

MINISTER OF RAILWAYS MEETS LARGE NUMBER OF CITIZENS AND DISCUSSES HARBOR IMPROVEMENTS

Dredges Now Available to Be Set to Work at Once on 600 Foot Berth, and Government Will Be Asked to Provide Other Machines to Work at Rodney Slip and Deepening of Channel---Commission Will Be Appointed to Consider Future Development.

At a large and representative meeting of the board of trade and common council held in the board of trade rooms this morning, to meet Hon. Mr. Emmerson, minister of railways and discuss the needs of St. John for harbor improvement, a resolution was adopted approving of the plan to at once put the dredges now available here at work on the 600-foot berth and request the government to provide a powerful dredge to carry on the work at South Rodney slip and to deepen the channel at the harbor entrance.

A committee of five citizens is also to be chosen to act with Deputy Minister of Railways, Bulter, in preparing a statement of the requirements of the port which is to be submitted to the government by Hon. Mr. Emmerson.

The meeting was the most harmonious one and it is expected to have an important bearing on the future development of the port.

Among those present were: Mayor Sears (chairman); J. H. McRobbie, W. M. Jarvis, Ald. Baxter, T. B. Robinson, W. K. Earle, Col. J. J. Tucker, Harold Schofield, G. S. Mayes, Ald. Vanwart, D. J. McLaughlin, E. M. Shadbolt, Ald. Christie, Ald. Tilley, Col. J. R. Armstrong, M. G. Toed, Kendall Hall, B. B. Macaulay, T. H. Estabrooks, T. A. Smith, John A. Holdridge, Engineer Peters, W. G. Sevier, W. E. Vroom, Heber Vroom, Harold Allison, C. M. Bostwick, W. F. Hatheway, Jas. H. Doody, Jas. Jack, Geo. E. Day, T. H. Somerville, O. H. Warwick, Harold Perley, W. C. Cross, John Sealy, Ald. Pickett, W. E. Foster, J. N. Harvey, Ald. Master Farris, E. A. Smith, John A. McAvity, Ald. Bullock, A. M. Belding, J. A. Likely and J. T. McGowan.

Mr. McRobbie, moved, seconded by Mr. Jarvis, that the mayor be chairman.

Mayor Sears Replies

On the Ottawa Trip

His worship said that this was the first opportunity he had of reporting on his trip to Ottawa. The delegation had met with nothing but kindness on their entire trip. All had endeavored to assist and help them in every way possible. He had been met by the mayor of Ottawa, and then the Hon. Mr. Emmerson. Sir Richard Cartwright and Hon. Sydney Fisher had also given them a hearing and seemed greatly interested in the matters brought before them.

He thought Mr. Fisher fully alive to the needs of St. John and promised his support. Premier Laurier had also accorded them a warm welcome and seemed deeply interested in the work.

It had been arranged with the minister to hold this meeting to hear the report of the delegation and also to hear what the minister of railways had to say.

Hon. Mr. Emmerson

Asks What We Want

Hon. Mr. Emmerson said he was sure all must have smiled when his worship said he had taken care of a St. John delegation. He was not here to make any long speech but to have a simple direct talk to the citizens. He had never seen at Ottawa or elsewhere a disposition other than to see this port and all other ports kept up to the standpoint of the best interests of the dominion for export business.

He was present simply to find out what St. John wanted. Whatever was wanted should be presented in a concrete form so that it could be had now, not in the future, but at once.

MAGISTRATE RITCHIE AGAIN FLAYS SO CALLED "CHRISTIAN FAMILIES" OF THE LOWER COVE

The case against Mrs. Mary Burns for illegal liquor selling was again taken up in the police court this morning, and although the defendant was discharged for lack of evidence, some of the "Christian families" of Lower Cove were severely flayed by Judge Ritchie, who again told of complaints that he had received from clergymen and others residing in that section of the city.

The only witness examined was Mrs. John O'Leary, who stated that her husband came home about six o'clock Saturday night and handed her his earnings, which amounted to \$15.70. Out of this amount she gave him a two dollar bill with which to purchase a quart of liquor and he returned with two quarts. She testified that Saturday was the only day on which he had been taking any, and she thought that after working all week he needed a little.

