INDIFFERENCE OF OPPOSITION IS EXPOSED

had done absolutely nothing that would help the building of the St. John valley railway in the 25 years they had been in power.

There was one man sitting in the back benches of the other side of the House, from his county who had never uttered a word to help along the building of the valley railway until his party went out and the present Government came into power.

In Twenty-Five Years.

The good sense of the people would give this Government one term at least to accomplish that which the old Government had not done in 25 years. If a united effort, a willingness to go forward and a progressive administration would do anything the road would be built by this Government. Mr. Robinson in an interview had said that if the old Government ever had any idea that the Federal Government would take over the road it would have been built long ago. Ottawa was then no further than at present and if the question was of such burning interest with the late administration surely they could have done the same thing and gone to Ottawa too. But they had done absolutely noing.

Last April a large and representative delegation from all sections of the St. John valley had come to the Government and urged greater assistance towards the project than had ever even been suggested before. They asked that the bonds be guaranteed to the extent of $25,000 per mile. In 1907 Mr. Pugsley had put through a bill which provided a guarantee of $15,000 per mile but—

Mr. Tweeddale—That shows that the old Government said something.

Hon. Mr. Flemming said that he would show that the conditions which had been attached to that bill were such as made the liability of the province absolutely nil. The bill provided that the guarantee would not be given provided it was preceeded by that of the Canadian Northern Railway.

The degelation was asked in April last for a bond guarantee of $25,000 per mile and the Government had not said that they would take 25 years to think it over, but the Premier had answered immediately that if the Federal Government would operate the road and give the province in return 40 p. c. of the earnings to go against the interest charges, the bond guarantee would be given. The delegation was delighted and the members of it went away happy that the province had a Government who would do far more than ever had been promised before.

To Ottawa.

A delegation was then sent to Ottawa and on April placed the proposition before the Dominion Government and were assured that they would receive an answer within a few days. Ten days later just before the prorogation of this Legislature, no answer had been received and then came a telegram when a request was made to the secrtary of the railway company not from the Government of Canada, but from this Mr. Carvell, who never had interest enough to make a single utterance upon the matter when a member of this House, to say that more detailed information was required before a definite answer could be given.

At the very next meeting of the executive council of this province, a committee was appointed to take up negotiations and the company was advised to this effect. The company wrote to the Government at Ottawa they had been informed and had been unable to arrange a conference and in January an answer was received, not by the Government, or by the company, but to the effect that if the Government of New Brunswick would make a definite proposition to build and equip a road, the Federal Government would do so and so, but then put the standard of the railway up to higher than any in Canada.

They had been waiting since last April and the government of this province had made every possible effort to have a conference at the earliest possible date and up to January had received no answer. There was something striking about the federal government's answer coming in January. In April last Mr. Carvell said that certain information was required, but the answer was given just when it suited the federal governme.t, and not until January 1910, after it had held the project up for nine months. Then Sir Wilfrid Laurier sent a letter, but not to this government, just about accepting the proposal to operate the road on a forty per cent basis. It was not the company who received this answer nor was it the government who, when expected to step in with five million dollars might have felt entitled to answer but it was in a roundabout way through such a politician as Mr. Carvell.

This government had been ready and anxious to go on and every day of delay could be blamed on the government at Ottawa and them alone.

Cowardly Insinuation.

He regretted that the member for Westmorland had referred to the fact that he rode in a private car from this city to Montreal with Sir Wm Van Horne and that when he arrived at the end of that journey, his views on the Valley Railway subject had entirely changed. That was a veiled and cowardly insinuation. Members of this House had gone up and down the country circulating the vilest slanders regarding him and that day.

It was true that he rode to Montreal in Sir Wm. Van Horne's private car and if he was honored with an invitation to again accept such hospitality and it was convenient for him to do so, he most certainly would. When a man could not accept the courtesy of the man who had done as much to build up this great country as Sir Wm. Van Horne, he would walk out of public life. But he would tell the member for Carleton that those slanders which had been circulated could never drive him out of public life in Carleton County. He would like to meet the member for Carleton County in that county where each would be responsible for what he said and he knew that that member would not then dare to make those insinuations.

