

FLOODS SUBSIDING.

Alarm at Fredericton Past— Ice Gone Out Quietly.

Big Jam Three Miles Above Fredericton Still Holds But No Danger Feared—Logs Will be Saved.

J. F. Gregory With Three Tugs and Boom Plant at Palmer's Point—Damage up River—Loss at Stanley—Jam at Caribou Broken—Damage in Maine

The long continued rain fretted itself out Saturday, and the sun was visible again yesterday for the first time for nearly a week. The weather was mainly fine but treacherous, alternating floods of clear sunshine with sudden and brief bursts of rain, and occasional furies of melting snow. Towards evening it clouded up solidly again and drizzling showers occupied the greater part of the night. Related reports of damage done by the floods continue to come in, but everywhere the water is subsiding and the time for further danger is past. The latest reports from up river indicate ameliorating conditions and a good prospect of saving nearly the entire cut of logs.

ICE OUT AT FREDERICTON.

FREDERICTON, March 25.—Fredericton breathes easier tonight than at any time for the past three or four days, the ice having gone out without any damage being done. In fact, it has been many years since the ice has gone out as quietly as it did today. It ran for fifty yards late Saturday afternoon, then jammed solidly against the piers of the bridge. It was seen that the ice was very weak and easily broken up. All day long today crowds of people lined the river banks expecting the ice to start at any minute. At twenty minutes past four it started, and by six o'clock the river was clear for three miles above the bridge. The ice was broken up into small pieces and carried down the river. The water has gone down several inches. The big jam above Fredericton has not yet broken. This jam starts three miles above the city and extends for twenty-five miles, the river being jammed with ice and logs. The jam is about twenty miles long and is composed of mixed and frozen logs, ice, and piled up thirty and forty feet high in places. It was feared that this jam would break and in its rush sweep away bridges and all else in its course. Seeing that it had held and that the water is receding, those experienced upon the river now express the opinion that it will hold, as the weather is growing colder and the receding water will probably leave the jam stranded on the many islands in that portion of the river. It will then gradually waste away, and as the logs are released they will come down into the booms and not a log will be lost. Another twenty-four hours will determine matters.

AT INDIANTOWN.

The water at Indiantown has gone up about six inches since Saturday, and is still rising. Last night at high tide it came just about up to the street car tracks, and is within an inch or two of last year's freshet record. All day yesterday the sidewalks and street cars brought crowds of people to the north end, the temporary bridges over the submerged wharves being crowded all the afternoon. Douglas avenue was also largely patronized by the numbers who walked over to the suspension bridge to witness the unusually heavy masses of brown water dashing over the falls.

AT SPRINGFIELD.

The springfield ten on her second trip up river at ten o'clock Saturday morning, and telephone messages from Gagetown yesterday stated that she reached there early Saturday evening, having met with but little ice. She lay at the regular wharf there yesterday, and returning will leave at six o'clock this morning. On her trip on Tuesday she will endeavor to get still farther up and will endeavor to get still farther up and will endeavor to get still farther up.

AT STANLEY.

Great damage has been done at Stanley, and the indirect loss will be as great as that done by the freshet. The dam at Douglas Bros' mill was torn away, and it will be two or three months before it can be repaired and the mill started. Douglas Bros. have about a million feet of lumber contracted for, which it is now impossible for them to get out. Some six million feet of logs were carried away in the run of water, and are now scattered over the intervals or yet in the river. The jam is now at Goodspeed's, eight or ten miles above Marysville. It is feared that more damage may result when this jam breaks.

AT KESWICK.

The destruction by the freshet of the bridge across the Nashwaak at Stanley is a great inconvenience to the farmers and residents of that locality. The department of public works will in the soon as possible establish a ferry service at Stanley, and will maintain it until a new bridge can be erected. The destroyed bridge was 175 feet long, a well built and substantial structure. The McLaughlin bridge at Nashwaak has also been carried away. At Keswick the water is very high. The Upper Keswick bridge has been swept away.

ALONG THE C. P. R.

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(Saturday's Moncton Times.) A railway man who came down from the north yesterday morning reports great freshets all along the I. C. R., and as a result of the heavy rains the ice is beginning to move out of the rivers. There is still considerable snow at Campbellton, but it has been disappearing very fast for the last few days. There is clear water in the Bathurst and Barnaby rivers. The latter river is very high. High water in the railway man in question says, than he has ever seen it before, and he has been running on the northern division a good many years. The ice showed signs of breaking up in the Miramichi yesterday, and it was also moving in the upper part of the Restigouche. Mr. McAlmon of Restigouche, who was at the Brunswick yesterday, told a Times representative that he never saw the like of the flood along the Kent Northern railway. The railway man who reported the freshets yesterday, and all along the line there are vast sheets of running water. The heavy rains and melting snow formed large lakes in the woods, and Mr. McAlmon wondered that sections of the Kent Northern had not been washed away, revealing the water in the river. One of the men who witnessed the freshet along the Kent Northern was a man and his team wading around in the vicinity of the track in three or four feet of running water. The water was so high that it was impossible to get across. The man apparently succeeded in escaping from his perilous adventure, as no less of his life has been reported in that section. No washout on this road, or on the I. C. R. north of this road, has occurred since the opening of the season.

