ing it with water the firemen were

able to keep the fire from spreading

much further. This work was con-

with the exception of a very slight mass of the big warehouse had so cool- men gained encouragement and work- ed that further work was rendered er all the harder. tinued for hours or until the burning

was nothing in the way of dampness unnecessary.

In the meantime interest had cenfiames. And this fall of snow was so tred lower down on the point where the elevator and No. 2 warehouse were to save the cattle sheds. Time and

Sand Point was dry. Fine weather

had made the buildings like tinder and

with the exception of a very slight

CANADAS WINTER PORT

damage to the wharf will be very

TIDE WAS ON THE FLOOD.

SAND POINT SHEDS AND WHARVES SWEPT BY FIRE

Half of St. John's Winter Port Facilities Destroyed in a Few Hours.

Two Sheds, Wharves and Many Gars Burned and Other Buildings Injured---Damage Will Be Over \$100,000.

ing about half of St. John's magnificent facilities for handling the winter port traffic were wiped out by one of gaunt desolation along the whole sheds that this season have handled the biggest winter's traffic in the history of a Canadian port. Nos. 3 and 4 sheds, with their valuable contents, are totally destroyed. The expensive wharves beneath are damaged to an inestimable extent; several cars are government immigration building is damaged to a considerable extent, and two big steamers lying at Nos. 3 and 4 berths have their paint damaged to the amount of several hundred dol-

It is impossible to estimate the total loss until the amount of damage to the valuable wharves is fully revealed, but it is calculated that \$100,000 will not cut much figure in fully replacing all the burnt facilities.

That the damage is not incompar ably greater, the fierce flames did not devour the C. P. R. elevator, the other sheds and the great steamships lying the piers, is due largely to the fact that the wind was from the southeast and drove the flames away from thes and up the wharf. Too much credit also cannot be given to the heroic efforts of the firemen and to the splendid work done by the tug Neptune.

THE ORIGIN OF THE FIRE. The exact origin of the fire is hard and smaller apparatus for handling neath the sheds. Several of the steamship men have called the attention of it was caused by the dumping of hot ashes from the Elder-Dempster str. Lake Manitoba. The steamboat people

THE LOSS TO THE C. P. R.

Superintendent Oborne of the C. P. \$35,000. Twenty thousand of this would be the expense of replacing the grain conveyors which extended along the wharf 1,500 or 2,000 feet. The belting in them was expensive stuff and the pulleys and machinery will cost a lot of money. The trestle work, trippers which diverted the grain to the vessels and many other things in connection with the elevator will bring the expense of renewal up considerably. The new trestle needed for the support of new trestle needed for the support of and even owner were wet through and tracks will probably be a charge of \$10,000 with the tracks replaced thereon. There were no loaded cars destroyed. Not even one was lost containing goods of any description. The derit. Chief Engineer Kerr, Superintendent of the conveyor and other prominent containing goods of any description. The description of the conveyor further than the conveyor further tha

This was almost all consumed. It is said it will take a couple of thouand of dollars to replace There was a lot of local inward car

go in No. 3 warehouse, such as soda and salt. W. H. Thorne & Co. had a big pile of iron and tin plate there and Imerson & Fisher 100 cases of tim

THE BURNED SHEDS.

The two sheds on berths 3 and 4 were ilt by the city and cost, acco to City Engineer Peters, about \$6,000 each. They were erected by day's work. The chamberlain, on the other hand, is of the opinion that these sheds cost between \$4,000 and \$5,000. It would be impossible to replace the sheds for any such money however.

Within a few hours Friday morn-ing about half of St. John's magnifi-foot posts. Then an addition was sent facilities for handling the winter tween Nos. 3 and 4. This structure had a frontage of 150 feet and in the the most spectacular and disastrous fires in the recent history of the city. Black smouldering ruins stretching in the neighborhood of \$10,000. The sh gaunt desolation along the whole northern front of Sand Point are all lows: No. 4, Quebec Co., \$1,500; Nathat remain of the wharves and tional of Ireland, \$1,500. No. 3, Sun. \$1,500; Norwich, \$1,500.

There was no insurance on the ing the fire, but he says he was unable

to see sufficient of the wharves to judge as to the extent of damage. inestimable extent; several cars are burned; many cattle sheds are partly destroyed; a great part of the ele-vator's grain conveyors are gone; the The underpinning of the railway position the substructure was renewed

THE STEAMERS.

