POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., APRIL 22, 1903.

Popular Colonel from Kings County Was Introduced in the Senate Monday as Successor to the Late Mr. Gillmor.

Obtawa, April 20 (Special) -Col. Domville, ex-M. P., was introduced into the senate today by Senators Scott and Ellis. He takes the place of the late Senator

Gillmor.

No man ever had such a hold on Kings county, and indeed it might be said almost that scarcely any man ever had such a hold on any county in these provinces, as Colonel Domville had on Kings. In victory or defeat, in storm or sunchine, Colonel Domville was always optimistic and magnetic and always had a following.

For 30 years and more whenever it was his desire to contest the county enthusiatis backers were not wanting. No man ever spoke of Kings county politically who did not mention him in the same breath-And it is characteristic of him that years ago, when, he carried an old gray to coat through several campaigns, it became like the white plume of Navarre, a rallying sign for his followers wherever he went. And where did he not go? He knew Ahe, county from line to line, and for that matter, he know Canada from end to end, even as far as the Yukon.

Diveryion's knows his history as everyone knows him, sanguine, alert, restless, fourier going. However, here are a few facts and dates shout the new senator:

Lieut. Colonel James Domville was the only son of the late Lieut. General James William Domville, Royal Regiment of Attillety, by Frances, daughter of Hon. William Usher, a descendant of the elebrated bishop Usher, born 29th Nov., 1842. He was a Liberal-Conservative and supporter of the Laurier administration is 1867, Isabel, daughter of the late William in the last general election of 1872 and a proposed to protectical, he accepted bishop Usher, born 29th Nov., 1842. He was educated in England. He married in 1896, Isabel, daughter of the late William of the Laurier administration.

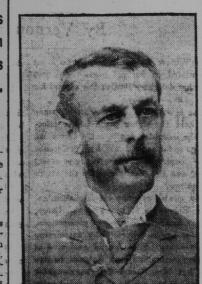
\$100,000 Worth of Property

Possibly two lives were lost and at a conservative estimate, \$75,000 or \$80,000, perhaps \$100,000 damage, was done Friday the fire at Sand Point. The flames carried everything with an awful rush in two big city warehouses at the point and, according to the statement of Mr. Norton, a Montreal stevedore, two men must have been overcome and lost their lives.

men must have been overcome and lost their lives.

The flames destroyed Nos. 3 and 4 warehouses, badly damaged the C. P. R. trestle and tracks, destroyed much of the C. P. R. conveyors, burned eight cars, damaged two steamers, scorched the immigration building and cattle sheds, destroyed quite

an amount of freight and caused probably \$3,000 to \$4,000 damage to the Union wharf. It was a terrible morning at Sand



heat—a blizzard of stinging, whistling, shricking death that shut out the forma-

The Story in Detail.

the boats and the elevator, though, is destruction—a destruction quite masterful in its simplicity. The sheds belonging to the Elder-Dempeter and Donaldson liners are nothing now but a criss-cross of smoulder.

SAW TWO

SAW TWO BODIES.

the inky clouds that soared sluggishly skyward. It was the kind of a fire that Mr. Norton, in Fleeing from Flames, Fell skyward. It was the kind of a fire that ing boards and beams, lying askant heaps of drenched flour, broken barrels of salt-petre and bundles of scorched straw. Deplorable as the loss of property and goods is and the knowledge that the C. P. R. terminal facilities have been partly Across Man Lying in Shed and Saw Another Prostrate.

Mr. Norton on the first cry of fire no ticed the flames coming from the direction of the carpenter shop and he tried to get to that portion of the warehouse; but, so rapidly did the flames and smoke shoot towards him that he was forced to turn P. R. terminal facilities have been partly destroyed, yet it is fortunate that the time of the year is April instead of a few months earlier. The winter port season, with the exception of a few more boats, is finished and with the commencement of next winter's work superior facilities will likely stand on the ruins of the old.

smoke was terribly thick, and the fire was rushing after him and his workmen. He was almost choked with smoke and as he ran along when about the centre of No. 3 warehouse, he stumbled over the body of a man, who was apparently lying with his face down to the floor. Near him was another man, lying prostrate.

"There was not time to do anything," said Mr. Norton. "I was almost stifled with the smoke and had almost lost my senses. I thought the men lying on the floor were doing so to regain their breath and as I staggered along I was given as sistance by a young man named Walsh. Rapid Destruction.

It required but a few minutes for the fire to fold the warehouses in a blinding, who make a beet of fire and possibly an minutes and many affirm the time was less than this into a desolation of charred timbers. But the sheds were not all, for each contained thou ands of dollars worth of freight which, owing to the fact that it could not be removed, burnt where it stood.

