

Provincial News

HARTLAND, April 11.—A building owned by Chas. Hurst and occupied by his father, Wm. Hurst, was totally destroyed by fire this afternoon. No insurance.

CHATHAM, April 10.—At the monthly meeting of the town council last evening, Ald. Stohart and Morris announced that they would not be in the field this year for civic honors. Mayor MacLachlan, Ald. Adams, Bell, Mercereau, Snowball and Burke gave notice that they would run again and the probability is that there will be a lively civic contest.

Rev. S. J. McArthur of Newcastle will speak at the Y. M. C. A. meeting on Sunday. Richard Staples of Marysville is visiting his sisters here and in Newcastle.

F. E. Neale went to Moncton on Monday. Rev. G. F. Scovil returned to St. John on Saturday.

Mrs. Jack Anderson of Montreal is visiting Mrs. A. A. Anderson.

FREDERICTON, N. B., April 10.—The local government has appointed J. R. Stone, of St. John, and P. S. Archibald, of Moncton, commissioners of the Central Railway in place of Senator King and Geo. A. McAvity. The appointment is for one year and the salary is six hundred for each commissioner.

The provincial secretary was appointed a commissioner to proceed to Victoria County to investigate the license law.

It was reported to the administration that the bridge at Cady Island on the Central Railway constructed last year, had become about useless and it was decided to investigate the matter.

Revisors and highway superintendents were appointed but the names have not been made public.

The Highway Act engaged the attention of the executive for some time and action regarding the repeal of the same and the introduction of a new act at the coming session was considered at length.

The government concluded its session this afternoon and adjourned to meet again on Wednesday next at St. John. Messrs. Maxwell and Landry left by this evening's train for St. John, and that the other members of the executive will remain here for a day or two on departmental business.

At the session this afternoon nothing outside of routine work was transacted. At the next meeting to be held the sheriffs of the several counties will be appointed, and it is said that in many instances changes will be made.

MONCTON, April 11.—That Moncton bakers are selling short weight was the discovery made last night by Chief of Police Ridout, who visited two local bakeries. In one he found that loaves sold for two pounds weighed three or four ounces less than that amount, and in another, weight was half a pound short. As a result action is likely to be taken early next week. A bye-law passed by the city council in 1890 stipulates that every loaf of bread made for sale or offered for sale in the city shall weigh six pounds, two or four pounds. It was discovered that other provisions of the bye-law were also violated. In one case a baker had stamped on loaf only his name but not the weight, as the bye-law directs, while in the other case there was no marking whatever on the loaf.

Richard Hobart was arrested this morning on a warrant charging him with Scott Act violation. His case is being tried in the police court.

AMHERST, N. S., April 11.—The sudden death took place last night at Highland View Hospital here of William Wheaton. The first part of the week he left Amherst to work in a saw mill of his nephew, Mr. Anderson, at Mount Uniacke, N. S. He had not started at his work when he was stricken with paralysis and he was at once brought to the hospital here by one of the mill hands where a second attack occurred from which he died. Mr. Wheaton was 57 years of age, son of the late John Wheaton of Cookville, N. S. His wife was Mrs. Mary Ann Theriot, of Fort Lawrence, N. B. She died about three years ago. His aged mother and three children survive him, Millard, the oldest, at home, Mrs. J. S. Thomson and Mrs. David Milne, of this town. Anderson Wheaton, of Nappan, N. S., is a nephew. The funeral will take place on Monday next.

PENSACOLA, April 11.—Additional troops were ordered to this city today as a result of rioting in connection with the strike of street railway employees. The city was today thoroughly patrolled, but no attempt was made during the early hours to run cars, street railway officials declining to operate until the additional troops gave further guarantee of the safety of the strike breakers.