It was true that he was a poor man and that he had had to work hard to make a living but he was a free man and there never was anybody who had ever influenced his views on any public matter. It was dagger politics, it was gutter politics that would bring no credit to them and would bring no votes to them in Carleton County.

Jealous of Honor.

A man was jealous of his honor. He had tried to be honorable throughout life. The man who entered his store or his house and stole his goods at night was a prince along side the man who sought by insinuation to take from him that honor which he had gained by forty years of honorable life and fair dealing. He hoped that his honorable friend would have courage enough to go back to Carleton county and say that he had vilely slandered him. He had had not a word nor a line with Sir Wm. Van Horne nor any other C. P. R. official no matter how great or small, and he hoped that those who had slandered him would take as public a position in apologizing as they had in slandering him.

He regretted the delay occasioned by the federal government, in the building of the Valley Railway but if earnestness and a desire to meet the wishes of the people of this fertile and hitherto neglected section of the province counted for anything, this government would have the railway built and in operation within a short time and when the people enjoyed the railway facilities which this government furnished them on the St. John Valley they would forget Carvell, they would forget the late administration and their do-nothing policy as well as his honorable friend opposite and they would remember and be thankful for the fact that this province now has an honest and progressive administration which does every thing in its power to meet the wishes of the people.

Mr. Upham said it was his misfortune to have to follow one of the ablest speakers in New Brunswick. He was quite willing to admit this and to give the provincial secretary his due. But clever as he was in this respect his speech on the present occasion was more remarkable for what it did not contain rather than for what it did. It appeared to be little else than a series of excuses for the shortcomings of the government. The previous speakers had dealt very fully with most of the points in the speech and he would not take up the time of the House in discussing them further. He had some few remarks to make with reference to the potato trade. The provincial secretary had told the House all that the government had been doing for the shippers and a lot more that they proposed to do. As far as he could make out all the assistance they had given was a tax of three cents on every barrel of potatoes shipped at each end of the journey. The consequence was that buyers knocked off six cents from the price they paid the poor farmers and this was the way they were helping them. It was said that the total amount thus taken off amounted to £3,000 which had gone into the coffers of the C. P. R.

Dr. Landry said his hon. friend was only £2,000 out.

No Warehouse.

Mr. Upham said he was going by the figures of the provincial secretary and if that gentleman was wrong his hon. friend should teach him better. The shippers had told him that they would have been far better off if the provincial secretary had never interfered at all. He had definite information that there was no warehouse in Havana at the time the government was declaring that there was. Leading shippers had approached him and Mr. Carvell with the view of getting a subsidy for a line of ships to Cuba as by that means the cost of freight could be reduced to 55 cents a barrel. In consequence of Mr. Carvell's efforts a subsidy of $25,000 a year was granted and yet the provincial secretary was claiming all the credit for the concession but if he went down to St. John and told that story to the shippers there, he would be promptly pitched into the harbor.

As to the territorial revenue which the government claimed they had so greatly increased this was due largely to the cutting of the smaller logs. It was bad policy on the part of the government to permit this and very much against the interests of the Crown lands. But it was from this source and not on acount of any better system of administration that the increase has arisen. With regard to the Valley Railway the reference to it in the speech was most indefinite. He had hoped from all the premier had said on the subject that some prompt action would have been taken at once to secure the carying out of this most desirable object. For himself he was prepared to support any government or any party which would undertake the construction of such a road. That railway was his politics and he would stand by it to the last. The result if the road was not forthcoming would be that the men who had been looking for it for so many years would leave the provinces for the states or the west. The premier did not seem to be going to carry out the policy he started on, his dignity had been hurt perhaps because he had not heard direct from Ottawa, but if so, the hurt to his dignity was as nothing to the hurt that the people who were so badly in need of the road were suffering from. The agitation on the question was so great that he thought the members of the House scarcely realized it.

