of the D. C. Clark wharf is no more necessary than a grain elevator on Patridge Island would be. The reason it was built was that one or two aldermen believed that there might at some distant time be a possibility of this berth becoming necessary. In order that such a condition can arise, the whole of the present Rodney wharf, the C. P. R. wharf, and all the buildings situated on the Union street end of these structures must be destroyed. It is clearly seen and is now generally admitted, that all future harbor extension must be south of Sand Point. No other plan is feasible. The north side of the D. C. Clark wharf will never be used. It need not have been built. The warehouse could just as readily have been supported on piling as will be done on the second section, and very large sums of money could have been saved in both the dredging and wharf contracts. There is no provision made at the present time for the completion of the north side of the Clarke and Adams section, nor is it likely that this work will ever be undertaken. There will, when the wharf is finished, be three berths on the south side, and one on the north, and this will be the limit of harbor extension in that direction.

There are four berths at Sand Point equipped for the handling of grain. At the I. C. R. pier space is available for two more large vessels. It will be a good many years before there are in St. John harbor more than six steamers ready to receive grain at the same time. The present facilities will prove adequate for at least the next decade, and there will never be business north of Sand Point sufficient to warrant the construction of a third elevator. Below Sand Point it will be different. The city would be making a grave mistake now in contemplating the extension of the conveyors to the new wharf. The next demand on the part of transportation companies would be for cattle sheds. St. John is providing wharves and warehouses. There is ample accommodation for grain carrying vessels. If the C. P. R. or any other concern wants additional facilities, let the C. P. R. or others pay. St. John has no money just now to spend on work that is not really necessary. Steamers can with very little difficulty make use of the new wharf for general cargo and move to Sand Point for grain.

LACK OF INTEREST IN THE CHURCH.

In his address at the Opera House on Sunday afternoon, General Booth made two striking statements. One was that he had found in all countries a tendency on the part of the people to get away from the church, the other that everywhere the use of liquor is increasing. That drunkenness naturally follows indifference toward religion the speaker did not maintain. He made no attempt to connect the two facts.

General Booth has travelled in many lands, and it will readily be believed that he is speaking from accurate knowledge when he thus refers to conditions elsewhere which his hearers know are found in Canada. And this indifference to the church is one of the gravest problems with which society is called upon to deal. It is obvious that the methods employed by the majority of churches are not such as can influence all men and women, for otherwise there would be no necessity for the numerous branch organizations created to deal particularly with definite lines of work. It is seen that much of the interest which should attach to the church proper, is now devoted to various societies formed to cater to the desires of those who fail to find sufficient attraction in two sermons on Sunday and a midweek prayer meeting. These societies while undoubtedly accomplishing much of importance are nevertheless weakening the parent church. Whether their existence is justifiable General Booth did not discuss, nor did he offer any suggestion as to improved methods of church work. He

has probably found the question as difficult of solution as it has appeared to other workers.

In endeavoring to draw a striking comparison in his discourse on Sunday last, a St. John clergyman got on unfamiliar ground. He mentioned that while riding on a street car a few days before he had enquired of the conductor what was the power of such a car. He was informed that it was thirty thousand horsepower. The reverend shepherd, judging from his remarks, implicitly believed this statement, was evidently taken for a lamb by the obliging conductor. It is always well to be posted before quoting figures.

Prof. Montgomery of Toronto finds that in a prehistoric age Canada was inhabited by men and dwellers. Then is the explanation of the lumps at the Sand Point berths.

FALLING TO SLEEP.

Evening is falling to sleep in the west, Lulling the golden-brown meadows to rest; Twinkle like diamonds the stars in the skies, Greeting the two little slumbering eyes; Sweetly sleep; Jesus doth keep; And Jesus will give His beloved ones sleep.

Now all the flowers have gone to repose, Closed are the sweet cups of lily and rose; Blossoms rocked lightly on evening's mild breeze, Drowsily dreaming, swinging the trees, Sweetly sleep; Jesus doth keep; And Jesus will give His beloved ones sleep.

Sleep till the flowers shall open once more, Sleep till the lark in the morning shall soar; Sleep till the morning sun lighting the skies, Bids thee from sweet repose joyfully rise. Sweetly sleep; Jesus doth keep; And Jesus will give His beloved ones sleep.

—From the German.

HAIL! PROTECTOR!

I calmly con
The folks who on
Their fads their whole belief stake,
So long as they
Don't take away
My own, my cherished beefsteak.

Let Bernard Shaws
Eat hips and haws
And such like riddle-fiddle;
They're welcome, but
For me a cut
From off a Southdown saddle.

