

CITY WILL ERECT WAREHOUSE FOR THE RED CROSS STEAMERS

Recommendation of Acting Commissioner of Harbors that Warehouse be Erected on Lot South of Pettigill Wharf, Approved — Wages of Sand Point Watchmen Increased.

The City Council decided yesterday to have plans for a new warehouse south of the Pettigill wharf prepared with the idea of making room for Red Cross Line boats from New York. The other business before the meeting was of a routine nature.

The acting commissioner of harbors recommended that the city engineer submit a full report on the substructure and prepare the plans, with estimate, for a warehouse on the vacant lot approximately 75 feet square, south of the Pettigill wharf for the purpose of furnishing further harbor accommodation.

The Mayor said that J. T. Knight had told him that if sufficient warehouse accommodation was provided, the Red Cross Line would run boats here, and take their chances with the Pickford and Black, Furness and other companies using the Pettigill wharf. It was the intention of the Red Cross Line to run a fortnightly service from New York in winter and a weekly service in summer. The recommendation was approved.

Tenders for Plank.

It was decided to call for tenders for 17,000 feet of spruce plank for the sidewalk on Union street, west, between Nos. 4 and 5 piers, and also repairs to wharf surface, immediately contiguous to ferry boats.

The acting commissioner of harbors recommended that the Sand Point watchmen, Henry M. Lee, Wm. McCready, Frank Walsh and Garnet Hennessy, have their wages increased from \$1.75 to \$2.00 a day, and that A. W. Hamlin be appointed captain of the Sand Point watch at \$2.25 a day. The recommendation was adopted. The Mayor pointed out that the watchmen were responsible for preventing fires at Sand Point.

A communication was received from Secretary Pratt of the Carpenters' Union requesting that the city conduct an investigation into the causes of the collapse of the house on Peters street, when several men were injured. It was referred to the Safety Board.

A letter was also received from the Trades and Labor Council also asking an investigation into the causes of the cave-in of the house on Peters street.

The St. John Trades and Labor Council wrote complaining that the gangways used by some steamers were dangerous and that a member of the Coal Handler's Union had recently lost his life on account of the fact that a gangway was not properly protected.

The letter suggested that steamers be required to use gangways with two rails and netting. It was referred to the commissioner of harbors.

The Mayor said that ladders put down the face of wharves were destroyed almost as fast as they were

put down, and thought citizens should inform on the destroyers so their property and lives would be better protected.

Ask Co-operation.

A communication was received from the Union of Canadian Municipalities requesting the city's co-operation in securing an amendment to the Railway Act, providing that railways be required to pay all the cost of protection at level crossings, an enlarging the powers of the Railway Commission in connection with the regulation of shunting and other railway operations in cities.

The Mayor—That is the most important matter submitted to us by the union. Com. Agar moved that the matter be referred to the Mayor to take steps to support the Union of Municipalities in its efforts. Among other things it is proposed to ask that the Railway Commission be given mandatory powers in connection with the provision of suburban railway service, and to seek legislation regarding the placing of electric wires underground.

Revenue Lost.

The Mayor said the city had got the following amounts from the Empress boats last winter:

Top wharfage \$9,275.32
Harbor fees and anchorage 839.25
Side wharfage 2,636.50
Water supplied 1,653.60

Total \$14,525.32

"The loss of the revenue this winter will be a serious matter," said His Worship.

The Harbor Commissioner was authorized to call for tenders for uniforms for the ferry employees. A bill was received from the Board of Trade for \$220.83, being half the cost of transportation of the delegation of citizens to Ottawa. It was ordered paid.

Com. Agar said that when the tenders for restoring the Haymarket fountain was called, only \$535 had been voted and this would not cover the expense of \$35 for advertising. The grant for the fountain was raised to \$600.

Com. Agar said it was the intention to appropriate about \$125 next year to restore the figure on the top of the fountain.

In reference to Mr. Lipsett's offer of four lots on Kennedy street for \$200 a lot, where there was plenty of stone for crushing, Com. Agar said he was prepared to recommend the purchase of the lots, but thought the council should inspect them before taking action.

A petition was received from residents of a street off Kennedy, asking the city to remove the rock from Metropole street. It was referred to Com. Agar.

NEBRASKA HAS INTERESTING CONTROVERSY

Right of British Subject to Inherit Interest in Uncle's Estate, Basis of Law Suit.

Washington, Oct. 22.—An appeal in the Toop land case, calling in question the constitutionality of the Nebraska Alien Land Law, was filed today in the Supreme Court. It is said to be the nearest approach to the California Alien Land Law controversy which has ever been before the Supreme Court, and on that account its outcome will be awaited with keen interest.

