ST. JOHN WEEKLY SUN.

VOL. 21.—NO. 7. ST. JOHN, N. B., SATURDAY, FEBRUARY 12, 1898. FIRST PART.

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DISCOURAGING TO MANN.

The Railway Contractor Would Like People to Wait For His Sleigh Route.

VANCOUVER, B. C., Feb. 10.—Some idea of the rush to the Klondyke can be gained from the fact that D. D. Mann, the Stickene railway contractor, is experiencing the greatest difficulty in getting transportation to Wrangel for one hundred and fifty horses, four hundred men and supplies to be used in building the sleigh road from Wrangel. All space on the steamers going north is booked days in advance. Mann can only get his men up by twos and threes. He has been unable to charter a single vessel, though, as he expresses it, he "burnt money in telegraphing." He declares that the prospectors, who now crowd vessels to his detriment, had better wait for his sleigh road. He suggests to steamship companies that it would be politic for them to give him all the space he wants at their own figure, so that he can go up and prepare the way for the prospectors. As it is, the companies are giving the prospectors all the room, and none is left for his big parties. This delay in getting men forward to the scene of action is discouraging to Mann.

I. C. R. SMASH-UP.

The Quebec Express Wrecked Near Petit Rocher.

Engineer Basten Meets With Probably Instantaneous Death.

Under the New Regulation There Was On'y One Brakeman and Therefore Trainmen Were Scarce.

MONCTON, Feb. 8.—No. 34 express from Quebec, due here at 6.30 this morning, was derailed while running full speed about five miles this side of Petit Rocher at 2.30 o'clock. A broken tire on a wheel of the locomotive is supposed to have caused the accident. Fortunately there was little or no embankment at the point where the accident occurred, and the snow was very deep; otherwise a terrible accident might have been recorded, as the engine and whole train left the track. As it was the engine driver, W. Basten of Campbellton, was buried beneath his engine, and when the body was extricated he was dead, apparently being killed alomst instantly. The fireman, James Haines of Moncton, was quite badly injured, but no others were hurt. The train was in charge of Conducter Angus McLellan, and this was the first accident on any train of his that resulted in loss of life. There was only one brakeman on the train, in accordance with the recent orders, and the fireman being injured the number of train hands available for clearing the wreck was limited. There was considerable delay on this account in getting the unfortunate driver from underneath the engine.

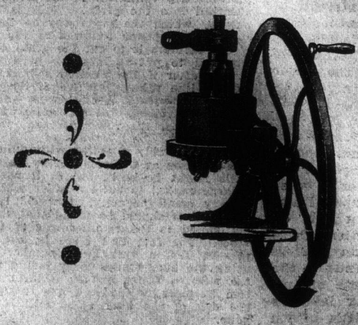
As far as the Sun could ascertain the only passengers on the wrecked train for this city were W. A. Mott, M. P. P., Mrs. Wm. Rainnie, Mrs. Murray and W. J. Rainnie, who reached the city on the express from Halifax at 4 o'clock.