Considerable damage was done to the Donaldson str. Lakonia, but her ommander, Capt. McNeill, got her off from No. 4 berth and well over to the other side of the basin by the employment of her own winches.

The Lake Manitoba was somewhat lamaged too. Tugs helped her out

from her pier.
The Tunisian remained at her berth and was uninjured. THE WORK OF THE NEPTUNE.

The tug Neptune, owned and managed by Wm. Thomson & Co., proved yesterday morning that she is not only a good tugboat, but also a capable fire steamer. When she was engaged by the Dominion government to tend out on the port physician, the need of sup-plying the quarantine and other pub-lic buildings on Partridge Island was attempty impressed upon the big box to determine. It was first seen in the lower end of No. 3 warehouse, devoted to the use of the Elder-Dempster line, a half inch stream out of a three inch where are two small compartments, discharge. The capacity of the pump one used as a gear room, where tools is 300 gallons per minute and the disfreight were stored, and the other a carpenter shop in which a fire was usually burning. A boy named Corbin, who was in the carpenter shop in the carpenter shop in the morning and soon John H. Thomson of the Messrs. Thomson of the messrs and on to the new immigration building and was fast eating its the messrs and the messrs are messrs. Thomson of the messrs and the messrs are messrs an bin, who was in the carpenter shop at the time the fire broke out, says the flames broke suddenly through the floor. This statement tends to strengthen the theory of a number of the local underwriters that the fire was caused by spontaneous combustion in the heaps of rubbish under-tion in the heaps of rubbish under-Oriana lying at No. 1 berth and serious damage would have ensued. In-stead of taking hold of the ship Capt. the authorities to the matter before Clark stuck his tug in between the bo and asked that these rubbish heaps of the Tunisian and the Lake Mani-be cleared away, but nething was done. toba which had been towed off from William Quilty, who was one of the the wharf quite a distance. It was a length of the building. In ten minutes first to see the fire, says he had occa-sion to visit the shop that morning and found the flames huming up the side. found the flames burning up the side of the wall. Other theories are that Clark saw that if the flames could be the dramatic of the wall the dramatic of the side of the slip was in ruins. the fire was caused by the dropping of spark from a workman's pipe or that conveyor line there would be little danger of No. 2 shed, the branch of the conveyor system running to the southstrenuously deny the possibility of itself, catching fire. With a determinward to the elevator or the elevator ation for which he is generally credited, Capt. Clark put his crew to work and his most enthusiastic helper was Mr. Thomson. Many spectators feit

R. estimates that concern's loss at satisfied that No. 2 shed would go and \$35,000. Twenty thousand of this would if it had there was no doubt but that

lone by this tug and her complement

The Great English Remedy, is an old, well established and reliable preparation. Has been prescribed and need over 40 years, All druggists in the Dominion of Canada cell and recommend as belong the only medicine of

warehouses are burned together with the long grain conveyors running in front of them and leading to the elevator. Cars standing back of the warehouses were also burned and a corner of the immigration building, sides this many of the buildings were covered with metallic roofing which along of the fire in the grain convey-prevented the moisture from penetratfirst, and here the crowds gathered. The fire was within sixty feet of the tance the water is forced is 140 feet. ly breeze was blowing, and this drove big building and was fast eating its

At the time of the fire a stiff easter-THE FIRE.

The fire, as stated above, broke out in the carpenter shop at the lower or western end of No. 3 shed. In five the flames had enveloped No. 4 ware-house, and in less than half an hour winds, feeding on the violence of its own wrath. Wave upon wave of thick black smoke rolled skyward, carrying

them. It was magnificent but awful. Seen from the northern side, the whole of Sand Point appeared like an impenetrable wall of flame, surmount ed by a thick and heavy curtain which wavered to and fro in the wind, 'On the wharf the buildings were in flames, and above them the grain conveyors formed one long and perfectly straight

THE WORK.

Immediately upon the alarm being given, the Carleton fire department hurried to the scene and the engine given, the Carleton fire department hurried to the scene and the engine took up a position on Protection street, from where streams of hose were sent to the end of No. 3 shed and over the intervening tracks to other points of the fire.

was the neat, and the intensity of the flathes that over a dozen cars had to be left where they were. Three of these standing alongside of No. 3 shed and over the intervening tracks to other points of the falling conveyor.

The fight that had been carried on the flathes that over a dozen cars had to be left where they were worth. These streams together with the stream from the tug Neptune were the flathes that over a dozen cars had to be left where they were. Three of the stream from the tug Neptune were the flathes that over a dozen cars had to be left where they were. Three of the stream from the tug Neptune were the flathes that over a dozen cars had to be left where they were. Three of the stream from the tug Neptune were the flathes that over a dozen cars had to be left where they were. Three of the stream from the tug Neptune were.

