

SECOND SECTION

The Evening Times-Star

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PAGES NINE TO SIXTEEN

ST. JOHN, N. B., SATURDAY, SEPTEMBER 22, 1923

SIXTEEN PAGES

David Weston Burned on River Twenty Years Ago This Week

THREE LIVES LOST AS FLAMING SHIP IS BEACHED UP RIVER; HEROIC MATE STICKS TO WHEEL

Story of Bravery of William Whelpley Outstanding in the Annals of River Traffic—Clings to His Job With Flames About Him; Burned and Suffering, But He Never Falters Till Task is Done.

Twenty years ago this week occurred a St. John river tragedy which developed a notable story of heroism. The David Weston, river steamer, caught fire when a little above Westfield and three lives were lost. Outstanding was the heroic work of the mate, William Whelpley, who stuck to the wheelhouse and beached the vessel, though flames were all around him. The following is taken from the Daily Telegraph of September 21—a partial account of the tragedy:

Three lives were lost and many people injured in the burning of the Star Line steamer David Weston, at Craig's Point, about fifteen miles up river, Saturday afternoon, September 19, 1903. On her regular downward trip fire broke out in some boxes of hay on the lower deck. Fanned by the wind and fed by the dry and oily woodwork the flames spread with great rapidity, and in a few minutes the steamer was all ablaze amidships. Captain Day ordered her beached and she was run ashore promptly. Many thrilling incidents marked the catastrophe. The three people who lost their lives were drowned, having jumped overboard from the burning vessel.

The Dead.

Etta Morrell, of Indiantown, aged about 21, a waitress on the steamer; Fred Downey, of Indiantown, aged about 21, a deck hand on the steamer; Stephen Hood-Rowan, of Manchester, England, aged 11, jumped overboard in fright from his aunt's arms.

Story of Disaster a Terrifying One. The story of the destruction of the Weston is a grim tale. Old men who from infancy have lived along the river, unite in admitting that within their memory a more tragic event has never occurred along the stream.

To some of the passengers upon the boat their seemed, in their excitement, to be the choice of leaping overboard or burning, and to many, as they mounted the rail of the saloon deck, already on fire, and looked through 20 smoke feet of space to the water below, it seemed that they were jumping into eternity. When they leaped—through a blinding whirl of cinders, sparks, smoke, and heat fanned air, into not more than three feet of water, with the bottom strewn with jagged rocks.

Women, frantic with fear, would partly venture over the rail; then in a bewilderment of horror, draw back, vainly to search for some other means of egress. In many instances they were seized by husbands or brother, bodily lifted over and dropped.

Women almost overcome by the knowledge that their children were in some other portion of the boat, literally fought their way through fire, that they might find all that was precious to them. Practically all the survivors tell the same tale. A sudden cry of fire, a gust of smoke and an orange gleam down among the bales of hay on the main deck, then a panic among the passengers, and the cool assurance of safety from the captain and his officers, the sudden severing of the boat from mid stream, as the pilot headed her for the beach, the lightning like mounting of the flames over the entire body of the boat; the final

EMBARGO REMOVAL RENDERED USELESS

Drastic Regulations and High Freight Kill Export Business, Says Shipper.

Winnipeg, Sept. 22.—Statements to the effect that the removal of the British embargo on cattle had been rendered farcical by the altogether too drastic regulations that had been imposed subsequently on the importation of Canadian cattle had been met by these regulations and the high transportation charges the Canadian export business in cattle was being throttled were made last night by Col. H. A. Mullins, prominent local shipper.

\$15 Rate Needed.

Col. Mullins claimed that the British regulations should be notified to an extent that would make them reasonable and that that ocean transportation should be \$15 a head which would be a fair figure for both the shipping companies and the exporters. In the latter connection he complained that advice received by him last night showed that ships that were going to Glasgow prepared to go without cattle rather than reduce their rates.

Ship 1,000 Head.

The United Grain Growers Thursday night shipped 21 cars or 500 head of cattle to points in the United States, and tonight will ship 500 head to points in the east.