The Toop case involves the question of whether William Toop and others, all British subjects residing in England, may inherit an undivided two-thirds interest in the land of their uncle, John Toop, an Englishman, who became naturalized and acquired land near Ulysses, Nebraska. The Ulysses Land Company claims title to the entire tract on the ground that it purchased the land from those of John Toop's nephews, who were residents of the United States.

A Nebraska statute enacted in 1889 provides that land cannot be acquired in that state by descent or purchase by non-resident aliens, though it permits the widow or heirs of aliens to reside on the land for ten years and sell it within that period or acquire it by becoming naturalized within that period.

Judge Munger, of the federal district court of Nebraska, held that the Toops residing in England could not occupy the land in question for the ten-year period because they were the heirs of a "citizen" and not of an alien. This interpretation, the attorneys held, makes the law violate that provision of the fourteenth amendment which declares that no state shall make or enforce any law which shall abridge the privileges of citizens of the United States. They also claim that the law violates the treaty between the United States and Great Britain of 1900. Judge Munger held, however, that the treaty was not applicable because John Toop died the year before the treaty went into effect.

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Mr. Downey read from the letter of an ex-convict, who described the Sunday dinner when "blais of seabass cold grey pork" was served to the men. On the whole, witness said the meat was as good as they got in the outside world. The only thing he had heard of traffic in tobacco, but had no personal knowledge of it. He admitted that he occasionally got a very small piece. The guards usually gave a little to the men to get satisfactory work. A small chew of tobacco went as far with a convict as \$10 did with a mechanic outside.

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DESCRIBES CONDITIONS IN KINGSTON

F 173 Recommends Separation of Boy and Adult Prisoners—Penitentiary Commission in Session.

Kingston, Ont., Oct. 22.—F 173, a prisoner who occupied a distinguished position in the social and commercial world before his conviction was called by the commission this afternoon to give evidence on the system at present in vogue in the penitentiary, and its effects on young offenders. He urged better classification of prisoners, different departments for different grades of criminals. He favored the present system of feeding in cells. It would be better to sit down beside a man, to eat little better than a beast. He sometimes did not feel like eating his lunch and put it on a shelf and ate it later in the evening. The boys should be kept separated from adult criminals. The boys are taught all manner of crime by older convicts.

He thought the honor system could be adopted. At least fifteen per cent. of the convicts could easily be put on their honor. He thought hair cropping and the uniform they had to wear was most degrading and humiliating. He admitted hair cropping was necessary in some cases for sanitary reasons. A convict was not allowed a knife, fork or toothbrush. He favored a modest allowance of tobacco. Nearly every convict used tobacco and they would steal anything to get it. He thought, however, unless its use was strictly regulated the convicts would expectorate all over the floor. He had heard of traffic in tobacco, but had no personal knowledge of it. He admitted that he occasionally got a very small piece. The guards usually gave a little to the men to get satisfactory work. A small chew of tobacco went as far with a convict as \$10 did with a mechanic outside.

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MR. GUTELIUS HAS A SCHEME TO HELP PORT

Thinks all Harbor Front on East Side Should be Reserved for Handling Traffic.

The general manager of the I. C. R. has a scheme to enlarge shipping facilities at St. John, which may receive attention before long. All the harbor front on the East Side, he thinks, should be bought up and reserved for handling traffic. About everything west of Prince William and Dock streets, the Sugar Refinery to the Long Wharf, should be used for docks, warehouses and railway tracks. When asked if he would support his faith in the development of St. John by forming a company to buy up the land and provide greater traffic facilities, Mr. Gutelius said he was too busy. This scheme would perhaps not cost more than the land acquired by the federal government at Halifax in connection with the new terminals now under way there. With the growth of the traffic through the port something of the kind may be worked out.

While in the city yesterday, Mr. Gutelius inspected the I. C. R. terminals, and intimated that the I. C. R. would soon have to undertake considerable development work on its property at the south end of the city in order to provide more sidings and a wharf for shipping lumber. He also said the I. C. R. would go ahead and lay tracks on Charlotte street extension and Water street as soon as the city gave them permission.

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VOLTRINO IS A DANGER TO NAVIGATION

U.S. Revenue Cutter Headquarters Notified to Find and Destroy Hulk—Are not Obligated to.

Washington, Oct. 22.—Revenue cutter headquarters was notified today that European liners had reported that the hulk of the burned steamer Volturno was inviting another disaster by floating as a derelict in the path of navigation. The warning in a telegram from Charles S. Hurd, of New York city, who urged immediate action looking to the destruction of the derelict. Assistant Secretary Newton replied that the Volturno was abandoned at a place considerably eastward of the limits of the operations of the revenue cutter service.

"The service," Mr. Newton added, "does not undertake the destruction of derelicts eastward of the line drawn from Sable Island to the Bermuda Islands. It does not appear that any obligation rests upon this service to destroy a foreign derelict in mid-ocean."

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