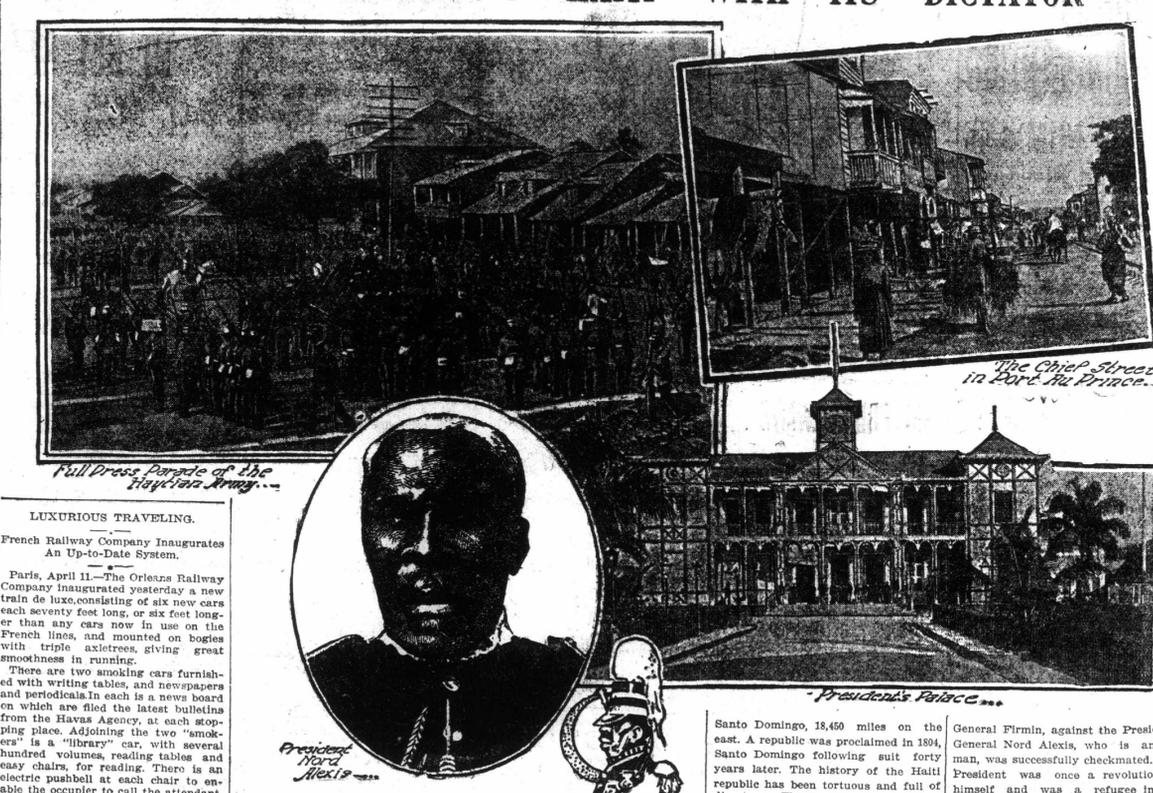
"Yes, Tommy," said his mother, "you've been a very good boy today." "All right," cried Tommy eagerly, "I'm a mackerel, then."

"Why, ma, you told me Willie Nedore was good for nothing 'an' you don't want me to be like him, do you?"

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SCENES IN DISTURBED HAITI WITH ITS DICTATOR



Santo Domingo, 18,460 miles on the east. A republic was proclaimed in 1804, Santo Domingo following suit forty years later. The history of the Haiti republic has been tortuous and full of disasters. There seems to be some doubt as to the real character of the present outbreak. Some hold it to be political, and others declare that it is of an anti-foreign character. The truth may be that it was originally political, and that the people, once excited about their own domestic affairs, have given a few weeks ago a revolution, led by General Firmin, against the President, General Nord Alexis, who is an old man, was successfully checkmated. The President was once a revolutionist himself and was a refugee in the French consulate in 1887 and 1892. He then removed a wall separating his garden from that of the French consulate so that he might be ready for emergencies. So far General Firmin is a refugee, but twenty-seven of his fellow-conspirators have been shot, thirteen of them being executed.

Crossing Broadway it spread out over the entire section southeast, but did not reach the water front on Chelsea Creek until after crossing Willow street, so that its westerly bounds were Second street, Essex, Middlesex as far as Willow, and then to the waterfront, along which it burned until it met the tracks of the Boston and Albany division of the New York Central, shortly after they branch off from those of the Boston and Maine Railroad. The burned area was in the nature of an ellipse about one and one-half miles on its long axis and from a third to three-quarters of a mile on its short axis.