Among early races the cross was the usual form of military punishment.

Here's How Yokohama Looked After Big Earthquake



This picture shows Yokohama a few minutes after the earthquake. Fires are breaking out at scores of different points, while the water front is strewn with wreckage from the collapsed dock in the foreground. The shattering of this dock threw a number of persons in the water. This picture was taken from the custom house at the Canadian Pacific docks. (Copyright 1923, by United Newspapers.)

BEGGAR MAKES \$34,560 A YEAR

Waxes Indignant at Arrest, Says He is Persecuted Because Rich.

(New York Sun.) Anthony Samare, 42 years old, of 539 East Thirtieth street, who is a beggar, was arrested yesterday. Mr. Samare was indignant when he appeared in Night Court. His indignation rose to almost unbelievable proportions when Magistrate Peter A. Hatting remanded him until tomorrow for investigation.

"It is persecution of the rich," Mr. Samare shouted. "Just because I am a little better situated financially than most people, you pick on me. It's got so a man who makes a little money by industry and hard work and acuteness hasn't a chance in this country. It's—"

But here he was checked by Magistrate Hatting, who had been figuring busily as Mr. Samare talked and was now looking a little dazed.

"It comes to \$2,890 a month," he murmured weakly. "Then he figured some more."

"No, \$34,560 a year," he continued. "Why it's more than the Mayor makes."

"Well, of course," Mr. Samare suggested, "there's vacations. There's no place like New York for my business, but now and then, like all busy men, I must go away for a few brief hours of relaxation. And I make \$12 an hour. It is true, but there are some days when I feel that I must get away—"

simply must get away—from the office and all the mundane grind and—"

"And go to ball games?" suggested Magistrate Hatting.

"No, the fights," Mr. Samare said simply.

Earlier in the discussion, Mr. Samare had admitted that he went to work in front of a department store at Thirty-third street and Sixth avenue at 12.30, equipped with the latest in tin cups. He was arrested an hour later. When he opened his office he had \$5.70. When the police closed it he had \$18.

"Twelve dollars an hour?" he had repeated to Magistrate Hatting's first gasp. "Oh, yes—on a medium day. I usually work about eight hours—getting \$96.—Of course, sometimes I stick around a few minutes overtime and make it an even hundred."

Mr. Samare is booked on a charge of disturbing the peace. There is some thought, however, of prosecuting him under the Sherman anti-trust law.

Meeting Of Civic Power Commission

The Civic Power Commission yesterday adopted the policy, for the present, of a ten-hour day at the sub-station for the operators; approved of lending aid to the New Brunswick Electric Power Commission by letting them have the use of part of the civic distribution system in order that power might be purchased from the New Brunswick Power Company, if necessary; decided to have the chairman of the commission and J. N. Flood explain to the council why they had recommended the payment of an additional thirty cents per 100 pounds to the St. John Iron Works and to ask the council to withdraw the rider requiring a five per cent deposit from the tenderers for line material.

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Professor Pearl and his colleagues, Dr. Lowell J. Reed, of Hopkins, are engaged in an extensive study of world population and its ultimate effects and requirements. They recently completed a study of the population of greater New York for the committee working on a plan of New York and its environs. Their report predicted that in round numbers the population of the New York region in the year 2000 would be 28,800,000, or approximately one-quarter of the present population of the United States.

Dr. Pearl and his associates have been making reckonings of the probable world population in future generations, but are not yet ready to reveal the extent of their investigations.

Dr. Pearl said, however, that mathematical theory and formula evolved by him and himself and used in the New York calculation are applicable in general to the population of the entire world. He believes, he said, with a fair degree of accuracy, it is possible to foretell the future world population, provided the old world moves along, he added, in the same fashion it has for centuries past.

"The population problem," Dr. Pearl said, "is no myth. It is perhaps, the most significant one facing mankind today."

Dr. Pearl points out that during the last 20 years the world's food consumption has increased proportionately greater than has the population.