The BEST IN USE.

There were several bad breaks in the hose the couplings tearing away from the tug Neptune were.

way through the tunnel-like grain conveyors to the big elevator on the south and to No. 2 warehouse on the west.

Under these circumstances the efforts of the firemen were directed towards the saving of those buildings which as yet were untouched or in

window in the side and did splendid work in drenching the interior of the

conveyor and thus helping to preven the further progress of the fire. But such was the fury of the flames that it was seen by all that this stream of water would in a very short time useless. Then axes were called for and the supports of the conveyor cut partly through, A heavy freight engine, to which chains and cables were attached, tore the supports from under the conveyor, but the affair refused to When it had been weakened another cable was placed round it, but in the strain this broke, and no further attempts were made. While this was ormous projectile, a hurricane of de-struction, impelled by the force of the en up through the elevator and out into the conveyor and the elevator was saved. The water directly opposing the path of the flames forced the fire thousands of blazing embers with back and assisted by the stream from the rear this fire was at last got under which threatened the elevator was floats but was not ordered over. Howowards the same end, had luckily an got their coats and helmets from the equally successful termination.

Between Nos. 3 and 4 warehouse and the stock yards were many car- steamer was stationed on Protection

destroyed. Not even one was lost confalining goods of sany description. The
falining controlled to
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cars ignited the sheds, and in only one instance did the flames make any headway at this point. On the occasion referred to one of the smaller sheds was gutted, the windows in the yard end being burned out. At every opening between the sheds the men fought the flames as ther circulated about the cars and BURST FIERCELY THROUGH THE

WHARVES.

It was a wild and exciting scene, the smoke dense and the heat terriffic. At several points relief crews had to be and was rescued by his friends with the heat and smoke for a few minutes Fortunately there were no cattle in the sheds at the time. When the fire

was at its height trains with 400 head of cattle for the S. S. Lakonia reached Fairville. They are still in the cars at heavily, cutting his head and face sethe C. P. R. yards at Bay Shore. verely.

THE FIRE APPARTAUS. As soon as Chief Kerr got the word he ordered Box 26 at City Hall to be pulled. Something was wrong and the telephone was used. On the trip of the ferry following the one the chief went over on No. 1 engine and hose cart with a large number of men went over control, and for the time the danger No. 1 Salvage Corps waggon was at the averted. Later on another hard fight ever many of the Salvage Corps boys cart and went over and lent valuable assistance to the firemen No. 6 loads of freight. At the beginning of street, near the elevator, and threw the fire an engine was hurried down two good streams. No. 1 was stationed and succeeded in drawing a number of at Rodney Wharf. The big pumps in them to a place of safety. But such the elevator power house were worked was the heat, and the intensity of the for all they were worth. These streams

There were several bad breaks in the the fire.

At the conveyor entering the upper end the canvas and rubber. These breaks or shore end of the elevator was equal-caused serious delays and a thorough

wards the saving of those buildings which as yet were untouched or in which there was some hope of extinguishing the fiames.

Two streams of hose were taken to the platform between the immigration building and No. 4 warehouse. One of these streams was turned on the warehouse to lessen the volume of heat and 2 sheds were saved. The their efforts to save the immigration building. The other stream was turned on the immigration building. The other stream was turned on the immigration building. The other stream was turned on the immigration building it a roar tons of freight of all kinds went turned on the immigration building will what material and apparatus they had at hand.

THE IMMIGRANTS.

When the five boke out there were over seven hundred immigrants in the building. These people were at once house to lessen the volume of heat and 2 sheds were saved. The tour fareely for some time, and Chief kerr gave this point his personal attention. Every few minutes there was turned on the immigration building will what material and apparatus they had at hand.

THE IMMIGRANTS.

When the five boke out there were over seven hundred immigrants in the building. These people were at once house to lessen the volume of heat and Nos. I and 2 sheds were saved. The during the firm the plant of the firm to a panic and for a time pandemonium reigned. There was a wild rush for the doors and windows.

Fastenings were broken and the first of the windows and wild rush for the doors and windows.

Fastenings were broken and theright of the parish-tone over stone in the building. The other stream were sured to burn first the firm the firm the firm of the firm of the firm of the doors and windows.

Fastenings were broken and the right of the windows and the rest.