At this stage Mr. Upham proceeded to read some verses on the subject which he said were evidence of the strong feeling which existed up and down the valley in favor of the road and showed that the people were in no mood to be trifled with any longer. The guarantee of the bonds was not forthcoming at the time the people expected it. The question was likely to become critical and the result would influence the destinies of the province for many years. It was necessary that a railway up to the standard of the G. T. P. should be built. They would not be satisfied with any kind of track. He regretted that a man in the position of the provincial secretary should tell the people from his place in the House that a first class road was not necessary, and he might say that nothing less than a first class railway would do. They had in their hand in a nutshell a statesmanlike proposition from Sir Wilfrid Laurier which would relieve the province from any fear of liability on account of the guarantee of bonds and it must be grasped. Unless they had a road which would compete with other roads the people would be imposed upon by prohibitive rates.

A Surprise.

He was glad to have the assurance of the provincial secretary that he would meet him at the polls in Carleton county in the next election. This announcement came as a surprise because the provincial secretary was not particularly needed by the people of that county.

Mr. LaBillois moved that the debate adjourn.

Hon. Mr. Hazen moved that the further consideration of the proposed reply to the address be made the order of the day for Monday next.

Mr. Tweeddale gave notice of the following resolution:

"Whereas the desirability of a railway down the valley of the St. John river has long been acknowledged to be of vital importance to the welfare and prosperity of that large and populous section of the Province of New Brunswick as well as the province as a whole.

"And whereas efforts of the former Government to induce the Canadian Northern Railway to undertake the construction of such a work as part of a transcontinental system and their enactment of legislation authorizing the guarantee of bonds to the extent of $15,000 per mile incuced the said company to make an examination into the cost of such a road and the outlook for business which would be developed along its line with the result that the said company communicated with the then Government, to the effect that they would not feel warranted in entering upon its construction without further Government assistance and their request that the bond guarantee be increased to $30,000 per mile

"And whereas further negotiations looking toward the development of an arrangement for the construction of the proposed railway were brought to a close by the general elections of 1908.

"And whereas, since that time the residents of the different counties through which the St. John river runs have organized a campaign and sent a delegation to meet the Government of the day, which meeting took place in the Legislative Assembly chamber during the session of 1909 at which meeting after the views of the delegation were ably presented by a number of spokesmen, the Premier, Hon. Mr. Hazen, promised that if an arrangement could be entered into whereby the said proposed railway would be operated by the Dominion Government as a part of the Intercolonial Railway system on the basis of a rental of 40 per cent. of the gross earyings, the Provincial Government would not hesitate to introduce legislation to guarantee bonds of the road to the extent of $25,000 per mile.

"And whereas, Sir Wilfrid Laurier, Prime Minister of Canada, after hearing the representations of the delegation which went to Ottawa to present the claims of the people of the St. John valley which were so well supported by the New Brunswick representatives at Ottawa and after taking the matter into consideraion with the members of his cabinet has written to Mr. F. B. Carvell, the member for Carleton, a letter promising in unequivocal language to make the said proposed railway from Grand Falls to St. John a part of the I. C. R. system and to pay a rental of 40 per cent. of the gross earnings thereof, thereby complying with the request of the delegation.

"Be it therefore resolved that this Legislative Assembly hereby records its hearty appreciation of the stand taken by Sir Wilfrid Laurier in this matter and its unqualified approval of the courageous and statesmanlike way in which he has grappled with this question of so much importance to our province, and endorse the proposal that the interests of those living along the valley of the St. John and the people as a whole will be best served by the operation of the proposed road by the Dominion Government as a part of the Intercolonial."

The House adjourned at 5.30.

New System of Labor Exchanges Working Well In Great Britain

Recently Instituted Bureaus to Regulate Labor's Supply and Demand Successful.

Winston Churchill's Boon to Unemployed Accomplishing All That Was Expected of it.

London, Feb. 20.—The long felt want for a system of "labor exchanges" has at least been supplied in Great Britain. Scattered all over the country they are in full working order and already doing a great deal to mitigate the horrors of unemployment.

Winston Churchill, president of the Board of Trade, is the parent of the labor exchanges. The labor exchange has two aims:

It registers the unemployed who want work.

It registers the employer who wants workmen.

When this is done it tries to fit one to the other.