"I believe that anyone who considers the fact is bound to have some misgivings about the world's ability to go on indefinitely increasing both its population and its average standard of consumption," Dr. Pearl had.

The last quill pens have been removed from the court and cheaper steel substituted.

REACH POPULATION LIMIT IN YEAR 2923

Every Habitable Portion of Earth Occupied by Then, Says Professor

Baltimore, Md., Sept. 20.—That the population limit of the world will be reached about 2923 is the estimate of Dr. Raymond Pearl, professor of biology and vital statistics, Johns Hopkins University, who also said: "The population of the world always has grown and certainly is now growing at a rate which, if continued, will completely populate the habitable portions of the earth with a density that will be the maximum consistent with the existence of human beings."

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Australia Gains Wealth In Papua

Island Reported To Be Rich In Its Vast Mineral Deposits.

New York, Sept. 22.—Papua, one of Australia's richest dependencies, with a fertile soil capable of raising practically anything grown in the tropics with adequate rainfall; with deep and navigable rivers and excellent harbors, valuable mineral deposits, liberal land laws and easy-settlement terms, and with large sums of money already invested in plantations, shipping and trade interests, seems destined to become an important commercial market, according to the Department of Commerce. The district comprises the southeastern part of the island of New Guinea, with the outlying groups of islands—Trobrind, Woodlark, D'Entrecasteaux and Louisiade.

The territory has 1,728 miles of seacoast on the mainland and 1,936 miles of island coast. The total area is approximately 90,000 square miles, and in April, 1921, it was estimated that the white population of the territory numbered about 1,200. Much of the interior of the country never has been explored. The native population is estimated at from 250,000 to 350,000.

The products of Papua are obtained from its agriculture, forests, fisheries, mining and manufacturing. In areas running back from the coast, where the soil is dry and rainfall comes at long intervals, conditions are particularly suitable for the production of tobacco, cotton, rice, rubber, and other crops.

The quantity and value of products for the year ended June 30, 1921, followed: Copra, 2,984 tons, worth \$28,775; hemp, 188 tons, \$723; rubber, 220 tons, worth \$29,960. The indigenous products of Papua include sandalwood, and other timber, sugar cane, cotton plants, nutmegs, ginger, bamboo, palms, bananas, breadfruit, edible nuts, fruit and vegetables. Forest products which have been catalogued show 120 varieties, sixteen of which are adapted for use for girders, railway wagons, etc.; ten for railway carriage and coach building; fifteen for joinery, lining, floors; fifteen for butter boxes, five for boat building, four for piles, and fifteen for cabinet work. The highlands have immense possibilities for pastoral and dairying pursuits, the native grasses being particularly succulent, the reports say.

Exports of fishery products in 1920-21 were valued at \$28,472. Papua is rich in mineral deposits, which have been located over a wide area. They include gold, copper, tin, lead, zinc, cinnabar, iron, osmiridium, gypsum, manganese, sulphur, graphite, chromite, brown coal, lignite and petroleum.

Large beds of apparently good coal are believed to exist. The total value of gold mined to June 30, 1921, is reported as \$2,667,168, while copper production during the period totaled \$114,795.

In 1920 the total agricultural area planted was 58,347 acres, averaging 237 acres to each settler. The natives are compelled by law to plant coconuts for food supply. Secondary agricultural products include: bawling hemp, kapok, coffee, tobacco, vanilla beans, coconuts, tapioca, cinnamon, tea, rice and maize.

On account of the depth and force

RESTORES VILLAGE GERMANS BURNED

Miss Skinner of Holyoke Gives Hattonchattel to Its People.

Hattonchattel, Department of the Maine, France, Sept. 22.—This village, one of the most picturesque in the St. Mihiel salient, held by the Germans for four years and then burned by them before shell-fire drove them out, celebrated last week its reconstruction with American money. Premier Poincaré presided.

The 40 houses forming the village have been rebuilt, but many vestiges of the antiquity of the town, which date back 20 centuries, have been wiped out forever by German incendiary bombs.