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The tugboat here, Capt. Garrity, reached Fredericton yesterday evening, weeks in advance of all previous records. She lay last night at the landing below the railway bridge. Beyond the temporary obstructions caused by drifting ice of the river is now open from Fredericton to St. John, and from Andover to Bear Island. The intervening stretch of nearly thirty miles is where the big jam with its fifteen or twenty million feet of logs is.

THE RISE OF WATER ABOVE THE BIG JAM.

The rise of water above the big jam, the water which is only three miles from Fredericton, is unparalleled in the history of the river, says yesterday's Gleaner. Great havoc is being wrought on all sides by the water and ice, and all farmers along the river are suffering to a greater or lesser extent. It is the opinion of the residents of that locality that the big jam cannot hold much longer. The pressure of water behind it is becoming tremendous, and it is only a matter of time when it does break up. Capt. Cliff and many others think the bridges at Fredericton will be swept away like so much match wood.

TWENTY FEET ABOVE RECORD.

At Kingsclear on Sunday forenoon the ice jam started and ran for about 100 yards. The water then began to rise very rapidly, and this morning was fully twenty feet above the height of the usual spring freshet. Huge ice cakes and logs frozen in the jam have been forced upon the submerged lands, sweeping everything before them. The ice and water is up to the windows of Alex. McNally's house, at McNally's ferry, and the family have moved out. It is said that in 1848 a house standing where Mr. McNally's now is was swept away by the ice, but never since has the water been anywhere near it.

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The water backed up into Long's Creek, 17 miles above Fredericton, and the bridge at that place, carrying the bridge of its foundations, carrying it nearly 200 feet up the creek. The bridge was a new one; was not, in fact, yet finished, as it was to have been covered. The Jewett bridge, a smaller structure than Long's or Kelly's, is reported to have gone. The big bridge at McNally's ferry has been greatly damaged and will probably be totally destroyed. Two

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The Hampstead, which was to have left for Wickham on Saturday, did not get away until eight o'clock yesterday morning.

At 10 a. m. yesterday the tug Waring, Kingsville and G. K. King, with a scow and boom plant in charge of J. Fraser Gregory, and a crew of 40 men, left for Palmer's Point, where a boom will be stretched from John O. Yanwar's to Palmer's wharf in such a way as to sheer the floating logs into Tennant's Cove. The scow was fitted up with dynamite and other machinery. The idea is that the electric light plant will provide light to enable the men to work day and night while the logs are running. The light-houses on the river will also be used, and other lighting arrangements made, powerful reflectors being utilized to focus the light on the channel.

RIVER CLEAR BELOW MAUGERVILLE.

The ice started to run at Maugerville at 10 o'clock Saturday morning, breaking away at Robinson's Point, three miles below here. It ran past Oromocto and the river is now practically clear from Maugerville to St. John. The water at Maugerville has fallen over 18 inches within 24 hours.

UP THE RIVER.

The ice jam at Hawkshaw broke yesterday forenoon and ran to where it is now jammed, says Saturday's Gleaner. The water rose to an unprecedented height, and the lower part of the Barony was flooded swept. Coac, Long, Bear and Whitehead islands are submerged, and every barn on them, about 20 in all, have been swept away. There was very little hay in the barns at this season. About 3,000 first class spruce logs out during the winter at Dumfries and banked on the shore, were carried down in the freshet, and will be a total loss to the owners, as none of them were marked and cannot be identified and claimed even though they may be picked up. The logs were worth \$1 each.

The veteran and well known county councillor, John Scott, of the Barony, had a very narrow escape with his life Friday morning. Observing from his home, which is separated from the river bank by an interval of about 100 yards in width, that the ice was in the move, Mr. Scott went down to the river to better see it. In a few minutes he noticed that the water was coming over the interval, something never before known. Mr. Scott hurried to the high land near his house and had considerable difficulty in reaching it owing to the rushing waters. He reached the high land there was ten feet of water over the interval, sweeping along with irresistible force. It was from this interval the logs were swept away.

THE DAVIDSON BRIDGE.

The Davidson bridge at the lower end of the Barony, quite a large bridge, built last year, was carried out. Great damage has been done at Stanley, and the indirect loss will be as great as that done by the freshet. The dam at Douglas Bros' mill was torn away, and it will be two or three months before it can be repaired and the mill started. Douglas Bros. have about a million feet of lumber contracted for, which it is now impossible for them to get out. Some six million feet of logs were carried away in the run of water, and are now scattered over the intervals or yet in the river.

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It is also stated that many thousands of logs banked along the river front from Hawke's Bay to Springhill have been carried off and mingled with the other millions already in the big jam.

ON THE LOWER RIVER.

