

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, MARCH 1, 1905.

I. C. R. BLOCKADE ABOUT RAISED

General conditions on the I. C. R. were slightly improved Sunday, during the afternoon, the line between the city and Moncton was reported clear, and there was some speculation that a train might arrive during the night from east of Moncton.

On Saturday the first train to come in arrived at 5 p. m. It was from Sussex. Another from Moncton arrived at 6.30, and about 3 o'clock Sunday morning there was another arrival from Moncton. Each of the trains had considerable difficulty in getting through.

A couple of ploughs were sent from here yesterday morning and went as far as Moncton, and they are reported to have had the effect of making the line clear.

About 6 o'clock Saturday night an express was made up here for Moncton, and reached that city all right. The day express from Moncton, due here on Friday, and which was stuck in a drift at Coldbrook, has been dug out, but not before all the passengers were obliged to walk to the city.

As matters stand now, there are no serious difficulties between here and Moncton. On the Q. P. R., the Boston express was nearly two hours late Saturday night. Moncton sends cheering report.

Moncton, Feb. 26—(Special)—Up to 10 o'clock tonight the blockade on the I. C. R. at Londonbury had not been raised. The weather today has been all that could be desired for ploughing out the road and much work was done. It is expected to raise the blockade some time tonight and the first train from Halifax since Thursday may get through early tomorrow morning.

The line is now clear between Moncton and Oxford Junction and the Shadock branch was opened this morning. The Atlantic express made up Saturday night at Oxford Junction and passed through Sunday morning for Montreal, connecting with No. 14 from St. John. They are now comparatively mild weather has prevailed in that section, while the storm raged here and in Nova Scotia.

The express for Campbellton leaving here Saturday morning was off the track a mile and a half this side of Harcourt for some hours, the tender and four cars being off the rails. It is thought to have been the spreading of the rails by McPherson's snow special which was off the track at that point earlier in the day. No damage resulted from the run off.

The I. C. R. management expect to have the main line open for both passenger and freight traffic tomorrow all over the system. There is danger, though, of mild weather causing formation of ice on the track.

Teams Drive Over Buried I. C. R. Train. Truro, N. S., Feb. 26—(Special)—No. 34 express, snowed in at Londonbury, had not been released at 1 o'clock this morning. Shovelers at this end were within six telegraph poles of her and the gang at the other end still a quarter of a mile away. They are now cutting through twenty feet of snow.

Trains ran over from here and brought the heavy passengers to Truro. The train is completely buried, teams driving over the crust over the top of the engine. It is expected to get the train out this afternoon. Several of the cars are off the rails.

The freight is moving freely from Truro. Four hundred tons of coal have arrived from the east, two cars for Windsor and the rest for the D. A. R. and I. C. R. trains.

The D. A. R. are now clear to Kentville, but are not expected to get through to Yarmouth till Wednesday. Heavy rains have been pelting here since 11 o'clock. Superintendent Jarvis has not been home for five days, having been continually with the working gang on No. 34.

EFFECT IN COUNTRY IS VERY SEVERE. The condition of the roads in the county has been made more difficult by

OLD I. C. R. MAN SAYS IT'S WORST IN THIRTY-THREE YEARS

John Robinson, the Veteran Torryburn Section Man, Recalls Other Days. But He Can Remember No Winter So Severe as This Since the Intercolonial Was Opened--The Troubles of the First Snow-plough.

"The worst winter I have seen since 1872," said John Robinson, the veteran I. C. R. section man at Torryburn. "That was the year the road was opened, and when eighteen inches of snow fell one night in March, the storm closed the road for a week. We did not have the facilities for removing snow that we have now, and the first passage that was made was by three engines and a van, one of which I remember was in charge of Joe Moore. I think Engineer Martin was in charge of another, and one of them ran off the track at Rothsay."

"The next winter we built a snow plow in a shed which stood about where the present Union Station is, and it took fifty men, who were going out on the clearing train, to get the thing on the main track. We ran it above Hampton, where it jumped the track. Wood was used as fuel then and we made a fire in the snow bank while working to get the plough on again. A funny incident in the night was Joe Moore falling into the edge of the fire hole when some of it caught in his big coat and he went with it. We pulled him out, and he was glad and glad of his help in getting the amateur snow plough upon the track again.