The westerly end of the ellipse where the fire started was the most densely populated section of the city. The three story tenements held from six to eight families. Most of these families consisted of from six to eight persons, with many small children, and almost invariably someone aged and infirm.

So rapidly did the fire sweep along that nearly all were driven into the streets with scarcely more than the clothing which they wore at the time. To the east of Broadway the houses were more isolated, and averaged about 2-1/2 stories in height. Nearly everyone in these houses realized the danger by noon, but even then there were many persons who refused to leave their homes until their roofs were blazing over their heads. Some were able to save household goods, but those who heaped them in great piles in Bellingham Square saw everything swallowed up by the flames an hour afterward.

In addition to those already mentioned the following plants were destroyed entirely or in part: Leonard & Ellis, oil dealers, on Chelsea River; Independent Ice Company plant on Beach street; Loftus grease works, on Eastern avenue. R. Y. Russell & Sons, box factory. Independent Ice Company plant on Beach street. Two large oil barges tied up at the wharf of the Tidewater Oil Company and containing 5,000 gallons of oil were each burned, and for a time it was feared they would drift across the

Chelsea Creek and ignite the Standard oil plant on the East Boston side. Two tugs made desperate efforts to tow the barges out into the harbor, but the barges were burned, and before the barges could be moved they were burned at the dock. Commissioner Chas. W. Parker of the Boston fire department stated tonight that Boston would lose three of her engines and several hundred feet of hose which had to be abandoned. The loss of the fire was principally to the dwellers in small tenements, so that the number of homeless tonight was unusually great. Neighboring cities and the state rushed to the assistance of stricken Chelsea. Two representatives of the State Board of Charity were on the scene early, being sent by Acting Governor Draper. The Boston charitable authorities were also prompt to render assistance, while the Salvation Army and the Associated Charities made every effort to care for the homeless. Thousands were sent to Boston.

Mayor Beck of Chelsea tonight issued a call for a special meeting of the city government to be held tonight in the new high school building. The high school building, with the police station, are the only public buildings left standing.

Militia Called Out. The militia call brought out the First Company, Coast Artillery, Capt. Kenton commanding, in order to guard property moved into the streets from buildings in the path of the flames. Colonel Wood, commanding the marines at the Charlestown Navy Yard also volunteered the services of the 16th company stationed at the Navy Yard, and on request of Mayor Beck, the company was sent to the house for command of Captain Hill. Rear Admiral Swift of the Navy Yard also sent out all the men from the receiving ship Washburn, who were ready or on liberty. These sailors were not sent under command of any officer, but were instructed to give their services wherever needed.

Marines with fixed bayonets held back the crowds, while the militia and sailors helped families remove their goods. Advances squads of the military and police were sent ahead warning out families living in the course of the fire, which leaped block after block with astonishing rapidity. The crowds generally were easily handled. Occasionally some excited house-owner would burst through the cordon of militia and marines to dash into a house for some forgotten valuables, but the presence of so many uniformed guards overpowered the rougher element.

Over Chelsea Bridge into East Boston, lugging what few household effects they were able to save. Vehicles of all descriptions, automobiles, push carts, drays, carriages and even baby carriages were piled high with furniture and bedding. Hundreds of people carried only huge bundles tied up in sheets. These were mostly gray headed women of the foreign class. One old woman staggered under a large bundle of clothes and bedding, in the midst of which could be seen the wondering face of a baby too frightened to cry. Among these poor people there did not seem to be any panic. There was no crying or wringing of hands. All seemed stunned by the disaster that had wiped out their homes. These people seemed mostly of the poorer class, who could not afford to lose what little they possessed with factories and mills closed down or earnings reduced by half-time work. Pictures, trunks, bedding and chairs strewn over the bridge, and being scarcely noticed by the dense throngs that moved towards the fire from Boston, too busily preoccupied with the flames and heavy pall of smoke sweeping in swift panorama before them to take notice of the misery

and suffering passing by. One woman plodded along by the side of heavily burdened members of her family, carrying nothing but an empty waste basket.