The water at Indiantown is still rising slowly, and at high tide last night covered the car tracks and was several inches deep in the May Queen's warehouse. It is now just about up to the highest mark of last spring. The Clifton's wharf is two feet under the tide, so is the public wharf, while Clifton's office building on Bridge street has the river six feet up its side.

The Hampton returned yesterday from Wickham with a big freight. Capt. Mabey reports free from ice except a few scattered floes which necessitate a sharp lookout. Passing Palmer's Point he saw the scow and boom plant by G. Fraser Gregory for the purpose of booming the river and saving drift logs, lying at Palmer's wharf. The accompanying tugs were tied up at John O's.

THE SPRINGFIELD ARRIVED.

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On Saturday the Hampton-St. John route steamer Clifton, Captain Arnold Mabey, will make a start. It is also the intention of the People's Line to start the steamer Star on her regular trips up the Washademoak on that date.

The Star Line steamers will not commence running for at least eight or ten days. All the necessary repairs have been about completed and only the painting remains to be done. The outside painting cannot be gone ahead with until the weather turns fine, and it will occupy at least a week, and the boats, even when ready, will not move until the jam in the river above Fredericton has been opened and no danger to which they would otherwise be exposed by the running ice and logs.

Almost all the river steamers are being hauled with their repairs this season. The owners calculated on the river opening from one to two weeks earlier than usual, and made preparations accordingly, but the opening is even earlier than was expected, and they are not ready.

Considerable work has yet to be done on the May Queen and it will probably be about two weeks before she starts. The new steel river boat, the Matilda, cannot be brought down through the St. Lawrence canals until the first of May, so it will probably be the latter part of the month before she starts on her new route. Capt. Wason, who will command her, will go up to bring her down.

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One bridge, half a mile below here, has been carried away. A number of washouts on the Temiscouata Railway are reported. There are two washouts at Edmundston, one near Marché's mill, and one at Cochran's mill. The water in the Madawaska is running over Main street.

WIRELESS MARCONI.

Will Build a Station at Table Head Cape Breton. GLACE BAY, C. B., March 22.—Marconi arranged this afternoon to build his wireless station at Table Head, within the town limits of Glace Bay. Rhodes, Curry & Co. have secured the contract to erect four towers, each 200 feet high, of hard pine. The buildings will cover 600x200 feet of ground, and will contain seventy and eighty thousand dollars, and require one hundred and forty thousand feet of hard pine. The town council have contracted to supply the station with 4,000 gallons of water an hour, and guaranteed non-interference by any electric plant on the railway within a third of a mile of the station. Manager Vyvyan will stay and superintend the construction. Marconi promises that the plant will be in operation by the time of the King's coronation.

WILL COPY OTHER COLONIES.

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SOUTH AFRICA.

Peace Negotiations Now the All Absorbing Question.

Boer Leaders Seem Quite Anxious to Give Up the Fight if Offered Any Terms.

Kitchener May Withdraw Banishment Proclamation—In Meantime Another Canadian Contingent is Likely to be Sent to the Seat of War.

LONDON, March 24.—The Associated Press has good reason to believe that Lord Kitchener, in his interview with Mr. Schalkbuerger, agreed to withdraw the banishment proclamation issued in September if General Dewet and the other Boer leaders surrendered.

LONDON, March 24.—In the house of commons today the war secretary, Mr. Brodrick, announced that a fortnight ago Mr. Schalkbuerger intimated to Lord Kitchener his desire to be granted a safe conduct through the British lines and back in order to see Mr. Steyn with reference to the possibility of peace proposals. Lord Kitchener, with the consent of the government, had acceded to the request. The announcement of the war secretary was received with cheers.

LONDON, March 24.—There is little disposition in London to regard the news of the Boer government's visit to the Transvaal as anything more than a mere circle of news. Official circles are, however, holding their breath, and the ability of Schalkbuerger and the other civilian leaders of the Boers to induce such men as Generals Dewet and Delarey to surrender, possibly Lord Kitchener, the representatives of the Transvaal government are desirous of using for peace, but there is nothing to show that they have any authority to impose submission on the commanders in the field. The most hopeful sign they see is the announcement that Lord Kitchener permitted Mr. Schalkbuerger and his companions to proceed to the Orange River Colony, the contention being that the British commander-in-chief in South Africa, who is on the spot, and therefore most thoroughly conversant with the situation, recognized the possibility of fruitful results and believed in the good faith of the Transvaal, he would not have permitted the visitors to continue their pilgrimage to the headquarters of the Orange River Colony.

The same cautious reserve permeates the newspaper utterances, and the common well informed circles, some significance is attaching to the fact that in approaching Lord Kitchener, Mr. Schalkbuerger and those associated with him have carried out to the letter the advice given by the British foreign secretary, Lord Lansdowne, in his reply to the peace note of the Netherlands government, that the quickest and most satisfactory means for arranging a settlement would be by direct communication between the leaders of the Boers and the British commander-in-chief in South Africa. But there is no sign that the Transvaal mission received any mandate from the fighting generals, or