"Talk about shoveling snow; there wasn't much of it, but we did it instead of the plough. We went back to Hampton and it was so cold—about 20 degrees below zero—that we were glad to walk instead of ride on the open car. "Campbell, who you perhaps may remember, was killed at Hampton afterward, gave the boys a great breakfast in the country house. Fuel, fodder and other supplies cannot be brought from the city, railway transportation is uncertain and hauling from way stations so difficult that winter road masters cannot overcome it at once. Coal is scarce at Rothsay and several car loads of hay ordered for delivery there have not been heard from yet.

Conditions Unprecedented in Outside Districts. "To get across the ice from 'The Mistake,'" said one of the farmers who drove two or three times a week toward the city with hay, "is almost impossible now. The water runs through the snow in making slush so quickly that we cannot start with any hope of getting across safely. Our loads are always light and generally lighten before we get to our destination. "Our contracts were made before the river closed. If we had not had our arrangements we would never have tried to fill them. This is the worst winter for all time. This is the worst winter I have ever seen. I came into St. John one Monday and did not get out until the next Friday. I do not know when I will get out this trip. The hay is all gone—enough for ourselves, because we have sold out on account of the importunities of friends who have not enough to winter half their stock. We have no idea what will be the outcome."

There is much complaint from Forster's Cove, of the Kennebecus. Many of the farmers who always get their hay there cannot get to the barns because of the deep snow; others did not get their hay on account of the fall frost and made no winter provisions. The railway blockade has made relief well nigh impossible and they do not know what to do. Three car loads of pressed hay, promised for Rothsay by a St. John dealer, have not arrived yet and the prospect is slim for its appearance. From the standpoint of the farmer the outlook is not promising.

Dr. J. Collins Brown's CHLORODYNE

(THE ORIGINAL AND ONLY GENUINE) Colds Coughs Asthma Bronchitis

CHLORODYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered. CHLORODYNE is the best remedy known for Coughs, Colds, Consumption, Bronchitis, Asthma. CHLORODYNE acts like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery. CHLORODYNE effectually cures short attacks of Epilepsy, Hysteria, Palpitation and Spasms. CHLORODYNE is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, &c

Sold in bottles at 1/18, 2/9, and 4/6 each. Sole Manufacturers—J. T. DAVENPORT, Limited, LONDON. Wholesale Agents—LYMAN BROS & CO., LTD. Toronto. Policeman Kills Girl Who Refused Him. Chicago, Feb. 27—Daniel Herman, a Chicago policeman, shot and instantly killed a school teacher, Miss Minnie Mulveil, on the street today. Miss Mulveil fell dead on the sidewalk. Herman escaped. It is said Miss Mulveil had refused to marry Herman. Miss Mulveil, who was 23 years of age, was not regularly employed as a teacher, but had often assisted the corps of in-

JEWES ON MOUNT TEMPLE APPEAR A GOOD CLASS

The C. P. R. steamer Mount Temple, Capt. Forrester, arrived in port Friday afternoon about 2.30 o'clock and a half-hour later was docked outside the steamer Lake Champlain at No. 3 berth. The passengers were landed shortly after the ship docked and were examined by the immigration officials and 300 were sent west were sixty-two en route to the United States, and the rest for points in Canada. Among the Canadian-bound passengers were the party of 408 Jews being brought out here for the new western colony by Baron Hirsch Institute of Montreal. They were met on arrival by representatives of the institute, who are looking after them. They are a clean, smart-looking lot of young men, ranging from 20 to 30 years of age. The majority are said to be mechanics and agriculturists, only a few being laborers. The men were obtained from rural districts and nearly all can show more than enough money to entitle them to passage. The men were obtained from rural districts and nearly all can show more than enough money to entitle them to passage. The men were obtained from rural districts and nearly all can show more than enough money to entitle them to passage.

FATHER AND SON ARRESTED FOR THEFT

Moncton, Feb. 24—(Special)—A few days ago an I. C. R. box car was broken open at Bellevue siding, near Rogersville, and the contents stolen. On Wednesday I. C. R. Policemen Nobles, of Campbellton, arrested a man named Gault, and his fifteen-year-old son, charged with the theft. Owing to the tender age of the boy, he was allowed to go, but the father was taken to Harcourt and committed for trial at Richibucto. Some of the stolen goods, it is said, were found on Gault's premises.

