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FLOOD'S DISASTERS.

New Brunswick and Maine in the Grip of Ice Jams and Freshets.

Disasters in Maine—Smashed Bridges and Flooded Tracks on Maine Central Cut Off Communication With Boston.

Navigation on Lower St. John River Opened Two Weeks Ahead of Record—Bridges Gone and Logs Lost all Over Province.

(From Thursday's Daily Sun.) Early this morning the rain which had fallen intermittently since Monday noon showed signs of cessation. It still drizzled slightly, but the close hung clouds which have overshadowed the province during the week seemed to be breaking away and afforded enough encouragement for a sanguine weather prophet to predict a change of some kind, and any change would be welcome. In all nearly five inches of rain have fallen since record precipitation for March so far as any record has been kept.

RAILWAY CONDITIONS IMPROVED Still yesterday's rainfall was not so heavy as Tuesday's, and both the I. C. R. and C. P. R. were able to keep their lines clear and increase the stability of the repairs already made. On the C. P. R. very little inconvenience was felt beyond the necessity of running slowly over the newly repaired places. The noon express from Boston was an hour late, and the Montreal express missed the schedule by 3-4 hours. The night Boston express was an hour behind time in leaving the Maine Central, but ran on nearly even time the rest of the trip.

I. C. R. WASHOUT REPAIRED.

The washout on the I. C. R. at the Plumstead siding, three miles this side of Fenobisquis, was repaired by 11 o'clock yesterday morning, and the stalled trains allowed to proceed. A gang of about forty men worked all day, fixing the tracks and replacing the derailed cars, but owing to the constantly falling rain little progress could be made. After daylight the downpour lessened and the water decreased appreciably, greatly facilitating the operations. The repairs were made with sleepers, about 15 carloads of which were used, as any ballast deposited would have been immediately swept away again. Permanent repairs will be made later. Trainsmen report the road-bed shaky in several places, notably at Dunsinault, where a washout was feared Tuesday night. The express from Halifax, due at 6 a. m., arrived at 2.40 p. m., the Quebec express following at 3.17. The C. P. R. from Halifax from only fifteen minutes late. All trains for both directions left on time.

CENTRAL RAILWAY BRIDGE GONE.

The water became so high in the Washademoak river yesterday that it carried away the Forbes and Cole Island highway bridges. They, with the ice, crashed into the Central Railway bridge across the Washademoak, carrying away six bents of the structure. The Cole's Island bridge was a very long one, one span being 150 feet long. The Forbes bridge was 18 miles above the railway bridge which it helped to almost completely destroy. Passengers over the Central railway are being transferred at the Washademoak, an engine with cars being held up at Bagdad. The washout at Bagdad has been repaired.

PROVINCIAL DAMAGE.

Reports from all places in the vicinity of the Washademoak go to indicate that the damage wrought by the freshet has been great. The full extent will not be known till the waters subside. The temporary work put up by Con-

tractor Brewer in connection with the New Brunswick Coal and Railway Company's extension at Salmon River was swept away almost entirely. The highway bridge at Salmon River suffered considerably.

The Norton highway bridge is badly injured. The extent of the injury cannot be determined till the water recedes. The bridge is an immense structure.

The Bloomfield highway bridge is flooded, and boats had to be used to cross the river yesterday. The full extent of the damage is hard to get at yet.

Several small crossways between Hampton and Lakeside have been interfered with in consequence. These conveniences will have to be looked after at once.

Thos. Gilliland, the supervisor, visited the damaged works in the vicinity of Hampton yesterday, but nothing in the way of repairs can be attempted till the water falls.

At Sussex the freshet in Trout Brook was so high that the cellars of all houses in the vicinity were flooded. The small cross way at the end of the bridge at the Upper Corner disappeared. Great difficulty was experienced Tuesday in keeping fires in the furnaces in the basements of the houses at the upper end of the town. The government grounds suffered great injury, the embankments being washed away at an alarming rate. This damage occurred, however, of the failure of the authorities to protect the property properly.