For instance, three-quarters of the bricklayers of London are out of employment. The use of concrete in building and the steel frame system of construction has practically ruined their trade. But there may be employers in Wales or Scotland who want the services of bricklayers. The labor exchange takes note of this fact and not only puts the two in contact, but even pays the cost of transporting workmen and families to the places where they can find employment.

Of course labor exchanges are not going to make England a paradise of employment. They cannot make work. They can only try to regulate supply and demand. All the same it is the first effort of the state to regulate the affairs of labor to the best possible advantage.

This is what Winston Churchill told an interviewer: "People must not expect too much from labor excnanges. I have never claimed for them a higher position than they can really occupy, in fact. They are a piece of social mechanism, absolutely essential, I believe, to any well-ordered community. But, of course, they will have their difficulties. No doubt they will make many mistakes and create some disappointments. I am confident, however, that 15 or 20 years hence people would as soon do without their telephones or electric cars as do without a national system of labor exchanges."

ST. JOHN VALLEY RY.

Petersville, Feb.17.—A meeting of the residents of the Parish of Petersville was held in the No. 4 Orange Hall on the 15th in connection with the proposed Valley Railway.

A. M. Corbett was elected chairman Rev. R. W. Colston was the first speaker. He said he attended the meeting at Gagetown and he felt that a resolution passed at that meeting was very unfair to the people of Petersville and Hampton, and that by the route following the river to Westfield as proposed would isolate the aforesaid parish, and he showed that the route from Hampstead Village to Westfield, by way of the river, was pronounced by the G. T. P. engineers as very impracticable and expensive. There was a route to follow by leaving the river at Little River, so called, and by taking nearly a straight course to Welsford Station on the C. P. R. would have nearly a level course all the way and would serve a farming community second to none in New Brunswick, but which has been always shut out from railway accomodation for 100 years. As a proof of the capabilities of the country through which the road would pass, he showed that by the returns at Welsford Station on the C. P. R., that produce to the amount of $52,000 per year was shipped from that station, and that was only one of four stations on the C. P. R. in Petersville, and that on the proposed route to Little River was some twenty five miles, and every few miles along the road would be capable when the conditions were improved by railway facilities, of shipping as much or more. He closed his address by urging united action by the people, in placing their needs before powers that be.

Mr. Samuel Beckett in a short address spoke in favor of the route to Welsford and asked Liberals and Conservatives alike to do all they can for the road.

Mr. W. Teed Tuck also favored the said route.

Mr. Wm. Howe said the need of a road on this route was well known, and said that all should unite and take steps to lay before the railway company the practicability of the route and the prospects for the development of trade in this section.

Mr. H. W. Wood, M. P. P., was the next speaker, and in his usual clear and forcible manner showed the action of the Hazen government, and how they had been put off, and that Mr. Pugsley had now by the standard he had laid down, to which the road was required to be built, made it almost an impossibility to get a company to take up the project. He hoped some way would be found to overcome the difficulty, as the people needed the road, and if at all possible must have it, and he wished all to know that he would do all he could to further the project, and would ask the Liberal friends of Col. McLean to urge him to bring the matter before the Federal government and ask for to have the standard of the road lowered or to grant an increased subsidy.

The following resolution was then unanimously passed:

Resolved, That the meeting of the citizens of the Parish of Petersville respectfully urge upon the Local and Federal Governments the absolute necessity of speedy relief from their disabilities as regards easy transportation by the immediate construction of the St. John Valley Railway.

Mrs. Gillespie, Thomaston, is ill, Dr. Dugan is attending her.

Hon. Thomas Robinson, M. P. P., has gone to Fredericton for the opening of the legislature.

Hamstead, Feb. 17.—A mass meeting of the residents of Lower Hampstead was held in the Temperance Hall, Jerusalem, on the 14th inst., in connection with the St. John Valley Railway. The hall was packed to the doors, many ladies being in attendance. Councillor David O. Nickerson occupying the chair.

