

POOR DOCUMENT

MAR 22 1918

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., FRIDAY, MARCH 22, 1918

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Bathroom Fixtures Section
FIRST FLOOR

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LOCAL NEWS

DEATH IN FAIRVILLE
At her home in Hasty street, Fairville, last night, Mrs. Annie Hanlon passed away, leaving one daughter, two brothers, John of Fairville, and James of New York; and one sister, Mrs. John Culnan. The funeral will take place on Sunday afternoon at half past two o'clock.

BURIED TODAY
The funeral of Edward Driscoll took place this afternoon at half past two o'clock from his brother's residence, 90 Marsh road to the Cathedral, where service was conducted by Rev. Francis Walker. There was a large attendance of mourning friends.

WORKED THROUGH NIGHT
Members of the city public works force were engaged last night removing ice from Water street. Owing to the heavy traffic during the day there was no opportunity to work on the section between Market square and the ferry floats and night work had to be resorted to in order to better conditions.

ON FURLOUGH
Mr. F. E. Travis of 25 Charles street has received word from her son, Lieut. Frederic P. J. Travis, of the 8th Battalion, Canadian Grenadier Guards, in France for twelve months.

AGREE WITH PLAN OF PILOT MCKELVEY

(Continued from page 1)
Q.—Was this ever brought up before the commission in your time?
A.—Yes, but it seemed that all suggestions of the sort had been scheduled for quashing and nothing was ever done in the matter. The whole unfairness of the scheme was shown in a petition to the government, but the government took no action.

Chairman—But the government would hardly override the commission in the matter.
A.—Well, they could if they wanted to.
Chairman—I don't think so.
There was some discussion here as to the government's powers in the case.

Mr. Elkin was of the opinion that small coasting vessels should be allowed to come in and out without pilotage charge.
Q.—You know that even now pilotage is not compulsory?
A.—Yes. But what is the use of paying for a pilot and then doing without one?
Q.—But you can have one if you want one.
A.—Yes, but there would probably not be one to be found.

Q.—How would you get over that?
A.—Have a station for pilots.
Chairman—Exactly.
Letter from Pilot.
Pilot McKelvey handed the commission a letter signed by himself and the other pilots asking that a station be used as a pilot and life-saving station should be built on Partridge Island. This was formerly recommended by the commission.

Captain Isaac Evans, master of an ocean liner now in port, was called to the stand. He said that there was some uncertainty as to where to pick up the pilot in entering St. John. Sometimes the ship reached the island fifteen miles down the bay and sometimes not until they arrived off the island. In the latter case he did not know whether he paid for pilotage in the two districts through which he steamed without piloting. When he had been shown the suggested plan of pilotage, he expressed his opinion that there would be a far better chance of picking up a pilot than under the present system.

The matter of closing the west channel from the beacon breakwater to Partridge Island came up, and Captain Evans thought the scheme a very good one. Pilot McKelvey also made a suggestion that some time it would be necessary to build a breakwater along the present bar running eastward from the island. All these schemes, according to Captain Evans' opinion, would be decidedly advantageous to the West Side wharves.

Asked as regards the proper radius of operation for pilot boats, the witness said it should be between ten and fifteen miles. Captain Evans said he had on very few occasions found any trouble with the pilots. On each such occasion, he said, there had been satisfactory results.

Q.—Then you have no objection to the proposed amalgamation of pilots and establishment of a station?
A.—No.
Q.—Of course it would limit the area of pilotage operations.
A.—Yes, but not in a way to do any harm.

Other Captains.
The next witness called was Captain Everett, master of a merchant steamer. He said that although practically a stranger here, he had usually found the aids to navigation satisfactory. He had sighted no signal lights. Nevertheless, he said, he had been forced to pay full pilotage. He heartily approved of the commission's plan for making one station eight miles below the island. He said that he would not suggest that anyone, except a native of St. John, should attempt to bring a vessel in the harbor. Captain Everett said he preferred the station proposed by Pilot McKelvey, farther inshore than that proposed by Captain Bennett by two or three miles.

Captain E. R. Coffin, pilot for the R. M. S. P. Line to Bermuda and the West Indies, was then called to the stand. He expressed approval of the proposed station below the island for picking up pilots. He also thought Pilot McKelvey's suggestion the better one.

Captain Coffin thought that he would be able to bring a vessel into port himself if necessary. Asked whether it would be any advantage to his owners if he could apply for a pilot license himself, he thought it would.

Commissioner V. Russell was then sworn. He said that as yet the naval authorities did not have charge of the harbor, which was the business of the harbor-master. At Commissioner Russell's suggestion, Chairman Robb said that the harbor-master would be put on the stand this afternoon. The chairman said that there would be several recommendations made by the commission which would be beneficial to all concerned. Commissioner Russell said that he would have no objection to the government's taking over the pilot system here.