The Conductor Was Used to Em

The new Baltimore street railway conductor has shown particular proficiency. Considering that he had been at the work but one day, his work was little short of marvellous. He had succeeded in getting the passengers even to go front, instead of standing in the aisle near the door and blocking the passenger.

Frightful Dreams. Dull Headaches.

TERIBLE PAINS AND A FREQUENT DESIRE TO URINATE. Such were the troubles of Mr. Joseph Leland, Alma, N. Y. T. He happily found relief in DOAN'S KIDNEY PILLS. Here is what he says: "I was troubled with dull headaches, and fearful dreams, terrible pains in my legs, and a frequent desire to urinate. Noticing Doan's Kidney Pills recommended kidney trouble, I decided to give them a trial. I prepared a box, and was very much surprised at the effect of their use. I take a great deal of pleasure in recommending them to all kidney trouble sufferers."

DOAN'S KIDNEY PILLS help the kidneys to drain off the poisonous impurities which have collected, thus cleansing out the kidneys, bladder, and all the urinary passages. They correct inability to hold the urine, and thus obviate the necessity of getting up many times at night to urinate. Their good results will be immediately felt in all cases of kidney trouble. Price 50 cents per box, or \$1 for \$1.25. At all dealers, or will be mailed direct on receipt of price, by THE DOAN KIDNEY PILL CO., TORONTO, ONT.

MEN'S SUITS-- In Black In Blues In Colors Well Tailored Garments for Men of Every Walk in Life. \$6.00, \$7.50 and \$8.00--Large variety Tweeds in Brown and Grey Stripes and Checks. \$10.00--"M. R. A's" Unrivalled \$10 Suits for Men, the very best clothing value in Canada for the money. Original designs in good cloths. Finely tailored.

Manchester Robertson Allison Limited ST. JOHN, N. B.

BAPTIST UNION Progress of Preliminary Steps Very Satisfactory--The Replies from Churches Not All In.

Rev. Dr. Gates, secretary of the joint committee of the Baptist churches in New Brunswick, Nova Scotia and Prince Edward Island which have voted unanimously for the Free Baptist movement, has reported that the replies from churches in the province are very satisfactory. He has been surprised at the energetic way they are taking it up. In a few weeks a meeting of the joint committee will be held at which it is probable that special mass meetings of the bodies will be held to take further steps as may be necessary.

TRIP WITH A DOG-SLED NEARLY SEVEN FEET OF SNOW AL.

Ottawa, Feb. 23--Manuscript reports from the Mounted Police post at Herschell Island, in the Arctic Ocean, have just reached Ottawa after a journey of 5,000 miles. A thousand miles of this journey was covered by dog-sled. The messenger traveled about 200 miles across the frozen edge of the Arctic Ocean, and then ascended the Mackenzie River. After going up for some distance he struck across country to Dawson City, a journey hitherto performed only by Indians. The distance covered was 1,000 miles by dog-sled, 1,000 miles by water and 3,000 miles by rail. This was accomplished in a little over two months.

Downfall Exceeds Whole of Winter--Most Severe So Far.

D. L. Hutchinson, of the meteorological department here, said yesterday that the total snow fall for this month up to yesterday was 24 inches, making just about double the amount which fell in February last year when the depth was 12½ inches. The total snow fall for last season, dating from October to April, was 81½ inches or six feet 9½ inches, and the same figures represent the fall so far this winter. Before the winter can be regarded as over, however, two more months must pass and in that time enough snow will probably fall to make this year's figures greatly in excess of last year. In 1904, seven inches fell in April and 12½ in March. Mr. Hutchinson admits that not since 1872 has so severe a winter been felt here. In previous winters as much and more snow has fallen, but there were prolonged thaws.

PUTTING A LIVING SENTRY IN A DEAD ONE'S PLACE



Since the midwinter campaign of Napoleon in Russia almost a century ago no great war has been waged under such terrible climatic conditions as prevail in Manchuria today. There was suffering in the trenches before Sebastopol in the winter of 1854-55, but nothing like that of the Japanese and Russians along the Sha River. The work of entrenching is almost impossible, and as the outposts the sentries have to be content with holes hewn in the ground. Walking to and fro with a load of snow to throw the figure into relief as a mark for the sharp-shooter means death. Even careful bur-