The I. C. R. bridge was in danger of being washed away, and unless its repair and protection are at once undertaken had results may be looked for.

At Hampton a vast quantity of logs has gone out with the ice. Various estimates of the loss are from one to three millions. The losses fall mainly on small operators, who had their cuts in brooks and broved on the banks of the creek and river. The water is still rising rapidly, and it is still raining.

ON THE ST. JOHN RIVER.

All along the river the water has risen to an alarming degree and is still rising rapidly. At Indiantown a high water last night the public wharf was covered to the depth of about a foot, indicating a rise of about five feet since Monday. The ice has not yet run down to any extent, as the Lower Reach is still solid. It is probably require two or three more days for its dislodgement. Reports state that the ice in the Middle Grounds is also firm. A despatch from Fredericton last night said:

The rain continues with scarcely any interruption, and grave apprehensions are held regarding the situation. The water level "stagnated" yesterday, but varied between rain and snow. The latter has now almost completely disappeared. The river has risen steadily at the rate of about an inch and a half an hour since last night. It is now on a level with the high water wharf of the Star Line Co., and nearly up to the mark usually reached in spring freshet. While the ice has not moved yet, it cannot hold much longer with the present height and pressure of water. The ice is between two and a half feet thick, and it is feared that great damage will be caused if it should run out now. In addition to the ice there are about 15,000,000 feet of logs in the river above here, and if this should come down in the freshet it is feared the bridges will be in danger of being swept away.

Train service on the C. P. R. has been restored, though all trains are moving slowly and are behind time. Canada Eastern trains have been cancelled because of the track being overflooded at Durham.

Ice in the Nashwaak is running above Marysville. It is jammed at McConnell's.

At Keswick the water is reported two feet over the covered bridge and is fast rising.

At Mauderville and Sheffield residents are very apprehensive. The water is now at the usual freshet height. The roads are under water, and none of the residents have moved anything out of their barns and buildings, so that it is feared losses will be very heavy.

Burpee Millstream bridge, back of Sheffield, has been carried away.

AT INDIANTOWN.

Capt. Peaman of the str. Springfield intends making his initial trip of the season this afternoon about two weeks ahead of all previous records. This is in response to urgent requests from residents all along the lower river who have no means of sending or getting supplies under present conditions. He expects to leave about 4 p. m. and plans to get as far as the Public Landing. He will return tomorrow with passengers and supplies of country produce from various points along the river. Another trip will be made on Saturday, when the captain is hopeful of getting as far as the Public Landing.

The rising freshet has caused those who have goods stored in the warehouses around the bedroom wharves to move them hurriedly to places of more safety. The wood and sawing plant of Adams Bros., which was located at Indiantown, and which was moved yesterday over near the Star line wharf.

New heaters of an improved type are being installed in the Victoria and the Mary Queen, by means of which the water will be heated before entering the boilers and a considerable saving of fuel effected.

A large washout occurred yesterday on the Pokok road and travelling to that place is practically impossible. Capt. Chas. Taylor came down from Fredericton yesterday, and is superintending the final repairs on the Victoria, which should be ready for service in about a week.

The tug lying at Indiantown are hustling through with their spring repairs in anticipation of an early start of the ice and logs. The Lilly Gasher, Admiral, Herve and Fred Gasher, are completed and steaming and will start with steam up, ready to start at a moment's notice.

If, as is expected, the ice should run out during this or next week, all reports for the opening of navigation will be based on the height of the water level on record is April 4, on which date in 1896 the old steamer Superior left Indiantown, arriving at Fredericton two days later.