A Wild Scene. In the burning district itself sidewalks were piled high with household articles. In some cases these goods were abandoned to the flames. Bedding and furniture blazed in the street each were caught up by the gale and hurled into doorways and rooms, setting other houses on fire. Several of the large type of cars used by the Boston elevated railway in the East Boston tunnel were abandoned when it was found necessary to shut off the power, and were left helpless in the street swept by the flames. In the fire house of engine one, a brick structure at the corner of Marginal and Essex streets, were stored many trunks and other furniture, when all had to be abandoned on the command of a marine, who warned out the people just as the flames broke through the doors of the building. The trunks and furniture were carried by stretchers and furniture vans whose drivers were awaiting bargains were pressed into use by the police to remove the sick.

As the fire made its way rapidly towards the water front, where considerable shipping was tied up, there was much excitement among captains and crews. Several tugs were dispatched to the scene, but as it was low tide, had considerable difficulty in towing the vessels out from the stream. It is believed that all of the vessels in that portion of the threatened waterfront were pulled out to safety, although two schooners tied up near the Standard Oil Company's works were beginning to blaze. The flames were extinguished without much damage being done. The Boston fire boat did heroic work in saving waterfront property.

WHAT CAUSES HEADACHES. From October to May, Colds are the most frequent cause of headache. LAXATIVE BROMO QUININE removes cause. E. W. GROVE on box, etc.

BATTLESHIP FLEET NEARING GOLDCENGATE. Ships Will Continue as Close to Shore as Possible

SAN DIEGO Calif., April 11.—The Atlantic fleet of six battleships began today their last official planned cruise from Hampton Roads to the Golden Gate. The four divisions of the fleet weighed anchor at 4 o'clock this morning and three-quarters of an hour later were spreading their way out of Magdalena Bay in the wake of the flagship Connecticut. On the flagship were Rear Admiral Charles M. E. Holmes, who began the journey to the Pacific as head of the second squadron, but who was promoted to chief commander during the extended absence of Rear Admiral Robt. D. Evans.

Sailing in single column, according to the dispatches the ships passed Sail Rock and Punta Prieta Point, turned in a long haul circle to the north. The six black hulled destroyers of the torpedo flotilla gave a parting salute to the battleship vessels.

An easy journey of 620 miles lies before the fleet, which is scheduled to anchor off Coronado Beach at one o'clock on Tuesday afternoon. Admiral Thomas has allowed 48 hours for the run up the coast, requiring an average of only nine knots an hour. When the ships reach San Diego they will have logged 13,569 knots since their departure from Hampton Roads on December 16 last. The Connecticut has 1,240 knots additional to her credit on account of the trip to this port last week to bring Admiral Evans ashore and her subsequent return to Magdalena Bay.

Every coast city from San Diego to San Francisco is to see the fleet during the next few weeks, it having been arranged that at all points where no stop is scheduled, the ships will pass as close in as possible, always being well within the range of vision for persons gathered along the shore.

Preparations for the "gray days" stay of the ships at San Diego are complete. The city is gaily decorated with flags and patriotic bunting. In this city of 40,000 inhabitants a fund of nearly \$20,000 has been raised for the entertainment of the officers and the men of the navy.

WEAK MAN RECEIPT FREE. Any man who suffers with nervous debility, weak back, falling memory or deficient manhood, brought on by excess of dissipation, may cure himself at home with a simple prescription that will give him a plain sealed envelope, to any man who will write for it, enclosing 25c. 222 Lehigh Building, Detroit, Michigan.

THE DREADNOUGHT WILL BE FASTER THAN EXPECTED. LONDON, April 13.—It is announced that a new discovery in connection with the turbines engines of the Dreadnought, has resulted in a great increase of speed. In a twelve hours' trial just held, the battleship averaged 20 1/2 knots, which is only half a knot below her designed speed.

You cannot possibly have a better Cocoa than ERFF'S. A delicious drink and a sustaining food. Fragrant, nutritious and economical. This excellent Cocoa maintains the system in robust health, and enables it to resist winter's extreme cold.

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ORGANIZING QU... Loss Now Known Missing Accepted Raising... The Sun yesterday... BOSTON, April 13... COUNTRY MARKET... FISH... GROCERY...