"A little," said his honor, "do you call two quarts a little?"

Continuing, witness denied that her husband carried liquor about in a quart bottle, but had carried it in smaller quantities. If he met a man, sick, he would give him a drink and so would she.

His honor remarked here that he had no patience with such sick people.

Witness then stated that her husband was on Sunday brought in John Grant, who was cold and shivering, and after giving him a couple of drinks of whiskey, and an imperial quart bottle he told her to

He referred to the fact that many rumors had been sent out through the press but his experience was that nothing was accomplished until it was actually done.

He was here for one purpose, and that alone. He wanted to find out what was wanted to see that it was done.

"In the first place," said he, "you have your immediate requirements. In the second place there is the future. There seems no reason why your immediate requirements should not be granted. You want the completion of your 600 foot berth."

Says the Dredging Can be Commenced at Once

"If St. John feels that the immediate requirement is the completion of that 600-foot berth that dredging can be commenced at once and should be completed in July."

"Another point is, that the government shall procure a new dredge suited to your requirements over there and put it at work at once at the harbor line and the gentleman now at work over there could work along at the same work and so complete it as soon as possible, thus not only giving the 600-foot berth but also the balance of the harbor line."

"Regarding the dredging of the harbor channel I think that should be done and done at once. It is no use having steamers coming here and having even the least thing to interfere with their coming into port."

"I propose if these are your requirements to put them before the government as soon as I return to Ottawa."

He referred to Sir Wilfrid Laurier's utterance that all Canadian freight should go through Canadian ports and would never be satisfied until that result was attained.

The Minister Makes a Suggestion to St. John

"I have this suggestion to make to the citizens of St. John. Let St. John itself put in concrete form what they want for the future development of the port. I will present it to the government."

"I am not going to suggest that a commission be appointed, as I would probably be met with a strong discussion, on this point, but if you will select from among the number of men who will gather the data and put it in form, I will undertake to place at your disposal the chief engineer of the railway department and the deputy minister to go over these plans and assist you in the work."

He was of the opinion that he had one of the ablest men in the dominion as his deputy minister and chief engineer.

If such a commission was appointed he would be ready to present its report to the government. The past had been marred by too much of an intermeddling of party politics. He asked that all should work together on this matter in the interests of the Dominion of Canada.

It might be said that Halifax would be opposed to any such scheme, but Halifax was being looked after. The I. C. R. was looking after Halifax and it was being done in the interests of the dominion. Continuing Mr. Emmerson said:--

"The port must be open to all transportation companies. There must not be a suspicion that it is open to any one railway alone."

"The only way to get at the core of this problem is for so-one to get right at the thing and state what the immediate

needs of the port are and to have the work done."

He referred again to the need of not allowing politics to enter into the matter, and he would be pleased to see that St. John should get its aims and not only its aims but of the whole dominion.

Mayor Sears Replies

The mayor said the minister had put the matter before them in a very happy shape and he was sure he would do all he could to assist St. John. Of course the city, as a city, could not expect to borrow money from the government, but if a commission were appointed, as the minister suggested, this could no doubt be done.

Ald. Baxter Moves

a Vote of Thanks

Ald. Baxter moved that the thanks of this meeting be tendered to Hon. Mr. Emmerson for his attendance here and moved that the subjects to which he had referred be taken up separately. He added that as his politics were well known he would like to endorse the minister's remarks that party politics be not allowed to enter into the matter. He was sure that in a delegation from St. John no member of the government was ever able to tell of what plagues the members were.

The mayor tendered the vote of thanks to Mr. Emmerson who in reply thanked them for their appreciation and asked them to give immediate attention to the propositions he had made.

The mayor called on Mr. Hatheway to speak. He said he was glad to hear the minister say that the dredging of the channel was to be done. He considered that this was as important a matter as the dredging for the 600-foot berth. He pointed out that the government was to make large expenditures on inland ports and he thought they should deal generously with St. John when the port was open the whole year round.

Hon. Mr. Emmerson said he had not assumed to promise anything on behalf of the government, but if some scheme was presented to him he would place it before the government and having St. John back of him in this matter it would strengthen his hands with the government.