Let Miles eat roots
And waspish fruits,
But never let him purloin
My stay and prop,
The cheerful chop,
Or slich from me my stolon.

Wails Waterloo
Was won, 'tis true,
Upon the fields of Eton,
Did Britons graze
On grass in days
When Bonaparte was beaten?

WILLING TO HELP.

(From Puck)
The Conductor came out of it, mister; you got to change here. This car goes to the barn. The Seelie-New Yorker (half asleep)—"Go right ahead, sonny! I ain't fed a hog or milked a cow in over a week, 'gosh, I'll help ye do the chores this evening!"

The position of librarian in some of our city libraries often calls for qualities which would at first thought occur to one as indispensable to persons of the Sherlock Holmes persuasion rather than to those busy in the field of literary work.

For example, in one of the crowded districts a little boy appeared at the desk one morning and demanded a "book by a fellow named DIRT." Suspecting a discrepancy somewhere, the librarian searched the catalogue in vain, then had recourse to cross-questioning. This proved equally futile, and a note was sent to the boy's mother, asking her if she would be kind enough to write the name of the book she wanted. In about half an hour he returned with a slip of paper, on which was written: "Please send something by George Sand."

"There was a barber in South Bond, who, having been out late the night before, had a shabby head the next morning and cut a patron's cheek four times. After each accident the barber said, as he sponged away the blood, 'Oh, dear me, how careless!' and laughed, and let it go at that."

"The patron took all those gashes in grave silence. But when the shave was over he filled a glass at the ice-cooler, took a mouthful of water, and with compressed lips proceeded to shake his head from side to side and to toss it up and down."

"What is the matter?" the barber asked. "You ain't got the toothache, have you?"

"No," said the customer, "I only just wanted to see if my mouth would still hold water without leaking, that was all."

Fran Monmsen, widow of the Roman historian, bore the great historian sixteen children, of whom twelve—six sons and six daughters—were still living. Monmsen himself was so self-centered and engrossed with his ideas that he often passed his offspring in the street without recognizing them. One day a servant burst into the study of the great man with the announcement of the birth of his fourteenth.

The professor turned, annoyed: "Tell him to wait," he replied.

Thomas Anderson, a brakeman on the I. C. R., who has been boarding at the Victoria Hotel, fell from the St. John train on Saturday night and sustained rather severe injuries. He was taken to the hotel where he remained until today, when it was deemed advisable to remove him to the hospital.—Transcript.

THE STAR, ST. JOHN, N. B. WEDNESDAY, SEPTEMBER 25, 1907

MOONEY & SONS
VS. CITY OF ST. JOHNStatement of Claim in Water
Extension Suit.

The City Has Prepared to Contest the Action—Grounds on Which Contractors Demand Extras.

On the 21st instant Messrs. Powell & Harrison issued a writ for B. Mooney & Sons against the city. The writ has been served on the Mayor, and the city is confronted with a piece of litigation that will no doubt go through all the courts before a final adjudication is arrived at.

Shortly after the Messrs. Mooney are claiming some forty thousand dollars for extra work on Sections 3 and 4 of the city water extension, which extra work they say was occasioned by misrepresentations on the part of the city, and on the dam was performed in accordance with a direct order from the city's own engineer authorizing the extra work.

For some months past efforts have been made to arrive at a settlement of the matter, but no agreement has been reached. The contractors expressed a willingness to settle, but received no definite offer of any kind from the city authorities, so they have now had recourse to the law.

It will be remembered that the Messrs. Mooney and Mr. Barbour held conferences at the request of the city to settle on what amount should be paid for this extra work, provided the city was liable at all. After careful investigation of all the accounts the total amount agreed on was \$23,389. Mr. Barbour in his report to the city states: "In no case has there appeared any misrepresentation on the part of the contractors, or any endeavor to enlarge the different items beyond the amounts actually expended by them for materials and labor."

And further, "I desire to state that throughout the consideration of the accounts the contractors have shown in entire honesty of intention and a sense of fairness seldom exhibited under such circumstances."

Mr. Barbour in presenting his report states that he has had reasonable grounds for expecting the city to give careful consideration to their claims. It may be as well to state that on Section 3 the contractors' claim is based on the fact that Lake Latimer was not lowered so that the work on Section 3 might be done. The tender of the Mooneys was based on the assumption that Lake Latimer would be lowered to 230 feet above sea level, as called for in the contract for Section 2, and there is a difference of some eight dollars per foot in the tender for Sec. 3 which was for work to be done above water and the work on Section 2, which was to be done below water level. The lake was not lowered so that the work on Section 3 might be done. 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