Its ancient houses and church attracted many visitors before the war, among them Miss Betty Skinner, a wealthy resident of Holyoke, Mass., to whom it really seemed in New England.

For this reason, and wishing to commemorate the fact that the American troops recaptured the village on Sept. 13, 1919, were from Massachusetts, Miss Skinner, through her generosity, devoted her energies to the restoration of Hattonchattel.

A new town hall, with a school, a new library and a thing unique before in the long history of the village—a water supply system, as well as a monument to the war dead, have been inaugurated, thanks to her generosity.

Her architect, John D. Sanford of Boston, has retained the Lorraine 16th century style that gave charm to the village before its destruction, so that it will again attract visitors, especially as the church and abbey proved repairable. A bronze medallion of Miss Skinner, by Janet Souder, has been placed in the entrance of the town hall as a mark of the gratitude of the inhabitants to their American benefactress.

When asked how much her adopted village had cost her, Miss Skinner declared she had not kept a careful count, but the inhabitants of the village easily reckon up items bringing the amount to 1,500,000 francs, and doubtless there was much expenditure of which they did not know.

Miss Skinner has passed much of her time in France, particularly at Hattonchattel, since she adopted the village as her own. She has been overseeing the work of reconstruction. During her few absences her work was carried on by an American representative. It was in 1919 that she first saw the village on the borders of which so many American boys and some of her own townsmen gave up their lives, and decided then and there to adopt it.

READY FOR WINTER AT CITY WHARVES

Engineer Tells of Work Done in Preparation for Coming Season.

"The repair work on the docks and sheds here for the winter season is about completed, and the city plant is in better shape than it has been for some time," was the answer of G. G. Hare, city engineer, to a query as to what had been done in the harbor department on the city-owned wharves and sheds.

On the Union wharf, he said, there had been considerable work done, and this structure had been very considerably strengthened under No. 2 shed. There had been a new platform on the ship side in front of sheds 2, 3 and 4, the sub-structure under No. 2 had been thoroughly overhauled and was now stronger than originally. This floor would now carry a weight of more than 400 pounds to the square foot, and all fear of a collapse had been done away with. The trestle south of No. 4 shed, between it and the new baggage room of the C. P. R., had been gone over and was now in first class condition.

The work on South Rodney wharf included the replanking of No. 5 shed and the placing of new Richard Wilcox hangers on all doors on the track side of No. 6 shed. In addition to this, the roofs of all the sheds had been gone over and repairs made where necessary, and the steam and water pipes had been given an overhauling and placed in first-class order.

On North Rodney wharf there had been an asphalt surface and an asphalt sidewalk placed. The north wing of the West Side ferry slip had practically been rebuilt.

On the East Side there had been quite a bit of work done at the McLeod wharf, where a new foundation had been placed under the shed and the floor had been replanked.

MUSICAL TREAT AT CENTENARY

Rhonda Welsh Male Glee Singers Delight Their Hearers.

The only disappointing feature of an outstanding musical evening, when the Rhonda Welsh Male Glee Singers gave a concert in Centenary church, was the attendance, which fell short of the high reputation of St. John as a music loving centre. The programme of solos, duets, quartettes and choruses given by this talented aggregation of artists was one that appealed to all and the various numbers were greeted with the meed of generous applause for their excellence.

Prof. Tom Morgan, musical director, had his chorus under excellent control and they obeyed the slightest move of his baton. The accompaniment was furnished by Prof. Emyln Jones, A. R. C. M., whose playing was a real treat. The voices ranged from high to low, and the accompaniment was followed by a tenor solo by W. Tudor Williams, "Mountain Lovers" and for an encore he sang "Absent." The next selection was a quartette, "The Little Shamrock" and in response to a request for more "In Absence" was given. Stephen Jenkins sang "Allah" and for an encore "Mountain of Allah."

The next number was the chorus "The Song of the Jolly Roger." Next came Robert Hopkins with "The Making of a King."

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