T. H. Estabrooks Moves

Important Resolution

T. H. Estabrooks reviewed the trip of

the delegation which was sent to Ottawa, and said they had been promised the support of the ministers. They had only asked for certain things and could expect no more than they had asked for. He moved the following resolution:

Resolved, that this meeting strongly approve of the plan to at once put the dredges now available here at work on the 600 foot berth and request the government to provide a powerful dredge to carry on the dredging necessary to complete the berths at South Rodney wharf, also that the dredging necessary to deepen the harbor channel be promptly proceeded with.

B. R. Macaulay, in seconding the motion, said he agreed with Mr. Estabrooks that the dredging should be done and that it was all that St. John had asked and could expect now.

J. H. McRobbie also spoke in support of the motion, and on it being put, it was carried unanimously.

On a Harbor Scheme

T. H. Somerville moved that the principle of the minister's second suggestion be approved and that a nominating committee be appointed to go thoroughly into the matter and name three men to serve on the committee with the deputy minister of railways.

There was some discussion as to whether the committee should be named at the meeting or later.

Hon. Mr. Emmerson said they should take time to choose the three men. "The three men you will require," he said, "are not grown on every tree, and you should be very careful in your selection."

After some advice as to the necessity of naming the best men for the work, he said, "I will see now that I can go back to Ottawa and talk intelligently of your requirements to my colleagues."

Hon. Mr. Emmerson then asked to be excused as he had another engagement. After he had gone out there was a general discussion on the question of the nominating committee and the number of men who should form it, and also to change the committee from three to five.

T. H. Estabrooks, Ald. Baxter, T. H. Somerville, Kendall Hall, W. F. Hatheway, J. N. Harvey, Dr. A. D. Smith and T. B. Robinson spoke on the subject.

It was finally decided to name a nominating committee of ten members, they to choose five men, instead of three, as the minister had suggested, to act with Deputy Minister of Railways to present the requirements of the port in a concrete form to the minister of railways to present to the government.

The following were chosen as a nominating committee: T. H. Estabrooks, J. H. McRobbie, Ald. Baxter, Ald. Bullock, the mayor, R. B. Emerson, W. H. Thorne, W. E. Vroom, Col. J. R. Armstrong, and John Sealy.

The meeting then adjourned.

It was decided by the committee that they would meet on Monday at the mayor's office.

AN UNIQUE CLUB FOR "SKIDDOW" GOLF PLAYERS



THE DOWN AND OUT CLUB OF PINEHURST AND AMERICA

PINEHURST, N. C., Feb. 20--Social affairs of an informal nature have filled in a busy week here, conspicuous among them being the first annual dinner of the brand new Down and Out Club of Pinehurst and America, which proved the most unique affair of its kind given here.

Covers were laid for twenty and the decorative feature of the table was an accurate reproduction of the tenth or pond hole of the local golf course. In the foreground was the tee, sand box, water pail, and all; just in front of it the pond, with its bridge and liberally besprinkled with golf balls; just beyond and at the left of the sand pit, with more balls; half way up the steep hill the ditch, with more balls; and just beyond the putting green, with two balls lying near the tiny flag, and, surrounding the whole, the scrub oak growth, which is a characteristic feature of the course and the dread of the golfer who cannot play long and straight.

S. Keith Evans, of New York, a guest of the club, acted as toastmaster, and the fun and frolic began at eight o'clock and lasted until midnight. The purpose of the evening, to emphasize the club's name and to put "down and out" every one who tried to respond, was carried out with marked success, no one succeeding in making a speech.

The club is formed of golfers of the "skiddow" or "twenty-three" class, as demonstrated by the annual midwinter tournament, which ended during the week, and its real purpose is to provide "honest" means whereby its members may obtain golf trophies, experience having proved that it is impossible otherwise.

The membership is unique in that it consists of seven presidents and one member.

Now that there is a request for a substantial government grant to the Champlain monument, and so many are in favor of the project, the promoter of the forestry convention, would be much more favorably disposed if he knew that Queen Square was the site of the most instructive scientific experiments in forestry that have ever been conducted since Adam and Eve sampled the fruit trees of Paradise.