Fastenings were broken and the first of the windows and the rest.

Fastenings were broken and the right of the doors and windows.

Fastenings were broken and the feater beautiful to the street. Many of them threw articles of the offer the windows and the proper was a street. Many o

muons out Page Woven Wire Fence

The Page Wire Pence Co., Limited, Walkerville, Ont. Montreal, P.Q., and St. John, M.B. vas standing, and into this hundreds f the people were hurried. Men beame separated from their wives, mohers from their children, and all seemed to think of nothing else but to get away. As the train was moving off towards Fairville men could be

seen running after it and trying put pieces of baggage on board. When the building had been cleared attention was given to the furnishings The benches, chairs, desks, and in fac everything movable was carried out and piled on Union street. This pre caution was afterwards found to be John are registered at Kennedy's. unnecessary. The only damage to the building is the destruction of the northastern corner and some slight water

THE STEAMERS. At No. 4 berth the Donaldson boat Lakonia was lying. Next to her at No. 3 was the Elder-Dempster steamer Lake Manitoba, then the Allan liner Funisian, and at the head of the slip

any immediate danger. When the fire was first seen many of the tug boats in the harbor hurried to Sand Point and moved these two steamers out from the berths. They could not go very far, and as the heat was intense it was found necessary to bring into use the fire hose used on the ships. For most of the forencon the water was turned on the sides of steamers exposed to the flames, and in this way they were prevented from being seriously damaged. The paint on the Lakonia was blistered me of the upper woodwork scorched. On the Lake Manitoba the damage was somewhat greater, her upper works being badly scorched and everal of the boats forward rendered

After the flames had worked away from the steamers and the heat was pattern.
less intense, the ships' hose assisted Mr. K the fire department in the work on the conveyor along the side of the wharf. Some confusion was caused on the ships by the burning of the ropes sup-

The above is a plan of Sand Point. The X on No. 3 warehouse shows where the fire started. Nos. 3 and 4 porting the derricks RUMORS OF FATALITIES. scapes from the burning buildings yard, St. Stephen last ing there when the fire broke out. It is simply wonderful that the men got out at all, the flames rushed so rapid-tion for trial under the Speedy Trials ly through the buildings. In the con- Act, and has retained M. N. Cockburn, fusion many reports arose of men K. C. cought in the ruins and burned to into the water beneath. Many men tion will be vigorously prosecuted. among the firemen and workmen about narrowest escapes was that of Time all the goods and merchandise stored Keeper Shea of the Elder-Dempster shed, who was overcome by the smoke

difficulty. A steward named Nicholson on the str. Lake Manitoba was painfully injured while playing a hose on the steamer's side by the falling of a heavy derrick beam, which, released Church street. by burning ropes, fell and struck him

The Lake Manitoba was to have sailed today, but will probably not be able to get away until Tuesday. Among Club on Tuesday evening was quite her passengers were to be Miss Iddles largely attended and a very enjoyable and Miss Yerxa, whose journey to time was reported. About \$25 was South Africa will thus be postponed realized.

for a day or two. DEATH OF MRS. B. R. STEVEN-

SON. (Truro Sun, 13th.) There were many sad hearts in Truro that Mrs. Stevenson had on that day C. R. R. departed this life, as during a residence of some ten years in this town she had store by building a new platform at endeared herself in an especial man- the front. ner to a large number of the citizens, as under all circumstances she exwick after the death of her husband, is repaired. the late Hon, B. R. Stevenson, at one Jas. Heffernan and Jas. Gothrow left time surveyor general of that pro-vince, and her brother, the Hon. J. of work. Will. McKenzie has arrived Bolton, was also prominent in poll-tics. Shortly after coming to Truro Those who attended

ene tablets, ten cents per box. All druggista CHURCH OFFICERS.



CHARLOTTE CO.

News from the Shire Town and Along

ST. ANDREWS, N. B., April 16 .-Rev. Hunter Boyd, in charge of the Presbyterian church at Waweig, and Mrs. Boyd arrived in town by the C. P. R. yesterday. They were driven to Rev. A. W. Mahon's residence, the C. S. Everitt and E. A. Smith of St.