Rev. R. W. Colston, of Welsford, was the first speaker. He said he came to address the meeting because of the deep interest he felt in the need of a railway through Hampstead and Petersville. The settlements of Hibernia, Jerusalem, Summer Hill, Clones, Gagetown Road and Olinville were about one hundred years old and had ben always handicapped for want of transporttion facilities. There was not a more industrious of loyal people in the whole oDminion than the residents of these settlements, and he thought it was about time that their wants were recognized, and that the Federal and Local governments unite and supply the needed railway facilities. There is no route among the many spoken of that would be so easily built, so short, and that would accomodate so many people as the route from Little River to Welsford on the C. P. R. It is an almost straight line and the country through which it would pass is second to none in New Brunswick as a farming community. He closed by strongly urging the people of Hamstead and Petersville to get to work and press their just claims on both the Federal and Local Governments..

Mr. H. W. Woods, M.P.P., was the next speaker. He said he was very much interested in the Valley Railway. He was not there to talk about the route, he felt it was due to the people, as his constituents, to state the case plainly to them. Mr. Woods then proceeded, in his usual clear and businesslike way, to tell about the legislation in connection with the proposed road. He told of the deputation that waited on the Local government last session, and asked that the bonds of a company be guaranteed to the amount of $25,000 per mile to build the proposed road and that Mr. Hazen in reply said that he was willing to do so provided that the Federal government would equip and take over the road when built and operate it as part of the Intercolonial, paying the Local government 40 per cent. of the gross earnings of the road. A committee of the delegation was sent to Ottawa to interview the Dominion government, and Sir Wilfrid Laurier said it was a definite proposition, and he would answer them in a few days. No direct answer has yet been given. Instead of a straightforward answer Mr. Pugsley has made a demand, that the proposed road be built to a standard equal to, and better than some of the trunk lines, costing $67,000 per mile, and that Mr. Pugsley when in the N. B. Legislature in 1907, in legislation in connection with the Valley Railway, as he proposed to build it, was of a stand ard very much lower than that required now, but he said whs sufficient for a road such as was wanted down the St. John valley.

Mr. Wood said everything possible would be done to get the road, and he would do his best for the interest of his constituents.

Quite a number of others spoke and were unanimous in favor of the road.

The meeting then closed with God Save the King, and three cheers for the Valley Road.

BANK PRESIDENT IS TAKEN IN CHARGE

Mexico City, Mex., Feb. 19.—George I. Ham, who was president of the United States Banking Company which went into the hands of a receiver several weeks ago, was arrested today at a sanitarium on a charge of breach of trust. It is charged that mining stock given as security for loans is missing.

Double Murder.

New York, Feb. 19.—John C. Garvan, a bookkeeper, shot dead his brother Harry, a lawyer, and his father-in-law, Martin W. Hynes, after an altercation with the latter in a Brooklyn saloon tonight. When locked up Garvan expressed deep remorse for killing his brother, but told the police he had to do it in order to get the other man.

NOVA SCOTIANS IN TROUBLE IN BOSTON

Boston, Mass., Feb. 19.—Five men and a woman, charged by the police with being implicated in the wholesale looting of freight cars, were arrested today in Jamaica Plain. Two of the men are railroad employes and it is claimed freight cars containings valuable merchandise were shunted to remote sidings and the contents carried away. More than $10,000 worth of property has been taken from cars of the Boston and Maine R. R. in the last few weeks.

Those under arrest are Nathan Cobb, 19 years old, of Roxbury; Edgar W. Field, 29; Albert F. Coswell, 23; John H. Adams, 19, the latter of Jamaica Plain and all employes of the road; Mrs. Clara Fielden, 29, and Leon W. Hastings, aged 20, a Boston and Albany yard clerk. It is claimed that part of the number are from Nova Scotia.

The Winter Port.

Up to Saturday there has been filed at the Customs House cargoes for fifty-three steamships, which took away Canadian goods valued at $9,137,989, and foreign goods valued at $2,585,176, making a total valuation of $11,723,165. The valuation of the cargoes sent forward so far this season show an excess of $854,956 over that of last year. The increase is all in Canadian products.

Mr. and Mrs. Seth Prime of Westfield Beach spent Sunday in the city.