The experiments will be renewed early in the spring and continued annually as long as there is a species of tree in existence that will not grow on Queen Square. There are now 57 dead trees on the square.

any tree which by any possibility might live and flourish, since the purpose of the experiments is purely scientific.

As the work has been in progress for a century, the data collected, and at present preserved in the archives of the department is most valuable, and it is especially extraordinary that Hon. Dr. Pugsley, who must be familiar with the facts, did not direct the attention of Premier Tweedie to the matter, and have the may-estor Director Cushing to prepare a paper on the subject. It is true that the director does not take instructions from the mayor since their last scrap, but the thing could have been done through Ald. McGoldrick as an intermediary, as was done

HALF FROZEN THEY CLUNG TO WRECK ALL NIGHT LONG

**COMING TO THE
ST. JOHN SUN**

John P. Patterson, of the Toronto Mail and Empire, Has Been Appointed Manager of The Sun.

TORONTO, Feb. 22--(Special)--John P. Patterson, of the Mail and Empire, has been appointed manager of the St. John, N. B. Sun, his new duties to commence on March 1st. Mr. Patterson has been on the staff of the Mail and Empire for 14 years.

OBITUARY

John McGorry

Constable Thomas Gibbon received word yesterday of the death of John McGorry, in Cambridge, Mass. He was a native of this city. Mr. McGorry was about 35 years of age, and up to three years ago conducted a grocery store at the corner of Adelaide and Main streets. Three years ago, accompanied by his family, he removed to Cambridge, where he conducted a grocery business. Mr. McGorry was born in this city, and will be remembered by politicians as a life-long liberal. The deceased is survived by seven children, all of whom reside in Cambridge, Mass.

Fred Palmer

MONCTON, N. B., Feb. 22--(Special)--Conductor Fred Palmer, after a tedious illness, lasting for a year or more, passed away at 2:30 o'clock this morning, at his home, Bonar street. During his illness he sought treatment from experts in Montreal and Boston, and while his condition improved at times yet he did not sufficiently recover to work for the past year.

Conductor Palmer had been on the I. C. R. for many years, and was well known among railway men here in Montreal and Boston, and while his condition improved at times yet he did not sufficiently recover to work for the past year.

A FINE CHOIR

German street Baptist church bid fair to have one of the finest choirs in the city. The choir has been under the direction of Geo. Cooper for some time past, and numbers amongst its members several of the city's finest soloists. Mrs. Spencer will shortly become a member and also Mrs. Nasse will sing the soprano solo. Ernest Appleby has been the tenor soloist for some months past. DeWitt Collins has been engaged as baritone and Miss Biederman as the leading alto.

PROBATE COURT

The will of the late George A. Anderson, of Musquash, was today admitted to probate and letters testamentary granted to L. A. Curry, the executor named in the will. The estate values at \$14,000 real and personal property.

Crib No. 4 and 5 have been successfully sunk and lie on a perfectly level bottom. The dredging for these cribs was completed over two months ago.

When This Morning Day a Handful of Survivors Were Still Clinging to the Battered Remnant of Wrecked Steamer Berlin, --- Efforts to Save Them During the Night Were Futile.

HOOK OF HOLLAND, Feb. 22--When day broke this morning a handful of survivors of the Great Eastern Railway Company's steamer Berlin, from Harwich, England, to Rotterdam, which was wrecked on the Hook of Holland, could still be seen clinging to the after part of the steamer. The efforts made to rescue the survivors yesterday were continued last night and today but up to the time of this despatch none of them had been taken off.

A furious sea and high winds are raging, rendering it impossible for tugs or lifeboats to reach the wreck. It was so cold last night that it was thought that those left alive last evening must have been frozen to death, but some 6 or 8 persons were seen to be living after the terrible experiences of the past 24 hours.

At nine o'clock this morning the poop-deck house was the only portion of the steamer visible, and there the few survivors were huddled. A lifeboat, which went out at midnight accompanied by three tugs, remained anchored close to the

Berlin for three hours, but was unable to get alongside of her, as the heavy seas would have dashed it to pieces.