Large as the conflagration was and not-withstanding the loss it occasions, it might have been immeasurably greater in the eastern end of the former warehouse, when a lad saw a serpentine coil of flame gliding up the side of the place, until both warehouses were billows of flame, could not have been beyond 20 minutes and many affirm the time was less than this.

Workmen, checkers, freight handlers and cerks were compelled to run if they wished to save their lives, and run they did, scrambling over heaps of freight, sprinting down the long lengths of the sheds with a roar of flame behind them—at roar of knows the two men lying on the floor and over whom he stumbled did not be-long to his gang of workmen. They might have been some other workmen or some persons who happened in there on busi-

ness.

Mr. Norton is of the opinion that the two men did not get out of the building in the same manner as he did and he thinks there is a possibility of them being

The fire soon spread to the No. 4 warehouse, used by the Donaldson line, and as rapidly as in the Elder-Dempster shed the flames did their work. It could not the flames did their work. It could not have been more than 10 or 15 minutes before the two warehouses covering a space along the slip of more than 800 feet were at the mercy of the fire demon. Huge volumes of dense smoke enveloped Sand Point, while tongues of flames shot high in the air and, fiercely fanned by a stiff easterly wind, it looked as if all the buildings in the vicinity of Sand Point would the wharf to ings in the vicinity of Sand Point would

be wiped out in quick order.

Mr. Kennedy, who was in charge of the work in the Donaldson shed, had been rum from the building leaving, as was the case in the Elder-Dempster warehouse, papers and the gear for loading and discharging cargoes to the mercy of the

Moving Ships to Places of Safety.

From No. 4 warehouse the flames lear ed to the immigration building and the eastern end was badly damaged. Meanwhile the fire had taken a grip on the wharf under and in front of the warehouses and had burned the wharf top and eaten its way into the under timbers. Alongside of No. 3 warehouse was the big Elder-Dempster line steamer Lake Manitoba and she overlapped the large Donaldson line steamer Lakonia, which was finishing taking in cargo at No. 4 berth. When the flames burst through the sides and roof of No. 3 warehouse it was only a moment when the long C. P. R. grain conveyor running westward was in flames. Once the fire reached the in-terior of this conveyor it shot rapidly along towards Union street. The flames from it and the warehouses, which were within a few feet of the big ocean liners, shot against the port sides of the steam-

whipping scarlet slashes through the density of the smoke-choked sheds and into anything human or possessing life was obliged to retreat before, lashed by a powerful easterly wind and feeding on the power which its own force created, the flames grew from a moderate switch of fire into a hundred lurid tongues that shot mockingly toward the elevator and felt lightning like along the sides of the steamships. Then they grew into sheet upon About 9:30 o'clock the roof of each

About 9.30 o'clock the roof of each warehouse had tumbled in and the streams of water were directed on the conveyors leading from the elevator, the cattle sheds and the immigration building and by exships. Then they grew into sheet upon sheet of flame—a hurricane of blasting tion of the warehouses in a fury of fire and smoke and only lifted to show the cellent work Chief Kerr and his men, as-sisted by the tug Neptune and others, were successful in saving the cattle sheds, immigration building and the elevator. gaunt, charred post supports of the sheds and the tangle of ruin it had so well ac-

The Story in Detail.

It was about 8.15 o'clock when workmen near the eastern end of No. 3 warehouse saw flames issuing from what is known as the carpenter shop of the Elder Dempster shed, No. 3.

One of the first to notice the flames was John McAndrews, a member of No. 6 Hose Company, and an Elder Dempster foreman of shiplaborers.

McAndrews says that as soon as he saw the fire he rushed to where a hand hose reel was, near the C. P. R. elevator power house, and was not long in stretching the 200 or 300 feet of hose on it. While he was at this, Engineer McLean saw what McAndrews was doing and, realizing that there was a fire, started the elevator pumping engine to work, and from the time the flames were first noticed until water was being played on the fire, not more than 10.

C. P. R. Tracks and Cars.

The flames had been carrying destruction along the southern side of No. 3 and No. 4 warshouses where were the C. P. R. tracks leading from Union street down to the wharves. The top of the treetles on which were three tracks was destroyed, sleepers burned and the under timbers suffered severely, necessitating rebuilding practically from piling up and for the greater part of the length.

On the tracks were a number of freight cars. As soon as the fire was reported the yard masters lost no time in getting their engines to work drawing the cars out of harm's way, but despite their efforts four flat cars of the C. P. R. refrigerator cars were about destroyed by the fire. There was little if any freight in the cars.