Captain G. C. Evans of a large steamer in this port, said that he had

MORE ST. JOHN MEN SOON HERE

Will Arrive Here on Halifax Train and Give Public Welcome

New Brunswick men who recently arrived in Halifax from the front will arrive in the city this evening on the Halifax train. The men will be met at the train by the Returning Soldiers' Reception Committee, who will tender them a welcome home. The men will go direct from the train to the Discharge Depot, where they will be quartered for the night. Following is the list—
St. John—Lieut. Col. Leonard Harris, Royal Bank; Major F. F. May, Union street; Lieut. W. Brooke, Lieut. C. K. Cunney, 118 Ludlow street; Lieut. Frank Groves, 172 Wentworth street; J. Kerr, 74 Camden street; W. Mansford, 115 Queen street; E. Taylor, 66 Erin street; G. Young, Bryant's Corner; C. Coram, 177 Winslow street; M. Downey, 29 Bessie street; H. Ferris, Milford, N. B.; E. Hilder, Marsh Bridge.

Fredrickson—E. Bonner, Victoria Mills; T. Harrison, Marysville.
Moncton—C. Bennett, Fort Elgin; C. Stoddard, 27 Fleet street; J. Hays, 212 Botsford street; W. Taylor, C. G. R. storekeeper; W. Astles, Bridgetown; W. Boyd, Hartcourt; H. Stevens, Rosevale; P. Chamberland, Grand Falls; A. Gough, Millville; H. Kelley, Oromocto; C. Label, McGivney Junction; McLeod, Alberton; J. McLeod, Grand River; P. E. L. G. Mellish, Pine Glen; W. Paul, Beaumont; C. Peck, Forrist City; H. Richards, Ripplax; A. Kolhek, 24 Pelletier street, Norwood Grove, Man.; T. Laher, 2nd Avenue West, Prince Albert, Sask.; J. F. Danmon, E. Daws, J. A. Drapper, A. Duke, J. Gayne, D. McArthur Hill, J. McArthur, W. E. McLansom, J. B. McDonald, J. Oaks, C. Sutherland, R. Thibodeau, A. G. Thompson.
Following men on furlough—R. Stapleton, Sussex, N. B.; P. Murray, 255 Brussels street, St. John; J. Bramble, no address.

REAL ESTATE NEWS

Transfers in real estate have been recorded as follows:

St. John County.
G. E. Parks to A. H. Moran, property in St. Martins.
R. M. Rive to H. F. Rankine, property in King street east.
C. E. D'APRY, real estate agent, made the following sales during the week: A timber land on the Black River road, owned by N. A. Waters to Messrs. Grey and Waterbury; one lot at Torryburn Heights to A. P. Simpson; one lot at Randolph Heights to Messrs. Heffer; one lot at Randolph Heights to William Johnston; one lot at Randolph Heights to Eric Lodge; one tenement house, leasehold, on St. John street, West St. John, owned by George H. V. Johnston of Moncton, N. B., to Frank B. Cobhan.

IN HONOR OF SOLDIERS

Wm. Chas. Archibald, landscape architect and nurseryman of Wolfville, N. S., is a visitor in the city. Last evening he extended invitations to return the traditions of their forefathers by deeds of valor on the battlefields of Europe and incidentally in honor of his son, who is in France as a member of No. 5 Siege Battery. The latter was a graduate from Acadia University in Wolfville and was a student in McGill University when he enlisted with a medical corps and crossed overseas.

Mr. Archibald gave an eloquent address to the assemblage in which he pointed out that the gathering was for two purposes, to honor the 5th Battery overseas and the wounded men who have returned after upholding the traditions of their forefathers by deeds of valor on the blood-stained fields of France. He said how the war had deeply stirred both the principles of right and defense of our loved ones. He pointed out that it was not what men said but what they did that counts. In conclusion, Mr. Archibald gave a sketch of the life of his son and told of his youthful hobbies as a small boy and later his life as a student. His remarks called forth hearty applause.

Addresses were also given by F. J. Dykeman, whose son recently returned from overseas and by others present, after which a pleasing programme of musical numbers was carried out. Refreshments were then served and the gathering broke up after singing some patriotic numbers.

always found the pilot service at this port satisfactory. The witness concurred with Pilot McKelvey's suggestion for a pilot station eight miles from Partridge Island. He said that the usual steam pilot boats had a speed of about twelve knots an hour and accommodation for about fifty pilots in addition to the crew.

Captain John Hall, master of another steamer in port, expressed his disapproval of the present system and thought that it would facilitate matters to have a steam pilot cruising at the station proposed by Pilot McKelvey. He said that he had no difficulty with the marine bell or other aids to navigation and had never had any undue anxiety in regard to soundings.

Pilot Doherty objected to the suggestion of exempting schooners, as in the summer months it was about 100 that had to live on. Pilots could not afford to run their vessels under the proposed conditions. When explained by Chairman Robb that the government would provide a steamboat and pay a salary, however, he was of the opinion that matters would be greatly ameliorated. Several other pilots present expressed the same opinion.

The commission adjourned until this afternoon at 2.30.
At yesterday afternoon's session five witnesses called to express their approval of a proposed scheme for centring all pilot boats at a point about eight miles below Partridge Island and having a general union of piloting interests in order to do away with harmful competition. The witnesses were: Pilot Jas. Bennett, D. W. Ledingham of William Thomson & Co, Pilot James Miller, Captain Amos, Ag and J. C. Cheley of the marine and lighthouse department.

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