Captain Parkinson, of the Holt steamship line, who was on his way to Amsterdam to join his vessel, the Myrmidon, is the sole survivor of the disaster, who thus far has reached the shore. He said this morning that the catastrophe was due to the fact that the Berlin broached to in the terrible sea as she was entering the waterway and that before she was able to recover herself, the steamer was dashed on the pierhead, being crunched up like a concertina and broke off amidships.

The struggling little village of the Hook of Holland is filled with anxious relatives of the passengers of the Berlin and heart-rending scenes are witnessed at the improvised mortuary where the 35 bodies which already have been fished up, are lying. Many of these are battered beyond recognition and some are without heads and others without arms or legs.

Veteran pilots and seamen who watched the Berlin being driven to her doom say the gale was the fiercest in many years.

CHAMPLAIN MONUMENT

Mayor Sears Has Urged the Advisability of a Generous Grant Upon the Provincial Government.

The question of a grant for the Champlain monument will probably be considered by the provincial government next week.

Mayor Sears while in Fredericton yesterday, talked with Premier Tweedie and several of the cabinet on the subject and urged that it should receive early attention. The premier assured the mayor that he was in thorough sympathy with the movement and the question of a grant would be considered next week.

Premier Tweedie, who was in the city this morning, was asked by a Times man regarding the matter, and he stated that it would receive attention some day next week before the estimates were taken up.

It is generally believed that a generous grant will be made by the local government, and that the common council will also make a substantial grant.

The country market will be well supplied tomorrow with meat, vegetables and dairy products. Eggs are higher than last week, but figures on general stock are much the same, and range as follows: Beef, roast, 12 to 14c; beef steak, 7 to 10c; mutton, 10 to 12c; pork, 12 to 13c; lamb, 12 to 13c; fowl, 8 to 11c; chickens, 8 to 11c; turkeys, 24c to 25c; butter, 22 to 23c, and fresh eggs 35c to 40c.

What promises to be one of the most enjoyable entertainments of the season, is the Japanese tea to be given in St. David's school room tomorrow afternoon. It will be in charge of the free kindergarten committee. Mrs. W. Frank Hatheway is superintending the arrangements.

The Boston train was 21-2 hours late today, owing to the engine breaking down on the train coming into Vancouver.

The Marysville hockey team arrived on the Montreal train this afternoon.

Fred R. Taylor came in on the Montreal train from Fredericton.

CHARLES MCGEEHAN DROWNED OFF A SCOW NEAR THE LONG WHARF

He Was a Longshoreman and is Survived by Wife and Baby a Week Old --- Accident Took Place While McGeehan Was Working About Four O'clock This Morning.

Another home was made miserable today when Charles McGeehan was drowned off a scow lying near Long Wharf.

The accident occurred shortly after four o'clock this morning. McGeehan was employed as a longshoreman on the scow and was engaged in loading deal from the scow on the Head liner Bengore Head, lying at the wharf. The deal on the scow were icy and it is believed by his fellow employees that he slipped back and fell in to the water. He did not rise to the surface and the supposition is that he came up under the bottom of the scow. As soon as the accident occurred the men working with McGeehan raised the alarm and every effort was made to find the unfortunate man, but without success, and grappling for the body was begun and continued all morning.

There was a report that a sling of deals had struck the drowned man, but that rumor was erroneous, as the men say that McGeehan was standing on the outside of the scow and could not have been hit by the deals.

The steamer Pretorian came up and is now lying at the Long Wharf, and many think that the body went down into the

slough, where the dredging was done, and was carried off by the current.

The unfortunate man was but 19 years of age, and was married in May last. A particularly sad incident in connection with the accident is that his wife gave birth to a child Thursday, and it is feared that the shock of her husband's death will prove fatal to her.

This morning when a Times reporter visited Long Wharf he saw Robert A. McGeehan, longshoreman, father of the drowned man, and who resides at 279 Brussels street, and also the unfortunate man's brother, George McGeehan, longshoreman, who resides at 166 Brussels street.

The latter stated that the family came to this city from Fredericton seven years ago, and that Charles was married last May. He worked in the rolling mills until the winter, when he decided to work at longshore employment.

Father and son were anxiously watching from the wharf the men grappling for the body of the drowned boy.

Young McGeehan is survived by a widow and babe, his father and mother, and brother and one sister, Mrs. S. Perry, who lives at 166 Brussels street.