LITERATURE OF THE CHINESE

It Boasts works as Numrous as Our Own--- Wst ern Arroganc Flayd by Clest ial Writ rs.

To the average Western mind Chinese literature is a closed book. "The Chinese," Mr. John Stuart Thomson tells us, however, in his work with that title, can boast counterparts of such glories of English literature as Milton, Shelley, Chatterton, Leigh Hunt, Edgar Allan Poe, and others of equal importance. The poet Tu Fu, the Celestial Chatterton, "starved to death on a temple's steps," and Poe's "Raven" is matched by the century old "White Owl Ode," which has its exact plot. The Chinese also have their Herodotus, Horace and Ovid.

If Western ignorance rates the Chinese as a race without literature, the Chinese, it seems, entertain a general, and to their own minds well-founded, disdain for the West, as compared with their own racial and national superiority. Mr. Thomson quotes at length, the trenchant diatribe of a bonze (whose name he does not give) in which he flays Western arrogance for pretending to any such claim. He commands attention, for he does not merely assert. He gives his reasons. Thus:

"You were great only once, and that time is now. You will never produce a Bible or a Shakespeare again, for, used to luxuries as you now are, you will forever despise the simple poverty that produced the poetry of Elizabeths time, and the manly virtues which evolved the philosiphy of Ploto's and Paul's day. The asceticism and unselfishness of your Bible gave you sturdy virtues, but now that you have machinery you are looking unto wealth for greatness."

The bonze ascribes China's superioroty to the Chinese lack of "rebellious envy on the part of the unhappy many against the privileged few," and and the "iittle opportunity for that grinding oppression which breeds undying hate, because prominence and selfishness are synonymous." "We glory in teaching Confucius in our schools. . . . You throw your greatest book out of your national schools."

After declaring that we were "harder to civilize than any race," he predicts our downfall and the exaltation of China. "In the adaption of ourselves to the inventive age, you will see that we shall reach the higher plane without bloody disorginization, as we are a race with faith and conscious enough to follow what time, the only test (and test by it!) has proved to be right. Look to yourselves."

Mr. Thomson adds, on his own account, that when the extension of railroads shall scatter the dialects, the Chinese will have "that unification of speech and resultant dissemination of ideas" whose absence have "kept them from moving forward as a heavy assertive body in the world's polity." This has not been due, he declares, to "the lack of Christianity or inventions."

Mr. Thomson also declares that there are only three races "who appreciate and constantly use humor—the American, the Scotch and the Chinese." Mr. Thomson's name is John Stuart, and the receipt for injecting appreciation of a joke into a Scotchman may come to mind. When a little Hakka girl, carrying her brother on her back was asked: "Is he heavy?" she replied, "No. He is my brother." The naivete seems the pathos of humor, but Mr. Thomson carefully explains that the child had no sense of humor, or of humanity in so responding, 'but the grin on my 'rickisha men's faces showed that they had seen the other phase." If "the other phase" is supposed to appeal to a sense of humor, it may be the kind which Mr. Thomson credits the Chinese with.

U. S. MILL OPERATORS FOR CANADIAN WEST

North Goosvenordale, Conn., Feb. 19.—Inducements for cotton mill operatives to go to Canadian Northwest are being made by agents in this sections. There are some indications that many families will emigrate to Saskatchewan and Manitoba. Industrially the situation may become interesting as it is thought the cotton mills hereabouts will be short of help in the spring when Canadians make their exodus to farms in the provinces.

SOMEWHAT OF A JOLT FOR LAND GRABBERS

Los Angeles, Cal., Feb. 19.—More than 200 men and women, who had been waiting in line since Wednesday to file on 40 acre farms at Yuma, learned tonight that they had passed days and nights in the streets fronting the government land office for nothing. Secretary Ballinger wired the land office today that he had changed the plan for giving away the government land.