The normal properties and the C. P. R. refrigerator cars were about destroyed by the fire. There was little if any freight in the cars. being played on the fire, not more than 10 in the cars.
minutes had elapsed. The northe

The northern ends of the cattle sheds were considerably damaged and one shed

While McAndrews was after the hose The firemen.

truck to the scene. A line of hose was run from a hydrant in the C. P. R. yard

one knows him, sanguine, alert, restless, for foreste going. However, here are a few facts and dates about the new senator—Lieut. Colonel James Domville was a the only son of the late Lieut. General James William Domville, Royal Regiment of Artillery, by Frances, daughter of hon. William Usher, a descendant of the celebrated Dishop Usher, born 29th Nov., 1842. He was a Liberal-Conservative and a supporter of the Macdonald administration up to 1882 but being a free trader and opposed to protectica, he accepted the Liberal platform and was elected as a supporter of the Laurier administration.

1867, Isabel, daughter of the late William and behind it the homes of Sand Tonit, while on the other side lay the elevator was not touched and the was through the caseless efforts of the firemen, the C. P. R. men and the taxes through the caseless efforts of the firemen, the C. P. R. men and the wind a good of the late will was saved. The slewards and the was some of the Laurier administration.

Two Lives Probably Lost, and the was through the easeless of the wind; howing in a favorable direction, that it was saved. The steamers did not wholly scape. The side of the Lake Manitoba is bilistered and the white of her point hanging in brown shreds. All between the beals and the elevator, though, is destruction—a destruction upto make the contract of the fire Mr. Norton, and he fire Mr. Norton, and he streed on the Ch. P. R. yard feelected at the general election in Mr. Norton, on the fire Mr. Norton, and he with a gang of about 15 men, had to hurty to save their lives.

The fire Mr. Norton, of the esteveloring firm of McGillivery & Norton, and he with a gang of about 15 men, had to hurty to save their lives to eheck the fire Mr. Norton, and he save their lives to the fire Mr. Norton, and he save their lives and proposed to protection. He accepted the Lake and proposed to protection, he accepted the Lake Manitoha and Tunisian. The elevator was not touched the fire Mr. Norton, of the Evator was not touched the Lake Manitoha and t

the immigration building and it ed among the Norwich Union, Sun, Na was due much to the excellent efforts of Captain Clark and crew of the tug Neptune that the two large C. P. R. elevators and all the dwellings ond Sand Point were saved, for had the elevator burned there would be little chance of saving the other buildings.

Mr. Oberne Places It at \$36,000. Present the saving the other buildings.

NEPTUNE'S GOOD WORK

Helped Materially to Save the Blg C. P. R.

Elevator. When the large steamers were moved from their berths to the center of the slip those early on the scene witnessed the tug Neptune steam in alongside of the

sive structure.

John H. Thomson, of Wm. Thomson &

that No. 2 shed, and probably the elevator, was saved by your excellent work, with the tug Neptune. Please accept my assurance of the company's appreciation and its Co., whose property the Neptune is, was on board and with the crew of the tug he held to the branch pipe that shot a stream of water on the conveyor and after hard fighting was successful in checking the flames from going towards the elevator. There was still another conveyor, this

one running from about where the fire started in No. 3 warehouse to the elevator. A good stream of water from a fire department hose and the use of the elevator hand chemical extinguisher prevented the fire from reaching this section. It was thought necessary to haul the conveyor down. The supports were cut and sawn, a strong hawser was placed around it but so well was it built that the efforts of a large and powerful loco-motive were unavailing and it stayed in

After 11 o'clock the chief duty was to play water on the ruins, and this was done by many streams, while the rising tide prevented the fire from burning the lower section of the wharves. By 11.30 o'clock the warehouse floors and

the wharf top flooring were burned through and left nothing but a smoking pile of debris.

The different articles for shipment to

the old country or imported here were laid waste and totally destroyed. When the flames struck the steamers, the fire appliances were placed in use, but were not equal to prevent damage being done from the intense heat.

There will be sold at Public Auction on WEDNESDAY, the sirth day of May, A. D. 1903, at twelve o'clock, noon, at Chubb's Corner (so called), in the City of Sains John, in the Province of New Brunswick, all the right, title and interest of Elizabeth J. Dean in and to all that lot, piece and parcel of land situate on the south side of King street in the City of Saint John in the City and County of Saint John and Province of New Brunswick, being iot number 425 fronting on King street (east) forty feet and running southward preserving the same width one hundred feet and lying between Wentworth and Carmarthen streets, and the buildings thereon, the same being subject to a lease bearing date the twenty-eighth day of May, A. D. 1878, and made between Ann Howe of the one part and Thomas Wilson and William J. Dean of the other part, for the period of fire years from the first day of June then next, reserving the annual rent of eighty dollars per year and comtaining a covenant for the renewal thereof. The same having been levied on and soized by me under an execution issued est of the Supreme Court of the Province of New Brunswick aforesald against the said Elizabeth J. Dean at the suit of Benjamin H. Dean, executor of the last will and testament of Sarah Howe deceased.