Mr. Mott was seen by a Sun reporter at the Royal hotel that evening and in the course of a conversation told the following story: When the train, which consisted of locomotive, baggage car, second class, smoker, first class and sleeper left Campbellton there were about forty passengers. In the Pullman car in which Mr. Mott rode were about ten people. Everything went along as usual until as near as he can judge 2.20 a. m., at which time he was preparing to retire. He had just removed his coat when to his surprise a sudden jolt was felt, which was quickly followed by another and another. In a moment everybody in the car was wide awake and dressing as fast as possible in the excitement and confusion that reigned. Suddenly and almost before some had time to get out of their berths the car toppled over, knocking them off their feet. In a minute or so, much to the relief of those in the car, many of whom were expecting something fearful or horrible to happen, everything quieted down except the shouts of men giving orders and the loud hissing of escaping steam. Mr. Mott said that with others he got out of the car as quickly as possible, it being canted at such an angle that he had to hold on to the top to get out. When all got out it was found that no one in the sleeper nad been hurt or injured in the slightest, and a general sigh of relief went up from all. They then commenced to look around them and found the other cars and tender, from which the engine had parted, in a much better position than their own car, as the baggage car, smoker, first and second class cars, while off the track, were still in an upright position, while the sleeper, from which they had just crawled out, was almost on its side. None of the cars, with the one exception, and that one only partially so, were off the sleepers, although every car had left the rails. After it was ascertained that all the passengers were safe attention was turned to the engine, which was lying wheels up in the ditch or at the foot of the slight embankment some fifty yards in the rear of the train. In the darkness at first all that could be seen was a hissing mass of steam. Upon approaching closer to the big engine, that had been the life of the whole train, and which was then lying in the deep snow, broken and disabled, seemingly, as it were breathing its last, the outline of the cab, the boiler and trucks was discernable. The engine, as was mentioned above, was on its side, badly broken. It had parted from the tender, and although the track was straight and with very little grade, had curved outward to the left and was heading once more towards the track when it toppled over. Close approach and more careful inspection revealed the body of a man, the fireman, James Haines, jammed, seemingly, as it were, at his post, amid the broken timbers of the demolished cab. His position seemed at first to indicate that it would be impossible to extract him without fatal results, but the imperiled man kept cool and used his head to good advantage. He directed the placing of the pries to lift the end of the cab that held his body fast and then told his resucers how to remove the timbers that encased his legs, with such success that he was removed from the wreckage without further injury.

After the fireman had been removed to a place of safety, Mr. Mott said the passengers took a more careful look over the ground. The accident happened at a place called Bersford, seven miles west of Bathurst, the track was straight, and there was little, if any, grade. Near where the locomotive left the rails the forward trucks were found, and from what examination could be made and from what the railway people said, they believed that the accident was caused by a broken tire. The locomotive had travelled fully 100 feet from where it left the rails until it overturned, and the cars and tender had ran past the locomotive some yards. Three or four hundred yards from where the accident happened is a bridge, and those on the train consider themselves lucky that the accident did not happen there.

Referring to the fireman, Mr. Mott said that he exhibited wonderful calmness and self-possession. After they got him out he said that the first intimation they had in the cab of anything being wrong was the sudden jolt when the engine jumped the rails. He then called to the engineer to stop and Baskin put on the brakes. He advised Baskin to jump, but the engineer stuck to his post and did his best to stop the train. The engine was then diverging considerably from the direct line and he again advised him to jump. After that he did not know just how things went. If Baskin had not stuck to the engine and had done all the could to stop the train the accident would have been more serious, but if he had jumped when he advised him to he would probably have escaped with little injury. Mr. Mott said that from what the passengers found out and from the opinion of the trainmen, the engineer jumped after he had done everything he could to protect the train, but had jumped too late, or when the engine fell over on her side, as his body was not to be seen when the fireman was pulled out, and was then supposed to be under the locomotive, which supposition he since learned was affirmed by the finding of the remains when the engine was jacked up by the wrecking crew.

Mr. Mott finished his sensational trip by driving to Bathurst and taking the special to Moncton.



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A SECOND MOON.

PARIS, Jan. 24.—According to the Rappel an astronomer of Hamburg has made the discovery of a second moon, which will be visible on July 30, 1898.

The new luminary is said to be distant double the space from the earth compared with the moon with which we are acquainted.

BRITISH PARLIAMENT

The Queen's Speech Deals With Affairs of the Empire.

Speech of the Marquis of Salisbury in House of Lords on Government's Policy.

LONDON, Feb. 8.—The fourth session of the fourteenth parliament of Queen Victoria and the twenty-sixth of the United Kingdom was opened, by commission, at 2 o'clock this afternoon with the customary ceremonies. The Queen's speech was as follows:

My Lords and Gentlemen:

My relations with the other powers continue friendly.

The negotiations between the sultan of Turkey and the king of Greece have been brought to a conclusion by the signature of a treaty of peace, under which the territorial relations between the two powers are practically unchanged.