TAFT CURTAILS PROGRAMME

Washington, D.C., Feb. 20.—The announcement from the White House that President Taft had of his own volition, cut down to four, the number of administration measures he would require of the present session of congress is received by Republican leaders with unmixed feelings of relief. A programme, including only the bills to amend the interstate commerce laws, provide for the regulation of issuance of injunctions, start Arizona and New Mexico on the road to statehood and validate the withdrawls of public lands for conservation purposes, is regarded as quite possible of attainment. Most of these measures, it is believed, can be put through the senate while the house is still wrestling with appropriation bills.

The postal savings bank bill is already before the senate and an agreement between the supporters of conflicting amendments is assured. It is regarded as practically certain that the bill can be passed during the coming week.

Hearings have been closed by the senate committee on interstate commerce on the bill to create a commerce court and strengthen the existing laws for the regulation of common carrier corporations. The committee will meet tomorrow and at that time an effort will be made to report the bill at once. As soon as the postal savings bank bill is out of the way, the railroad bill will be made the order of business.

No decision has been reached in the house committee on interstate commerce on the proposed elimination from the administration bill of the provision for a creation for a court of commerce. Even if this is done it is practically certain that the court feature will be retained by the senate. The question of establishing a new tribunal ot try cases appealed from decisions of the interstate commerce commission would thus be sent to conference.

The conconservative bill that President Taft is determined shall be passed is that which gives to the president the unrestricted power to withdraw public lands from settlement and place them in reserve which will continue in force until restored by him or by congress to the portion of the public domain that shall be open to settlement.

RESCUED FROM BURNING ANTIGONISH RESIDENCE

Antigonish, Feb. 20.—The palatial residence of D. G. Kirk, one of the finest in the Maritime Provinces, was badly gutted by fire last night. The origin of the fire is unknown. At half past eight the basement was discovered to be full of smoke and Mr. Kirk instantly sent in an alarm the firemen responding immediately. When they arrived on the scene, the centre of the house from the basement to the roof was one mass of flames and the chances for saving even timber looked very small. Two streams of water were poured into the building and by excellent work of the firemen and volunteers the fire was extinguished after a hard fight, but not until it had, with the water poured into it, practically ruined the interior of the residence. Mrs. Kirk, who was up stairs when the fire was discovered, had a miraculous escape from suffocation. She proceeded to descend the stairs, but discovered the whole stairway in one sheet of flame. Escape was cut off, and every corner of the house was filled with smoke. It was Mrs. Kirk's coolness and presence of mind that saved her. Going to a window, she calmly called for help, and was rescued by means of a ladder. Some of the furniture was saved, but the flames spread with such rapidity that it was impossible to rescue but very little of it. Had the firemen arrived five minutes later or had there been any wind, the house could not have escaped being burned to the ground. It is impossible to estimate the amount of damage done at present. The residence was well insured. Mr. Kirk's house was the largest, handsomest and most up-to-date residence in Antigonish, besides being one of the finest in the Maritime Provinces.

Late Shipping.

Halifax, Feb 20—Arrived—Strs Rosalind (Br) New York; Grampian (Br) Liverpool, and sailed on 20th for St. John NB; Tunisian, (Br) St. John NB and sailed for Liverpool; Nancy Lee (Br) New York.

Salem, Mass., Feb. 19.—Sailed—Schr Roger Drury, from South Amboy, St. John, NB.

City Island, Feb 19—Bound south—Schrs Margaret May Riley, St. John NB for New York; Preference do for do; Rescue do for do.

Glasgow, Feb 19.—Sailed—Str Lakonia, St. John, NB.

Manchester, Feb. 18.—Sailed—Str Manchester Shipper, St. John, NB.

Liverpool, Feb. 19.—Arrived—Str. Empress of Britain, St. John, NB and Halifax.

Plymouth, Feb 20—Arrived str Amerika, New York, Cherbourg and Hamburg (and proceeded).

Mobile, Feb 20—Arrived str Galedonia, New York for Glasgow and proceeded.

London, Feb 20—Arrived strs Corinthian, St John, N B, and Halifax.

Queenstown, Feb 20—Sailed strs Laurentia, New York; Mauretania, do.

Liverpool, Feb 19—Sailed str Cestrian, Boston.

London, Feb 20—Sailed str Kanawha, Halifax and St. John, N. B.

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