Three long blasts of the whistle of the steamer Springfield at three minutes before four o'clock Thursday afternoon informed the residents of Indiantown that navigation on the St. John river two weeks earlier than ever before had been established. A few minutes after four the steamer headed up stream, carrying about fifteen passengers and a large quantity of freight. It was the intention of Captain Peaman to go as far as Gagetown, if possible, and a telephone message during the evening brought the news that she had safely passed Brown's Flats. The tug Waring, which left yesterday morning with J. P. Gregory on board, passed the Star Line wharf at Indiantown after the Springfield will probably return today at noon, going back up river Saturday at ten o'clock.

Among her passengers yesterday were John E. Vanwart, T. Wordey and Geo. Caldwell, going up to the wharf for the Springfield well captured yesterday, having on board Capt. Brennan, Capt. Pitt and Capt. Spragg.

The river at Indiantown has risen considerably over a foot since yesterday, and the water is still coming up. At high water last night it stood nearly three feet over the public wharf and was lapping around the shores of McAlary's warehouse. Reports from the river yesterday stated that the ice in the Bay was so firmly, began to give way early in the morning. It jammed again further down, but this also broke in the afternoon, leaving wide channels, through which the Waring and Springfield found their way to the wharf. The Springfield, which left from Hampstead yesterday stated that the river there was completely free from ice. Capt. Dykeman, who came down yesterday from Gagetown to superintend the repairs to the tug Pamie, reports that the ice in Gagetown Creek is still solid, but that the river is practically clear from there down.

Though the ice is all dislodged, very little of it has run down this far, as the prevailing easterly winds have packed it along the western shores of the river, filling the crevices and the side of the Bay full with the packed floes. There is also an extensive jam near Westfield. Capt. Dykeman, who is coming down had to drive from Gagetown to Westfield, says that the roads are almost impassable. Bridges are washed away and great places gullied out so that his team had in many places to take to the fields, and the passengers were compelled to walk a large part of the way. The water, he said, was rising rapidly at Gagetown and that there was every probability that the ice in the creek would start today.

In St. John the rain fell all yesterday and through the greater part of the night, and at the time of going to press the weather was still threatening. Over five inches of precipitation have been recorded, an unprecedented condition for the month of March.

FREDERICTON CONDITIONS.

The situation at Fredericton is more encouraging than elsewhere, but it means all averted. A despatch from the Sun's correspondent last night said:

"It is clear here tonight and quite calm. The river is very high and rising about an inch an hour. The ice started to run at Hawkeshaw at three this afternoon and at Hartland at one o'clock. Hartland is flooded, the water being up to the walk on the bridge. The Miramichi bridge at the mouth of the Taxis river has been damaged, and Porter Cove and Campbellton bridges, each near Boiestown, have been swept away.

The ice has run out of the Orontoct. No damage is reported from Mauderville, but the water is very high."

The freshet has put the Canada Eastern railway out of business for the time being. The roadbed between

Boiestown and Boiestown is mostly of running slowly over many of the weak places. At Hartland, Carleton Co., the ice and water, which covered a quarter of a mile of the track to a considerable depth, has subsided over 14 inches, and the line is now clear. Near Clarendon the rails were last night still under a few inches of water for a depth of about 200 feet, but the roadbed had not suffered, and trains continued to cross with safety, though a large crew of men were kept handy in case of any mishap. The water all along the line is falling rapidly. The Montreal express yesterday was an hour and a quarter late, having been held at Hoyt to allow the Boston express to get past the damaged places. The night express from Boston was nearly an hour behind time.

I. C. R. trains ran nearly to schedule time yesterday, none of them being over a few minutes late. The temporary repairs of the washouts are holding firm, and as soon as the weather clears a start will be made on a thorough repair and re-ballast the weak places.

A second washout on the Central railway was reported yesterday at a place about three miles from Cody's.

FROM DORCHESTER.

DORCHESTER, March 20.—The recent unusual rain storm has caused heavy freshets and many losses. It is estimated that about ten thousand tons of lumber and a large quantity of piling came ashore at Rockport in yesterday's tide. It is believed they belonged to parties in River Hebert, N. S. A large crew of men with teams are at work unloading the lumber and timber. The salvage will be heavy.