The question of the autonomous government of the Island of Crete has occupied the attention of the powers. The difficulty of arriving at a unanimous agreement on some points has unduly protracted the deliberations; but I hope these obstacles will before long be surmounted.

Intelligence, which is apparently trustworthy, was received of the intention of the Khalifa to advance against the Egyptian army in the Soudan, and I have therefore given directions that a contingent of British troops should be dispatched to Berber to the assistance of His Highness the Khedive.

I have concluded a treaty of friendship and commerce with his majesty the emperor of Abyssinia.

The report of the commission I appointed in December, 1896, to inquire into the condition of certain of my West Indian colonies has conclusively established the existence of severe depressions in these colonies, caused by the heavy fall in the price of sugar, which is mainly attributable to the reduction in the cost of production and the great increase in its extent of recent years. But the fall has been artificially stimulated by the system of bounties to producers and manufacturers of beet sugar maintained in many European states.

There are signs of growing opinion in these states that this system is injurious to the general interests of their population and communication is now in progress between my government and the government's principally concerned with a view to conference on the subject, which, I trust may result in the abolition of the bounties.

In the meantime, measures will be proposed to you for the relief of the immediate necessities of the West Indian colonies, for encouraging other industries and for assisting those engaged in sugar cultivation to tide over the present crisis.

On the north-western border of my Indian empire an organized outbreak of fanaticism, which spread in the summer along the frontier, induced many of the tribes to break their engagements with my government, to attack the military posts in their vicinity, and even to invade the settled districts of my territory. I was compelled to send expeditions against the offending tribes for the punishment of the outrages and to insure peace in the future. A portion of the Afridi tribes have not yet accepted the terms offered them, but elsewhere the operations have been brought to a very successful close. The courage and endurance exhibited by my troops, British and native, have overcome almost insuperable difficulties in the country in which they were operating; but I have to deplore the loss of many valuable lives, both amongst my own troops and those whose services were voluntarily and loyally placed at my disposal by the native princes of my Indian empire.

The rest of the speech deals with the recrudescence of the plague and says: "Although the mortality is less alarming than in 1897 it is still such as to cause anxiety, and no effort will be spared to mitigate it."

Her majesty then rejoices at the fact that the famine is ended, except in a small tract, and says there is reason to anticipate a prosperous year, both for agriculture and commerce, throughout India.

Gentlemen of the House of Commons:

The estimates which will be laid before you have been framed with the utmost desire for economy, but in view of the enormous armaments now maintained by other nations the duty of providing for the defence of the empire involves an expenditure beyond former precedent.

Dealing with the proposed legislation, the speech from the throne says measures will be introduced for the organization of a system of local government in Ireland, substantially similar to Great Britain; to insure the increased strength and efficiency of the army among the present conditions of military service; to enable accused people to testify in their own defence; to facilitate the creation of municipalities in London, and to prevent recognized abuses in connection with church patronage.

There are nine other measures of minor importance.

The Queen's speech concludes: "I heartily commend your momentous deliberations to the care and guidance of Almighty God."

Previous to the re-assembling of parliament the usual party of beefeaters, accompanied by a number of officials and headed by Chief Inspector of Police Herseley, made the customary search for imitators of Guy Fawkes. They ascertained that the vaults of the house of parliament did not contain anything inimical to the safety of the members.

The first member to enter the house was Robert Ashcroft, conservative member of parliament for Oldham, who arrived at 5.30 a. m. The second member was Thomas Lough, liberal member for the west division of Islington, who entered at 6.30 a. m. He was followed by a continuous stream of members of parliament, their early arrival being due to the fact that there is not room enough in the house to afford each member a seat, hence the annual scramble for places, which are secured by placing a hat, with a visiting card, upon the chosen spot.

The Irish parliamentary party met in committee room No. 15. Timothy M. Healy and his supporters, who abstained from attending the party meeting previous to the last session of parliament, were present. John Dillon was re-elected chairman, and the whips and secretaries were also re-elected.