Dated this twenty-seventh day of January, A. D. 1899. On the steamer Lake Manitoba, two or three life boats were badly damaged. The port side of the steamer and deck houses had the paint burned clear off the iron.
The heavy plate glass ports in the side were cracked, as were the ones in the saloon staterooms on the port side. The bridge fittings were also damaged, and the oss will amount up to a few hundred dol-

the damage was not so much, although she was badly scorched in a number of places.

IN THE WAREHOUSES.

What Was Lost in Them --- The City's Loss

is About \$28,000. ships. There was a rush on board by officers and men in an endeavor to get the big steel ships away from the burning hay going to Glasgow. These were to be ships away from the burning hay going to Glasgow. These were to be ships away from the burning hay going to Glasgow. These were to be ships away from the burning hay going to Glasgow. These were to be shipped by either the steamer Lakonia or

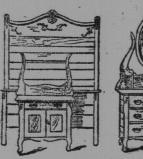
TWO SPECIALS:

Low Price Bedroom Suits

We illustrate below two Elm Bedroom Suits which we are selling at very special prices. These suits are grand value, well made in every way, finely finished, and have perfect mirror plates.







\$13.50

the winter business, but of these they have duplicates. Mr. Nairn, manager of the

line, says there wasn't time to save any

There was freight also in the Elder-Dempster warehouse, and it was destroyed. The Elder-Dempster people also lost their

papers and some money, and after the fire many engaged in a hunt for the coin at the site of the office.

The warehouses were city property. They were built eight years ago, and were about 400 feet by 70. Mr. Cushing, director of

Mr. Oborne Places It at \$36,000 -- Presi-

dent of C. P. R. Thanks Captain Clarke of

Superintendent Oborne, of the C. P. R.

yesterday estimated the total loss at about \$75,000 or \$80,000. He said he calculated

the C. P. R. loss at about \$36,000. Of this,

the tracks will be.

Mr. Oborne said too much praise can-

read with interest:—

Montreal, April 17—Captain Clarke, St.

Reported Engagement Incorrect.

London, April 18-The Associated Press

Jones—"Women are not good listeners." Johnson—"Evidently you've never had 'em for servants.—Kansas City Independ-

Dated this twenty-seventh day of January A. D. 1903.

Sheriff's Sale.

ROBERT R. RITCHIE.

T. G. SHAUGHNESSY.

hearty thanks.

Bedroom Suit, golden finish, mirror 14x24 ins. | Elm Bedroom Suit, golden finish, mirror 14x24 ins.

WRITE FOR PHOTOS OF BEDROOM FURNITURE.

The Firemen. The Carleton firemen had been early on hand and quickly to work. An alarm from box 117 had been sent in and soon, brought No. 6 hose and engine and ladder truck to the scene. A line of hose was

Dr. J. Collis Browne's Chlorodyne a heavy loss. Insurance in transit was probably held by the forwarders. The Donaldson line people had about \$1,000 worth of gear in the shed. This they lost, as also their books with records of

IS THE GREAT SPECIFIC FOR

Diarrhœa, Dysentery, Cholera, Coughs, Colds, Asthma, Bronchitis. THE FLUSTRATED LONDON NEWS, Dr. J. Collis Browne's Chlorodyne

public works, said yesterday they cost \$25,000. They are a total loss. Mr. Cushing roughly guaged the loss on the Union wharf at \$3,000 or \$4,000. The city has \$3,000 insurance on each warehouse, dividing sleep, WITHOUT HEADAOHE, and insuface the nervous system when exhaust-

Dr. J. Collis Browne's Chlorodyne Rapidly cuts short all attacks of Epileps Spasms, Colic, Palpitation, Hysteria.

THE IMMENSE SALE of this REMEDY has given rise to many UNSCRUPULOUS EMITATIONS. Be careful to observe trade mark. Of all Chemists, is., is. \(\frac{4}{4}\)d., 2s. id.s. and \(\frac{4}{6}\). IMPORTANT CAUTION,

SOLE MANUFACTURERS J. T. Davenport, Ltd., London Gout, Cancer, Toothache, Bheumatten.