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The greatest damage came at five o'clock, when a mass of ice and logs swept down against the Maine Central railway bridge across the Penobscot, carrying out its middle pier and leaving two spans into the river. The mass swept on against the old wooden toll bridge, a short distance below, carrying away the middle span of the river at this place. About 100 feet of this bridge when the bridge above went down, but it is thought that all escaped to the shores, some to Brewer and some to Bangor. The carrying away of the bridges breaks all communication between Bangor and Brewer, and the eastern part of the state, and the damage cannot be repaired in months. The loss on the bridges is probably \$30,000.

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There is a stretch of solid and broken ice below the city extending six miles to Hampden, and it is this that holds the water up. Should it hold where it is and the upper jam come down upon it, the whole business section of Bangor and much of the residential section would be under water in short order.

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CHATHAM HEROES

Rescued Captain and Crew of St. John Schooner.

A Life Saving Station That is Piling Up a Rapid Record for Noble Work.

CHATHAM, Mass., March 20.—The newly organized life saving crew at Momonoy station, which has been placed under the captaincy of S. L. Ellis, the only survivor of the crew which was drowned Monday, had an opportunity to test its courage last night, and in connection with it was also shown another bit of daring by Captain Mayo and his volunteer crew. The occasion was the rescue of Captain McLean and a crew of seven men from the stranded lumber schooner Edward Burton, from St. John, N. B., for New York, which struck on Handkerchief Shoal.

She was seen to be in distress, and her signals for help were torn to ribbons by the wind before they had been up very long. The schooner was sighted in distress more than six miles away. A heavy northeast gale was raging and a high sea running, but undaunted the new crew started out. Mayo offered his assistance, and the two crews made quick time out. Mayo's boat rescued four of the seven men on the Burton and the regular crew took the other three, all being landed safely.

The schooner anchored to the westward of Handkerchief Shoal in yesterday's northeast gale, but when the wind shifted to northwest she got a washing. Her anchors failed to hold and she was driven towards the shoals. Those on board were powerless to save her, and what little sail they hoisted was soon blown away.

"A D—D LIAR"

For Which Bit of Profanity John Dillon Was Suspended.

Disgraceful Language and Actions of Irish Nationalists in the House of Commons.

LONDON, March 20.—John Dillon, Irish nationalist, was suspended in the house of commons today for calling the colonial secretary, Hon. Joseph Chamberlain, "A damned liar."

The ejection of Mr. Dillon did not serve to clear the atmosphere, and the remainder of the debate was filled with personal allusions and unpleasant charges of the nature of which would have excited comment had they not been discounted by the first explosion. David Lloyd-George (Welsh nationalist) bitterly attacked the government, drawing a harrowing picture of the condition in South Africa, and charged the war office with pigeon-holing important information.

Sir Charles Cayer interrupted Mr. Lloyd-George, saying the speaker was playing to the pro-Boer, whereupon Lloyd-George characterized the interruption as "an insolent remark." This caused confusion in the house and cries of "Withdraw."

John Redmond (leader of the Irish party in the house of commons) appealed to the chair, and Sir Charles reluctantly withdrew his statement. W. R. Plummer (conservative) and Mr. Redmond then had an altercation, and after more disorder Mr. Lloyd-George succeeded in finishing with the remark that he did not know who was responsible for all the errors and incompetency in South Africa, but that the men who had profited by these conditions now sat upon the government benches.

Mr. Redmond, the secretary of state for war, replied to Lloyd-George with a long defence of the war office. Mr. Brodie and Mr. Chamberlain, during the discussion, showed themselves to be very hopeful for the position of affairs in South Africa. Mr. Chamberlain estimated there were still 5,000 fighting Boers in the field. This optimism is rather offset by the fact that the government has again telegraphed Australia, inviting that commonwealth to send 2,000 more men to South Africa.—Associated Press.

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WEDDINGS—On March 15th