On the resumption of business in the house of commons this afternoon the new members took their seats. Admiral Lord Charles Beresford, the new member for York, was loudly cheered, while J. M. Campbell, the new member for the St. Stephen's Green division of Dublin, on taking the oath was greeted by the Irish members with cries of "Lodger," referring to the alleged election frauds in that division.

The government leader of the house, A. J. Balfour, was loudly cheered by the conservatives and liberal unionists when he appeared, and Sir William Vernon Harcourt, the liberal leader, was also warmly greeted by his supporters when he appeared.

On a sessional motion that peers and lord lieutenants should not interfere in elections, Rt. Hon. James Lowther, conservative, amended it to omit the word "peers." Sir Wilfred Lawson, bart., radical, seconded the motion.

Mr. Balfour admitted that it was true the house had no power to enforce the order, but unless invited by the opposition leader, Sir William Vernon Harcourt, to adopt another course, he would vote against the amendment. Eventually the amendment was negatived by 319 to 100 votes.

Gerald Balfour, the chief secretary for Ireland, gave notice that on Thursday he would introduce the local government bill for Ireland.

After notices of the introduction of other bills had been given, Speaker Cully read the Queen's speech, which had previously been read to both houses of parliament in the house of lords by the lord chancellor. The speech was then moved and seconded. Sir William Vernon Harcourt, the opposition leader, said the government could not complain that the house and country were demanding explanations upon many matters. When one hundred thousand men were in arms in various parts, he added, they could not congratulate themselves upon pax Britannia.

In reply to Sir Wm. Vernon Harcourt's general attack on the government's policy in the east, Mr. Balfour spoke to the same effect as Lord Salisbury had spoken in the house of lords.

Sir Charles Dilke, radical, attacked Lord Salisbury's concessions to France in Siam, Tunis and Madagascar, which he said were not hopeful indications of a firm insistence upon British treaty rights in China.

Geo. Curzon, under secretary for the foreign office, replying, said Russia's action at Port Arthur was fully within her rights as secured by the treaty of Tien-Tsin.

Mr. Balfour announced that Great Britain, France and Russia had agreed to guarantee a Greek loan jointly.

On the re-assembling of the house of lords the new peers were introduced and took their seats with the usual ceremony. The house was full and the galleries were crowded with peeresses and the daughters of peers.

The Prince of Wales and the Duke of York were among those present.

After the address in reply to the speech from the throne had been moved and seconded, the Earl of Kemberly, the opposition leader, replied that he regarded the local government bill for Ireland as being one of the most important subjects of the Queen's speech, and while he viewed the government measure favorably, he was compelled to add that the liberal party remained of the opinion that the only permanent way of satisfying Ireland was by establishing home rule.

The Earl of Kimberly mildly criticized the government's policy in the Soudan, West Africa and far east, but he said he wished to extract no embarrassing information. When a cabinet minister, however, spoke on war, he thought it time parliament was told plainly what was meant.

The Marquis of Salisbury then arose and began in low, conversational tones, as if addressing Lord Kimberly alone. The first announcement which provoked "hear, hear," was that, before many months he hoped that their efforts in Egypt would result in the capture of Khartoum. When the premier reached the question of China there was a murmur of expectancy, and the pacific assurances he gave were received with evident approval and relief.

"Regarding the immediate opening of Ta-Lien-Wan," said his lordship, "the Chinese council have informed us that it would embarrass them very much. The reasons that it is not necessary to enter into very closely and for their own personal comfort and well being, they expressed the desire that we should not insist on this proposal. Whereupon I replied that the proposal was not essential, though we thought it advantageous; and suggested, as a compromise, that the opening of Ta-Lien-Wan be deferred until the railway reached the port. A few days aftterward, Sir Claude MacDonald reported that the compromise was accepted as a condition of the loan, and since then I have heard no more about Ta-Lien-Wan. But I am bound to say that I am not very much interested, as I recently received from Russia a written assurance that any port they obtained leave to employ as an outlet for their commerce

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will be a free port for all the commerce of this country. A free port is much better than a treaty port; and, thus having ascertained that Ta-Lien-Wan was to be a free port, it interests us very little indeed to know whether it will be a treaty port or not. "I may say that similar assurances have been mads us by the German government respecting the territory they recently occupied. Indeed the German government went further and were more flattering to us, for the German ambassador told me they had concluded that our manner of dealing with such things was better than theirs, and that in this instance at any rate they inteded to initiate our mehods. Regarding the loan, I hope in a few days to lay the papers on the table dealing with it, but warn the noble earl that information will be exceedingly scanty when it appears."