Dr. J. Collis Browne's Chlorodyne

-Vice Chancellor SIR W. PACE WOOD stated publicly in court that DR. J. COLLEGE BROWNE was undoubtedly the INVENTOE of OHLORODYNE, that the whole story of the defendant Fretmau was deliberately untrue, and he regretted to say that it had been sworn to.—See The Times, July 18, 1834.

Dr.J. Cc'lis Browne's Chlorodyne

\$20,000 was on the conveyors, \$10,000 on the trestle, \$5,000 on cars, and \$1,000 on the cattle sheds. Asked if the C. P. R. would rebuild, he said if the sheds are rebuilt Estate of, in, to, or out of the lands and premises described as follows: All those lots, pieces or parcels of land situate lying and being in the Parish of Simonds, County of Saint John, and Province of New Brunswick kown, marked out and described upon a map of said lands belonging to the said line as westerly direction until the said loseyn trouch at one that the time of his line between lose or less thence at right angles in a westerly direction until the said line south 13.9 east 14 chains and severity-sight links, more or less thence at right angles in a westerly direction until the said line south 13.9 east 14 chains and severity-sight links. Captain Clarke, of the tug Neptune, for the work they did in preventing the fire reaching the elevator and No. 2 shed by means of the conveyor and left leg. In this connection, the following telegram will be John: Mr. Oborne has informed me of the invaluable services rendered by you to-day at the fire on the wharves of West

County of Saint John, and Province of New Brunswick kown, marked out and described upon a map of said lands belonging to the said Joseph Crouch at saie time of his five (150) one hundred and fitty-sax (155) one hundred and said the hundred and fitty-sax (155) one hundred and said said out of said sap or plan designated Mount Fiessan sans within one hundred and threy-four feet same within one hundred and threy-four feet same within one hundred and threy-four feet uses, said occurred by the same more or less, said the same within one hundred and threy-four feet uses, page oils, the said day of March A. D. 1851. The foregoing sale way laid out on said said solesph Crouch's lands stusse, lying and permissed described upon a map or plan of machine the said fitting the said fitting the said say of March A. D. 1851. The foregoing sale within got the said say of March A. D. 1851. The foregoing sale will be made under and by virtue of a Warrant issued by the Serveiry of the Mining of the Warrant issued by the Serveiry to the Mining Alter and the said of hundred and shirty (120) feet more or less, said described and saxy (160) feet upon a street or way laid out on said plan and designation of the way laid out on said plan and designation of the way laid out on said plan and designation of the propersy of the Mining Alter and the provided and assessed against the said of his monds for the year A. D. 1801. The said the said of his monds for the year A. D. 1801, and for the said of his monds for the year A. D. 1801, and for the said of his monds for the year A. D. 1801, and for the said of his monds for the year A. D. 1801, and for the said of his monds for the year A. D. 1801, and for the said of his monds for the year A. D. 1801, and for the ward and which said rules have been said staxes and taxes so levied and assessed against the said of his Mining and thirty vince outs and expenses thereon an has been requested by Henry White, secretary of the United States embassy, to say that there is absolutely no foundation for the statement published in New York that his daughter is engaged to Lord Howard DeWalden.

Sheriff's Sale.

There will be sold at public auction at Chubb's corner, so called in the City of Saint John, at the hour of 12 o'clock, noon, on Saturday, the twenty-seventh day of June, next, all and singular, all the right, title and interest of the Estate of Hugh McHugh, of, in, to or out of the following lands and premises described as follows:

All that certain piece and parcel of land situate, lying and being in the Parish of Simonds in the County of Saint John being a portion of certain lot of land described on the plan No. 2 of partition of land between the children of the late Honorable William Hazen on file in the Record Office of the City and County aforesaid as lot No. one (1), containing one hundred and twenty-two acres and deeded to certain Patrick Madden

What is

A Sta of Flame.

The fire was remarkable in the rapidity with which it raced from end to end of numbers 3 and 4 sheds. From its discovery in the eastern end of the former

Castoria is for Infant and Children. Castoria is a harmless substitute f Castor Oil, Paregoric, Drops It contains neither Opinm, and Spothing Syrups. tic substance. It is Pleasant. Morphine nor other Na years use by Millions of Its guarantee is thirt Mothers. Castoria destroy ness. Castoria cires Diarrica and Wind Colic. Castoria Troubles cures Consupation and ia assimilates the Food, regulates relieves Teethin Troubles Flatulency Casto facts and children, giving the Stomac Castoria & the Children's healthy and atural sleep. Panacea-The

Castoria. ria ls so well adapted to children

THE FAC-SIMILE SIGNATURE OF

APPEARS ON EVERY WRAPPER.