The address was then adopted and the house of lords adjourned.

LONDON, Feb. 9.—After Messrs. Plunkett, Redmond and Healy had spoken, Gerald Balfour, chief secretary for Ireland, denied that the government had been slow to recognize the distress in Ireland. He fully acknowledged that the situation was grave and called for exceptional measures, and defended the relief measures adopted.

LONDON, Feb. 10.—In the house of commons today Michael Davitt's amendment to the address in reply to the speech from the throne at the re-assembling of parliament, calling attention to the distress in Ireland and the failure of the potato crop, was rejected by 23 to 153 votes.

NOVA SCOTIA NEWS.

SOUTHAMPTON, N. S., Feb. 5.—The storm of this week broke the record. A milkman in Springhill who had delivered milk for six years and never lost a day, was unable to treat his customers to their lacteal supplies, except a few to whom he carried the milk by hand.

James Parker, who has been ill for nearly a year from lung disease, died on Sunday and was buried the afternoon after the storm. Few of the neighbors were able to reach the house.

The mother of Mrs. Boran in Springhill was 76 years of age when she lost her first tooth.

The Leamington people held a social last Thursday in aid of their afflicted neighbor, James Parker, whose sad death occurred a few days later. He had been a hard worker when in health and was a young man whom his neighbors all liked. Twenty-four dollars were realized from the sale of pies and refreshments, which was presented to the invalid.

Mr. and Mrs. Peel of Hansford are 76 years of age, have eight children and 52 grandchildren, and there has never been a death in the family. Mrs. Peel's mother was a half-sister of Sir Charles Tupper.

N. F. Taylor has been called to Fire Island by the alarming illness of his cousin, Elisha Taylor, who is suffering from pneumonia. The latter's brother-in-law is ill beyond hope from the same disease.

Measles are raging in this place. The whole of the juvenile portion of the community contracted the disease at a Sunday school festival in which all the schools participated. A lad had been exposed to the disease two weeks previously, but did not know it, and unwillingly spead the contagion. So far the patients are all doing well.

HALIFAX, Feb. 9.—The daughters of Rev. Dr. Currie and Rev. Dr. Gordon of Pine Hill Theological college went through the ice on the Northwest Arm while skating yesterday and had a narrow escape from drowning. They were rescued by students.

The Merchants bank of Halifax at its annual meeting today decided to ask permission of the government to increase its capital stock by five hundred thousand dollars, making a total of two millions. This is in line with a similar increase by the Bank of Nova Scotia some months ago.

AMHERST, Feb. 9.—This morning between five and six o'clock the resturant kept by H. W. Brightman, the grocery store kept by James Currie and the Salvation Army barracks overhead were gutted by fire and their entire contents completely ruined. The fire originated in Brightman's restaurant, and when discovered had spread to the roof and made its way into Currie's store and the barracks. The front rooms of the barracks were occupied as a dwelling by the Salvation Army captain and his wife. They were only aroused by the alarm given, and then they had to make a hasty retreat to escape, and in doing so the captain's wife was injured by falling down the stairs, the building being full of smoke and afire both above and below them. The buildings, separated only by a few inches, are owned by A. W. Moffat, who has $1,500 insurance on them in the Union and Imperial insurance companies. James Currie's stock was insured in the Quebec Insurance Co. for $500.

An act is being prepared to be submitted to the legislature providing for the borrowing on debentures by the town of the sum of $10,000, for the purpose of erecting the new fire station and town hall on Church street.