An interesting event took place at the Bay View hotel last evening, the marriage of the proprietor, G. Herbert Higgins, and Georgie Caroline, second daughter of the late Alexander and Mrs. Hartford, of St. Andrews. The nuptial knot was tied by the Rev. R. J. Langford, rector of All Saints. After the ceremony a bounteous supper was served to the wedding guests. The young friends of the newly marthe Oriano. Of these the Lakonia and lake Manitoba were the only ones in bride was made the recipient of a large number of elegant and valuable such improvements in that that es-tablishment as make for the comfort of their numerous clientille. In addition to the repainting of the outside of the hotel and the beautifying of the grounds adjacent thereto, open brick fire places and brass fenders have been placed in the office, ladies' parlo and writing room. The walls thereof are painted a very pleasant shade of green and the woodwork white. The walls of the hall are painted a warm shade of pink, and of the dining room a light green. The stairs, halls and bedrooms have been recarpeted with

Brussels carpet of red ground and neat Mr. Kent bored a well on the hill for the Algonquin to the depth of two hundred and fifty feet, striking a supply of water that after twelve hours of pumping gave no sign of giving

Herbert Frost, one of the parties im-Many hair-raising tales of narrow from a car in the C. P. R. railroad who were work- mitted for trial by Police Magistrate

leath, or blown up in the many ex- Andrae Leo Club hall has been made plosions that shook the wharves or and the old building on King street precipitated through burned timbers has been torn down, so that the erec-B. F. DeWolfe has been notified by the shed were placed among the miss- the C. P. R. to have removed forthing, but investigation brought them with from the warehouses on the all to light after a while. One of the wharves recently purchased from him,

> Mr. Kent is boring an artesian well on the Fryer property.

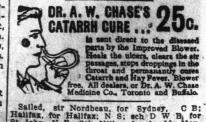
MILLTOWN, N. B. MILLTOWN, April 16.-The death took place yesterday of Richard Mc-Carty, aged 90 years, at his home on The funeral of Steven Gaynor took place on Tuesday forencon, Rev. E. Doyle officiating. Interment was in the Catholic cemeter The pink social held by the U. S.

The Easter ball held by the K. of C. in the Opera House on Monday evening was very successful, socially and Rev. W. Williams of Oldtown, Me., is visiting friends in town. Williard Moon Friday last, when it was learned Lain left yesterday for Auburn by W. W. E. Cochran has improved his

Mumps are prevalent here. The rotary in Eaton's mill broke emplified the life of a true Christian down yesterday and several people lady. She came here from New Bruns- are thrown out of employment until it

tend the funeral of the Hon. A. H. Gillmor, Mrs. Hill's brother. Mrs. Dr. Sylvester, who was called here by the death of her mother, Mrs. Eben Redding of Bailey Ville, return-

ed to her home in New Jersey yester



Sailed, str Nordbeau, for Sydney, Halifax, for Hallfax; N S; sch D W St John, N B; Otis Miller, for do; Ida for do; Fortuna, for Hillsboro, N B; Messer, for do; Genesta, for Thorne's N S.

N. B. LEGISLATU

FREDERICTON, N. B., Apr The Speaker took the chair at o'clock. Hon. Mr. Labillois in re an equiry by Mr. Glasier said: ratepayers of Sunbury Co. that t rtment of public works had an ination of the Waasis bridge a result of that examination cessary repairs by day's worl uld have been repaired before the log cribbing from the top ballast floor to road surface spring freshet would raise up crib logs and the stone would out along each side of the ros plank flooring was also rotten and of the stringers rotten, and gen-speaking the bridge was in bad s The reason why the workmen dismissed on 2nd March last w that it was considered too costly ish gravelling the work. It was the best to let the ground thaw out tion of the government to pr with the completion of this brid soon as the summer season open SCHOOL BOOK PRINTING

In reply to Mr. Flemming, as t conditions of the contract mad tween C. Flood & Sons, relating t printing of the school books of the vince, Hon. Mr. Tweedie read the contracts made between the Boar Education and that firm in June, and May, 1900. One of the cond is that the publishers were to call tenders for printing these books an from the tenders it was found that publishers could get such books p ed in New Brunswick for not than ten per cent. above the price which they can secure the printing the same elsewhere in Canada, the books were to be printed in

In reply to Mr. Flemming's que as to whether the government had en the necessary steps to ascerta province as cheaply as they are ob ed at present, Hon. Mr. Tweedie

Mr. Lantalum presented the pet of the city of St. John for the pas of an act to vest the appoint the chief of police in the city. Mr. King introduced a bill to aut ize the municipality of Kings to empt the Maritime Packing Co.
Sussex from taxation for ten year
Mr. Purdy presented the petition
the city of St. John in favor of a to regulate bill posting in that cit Hon. Mr. McKeown introduced to amend the act authorizing St. . to supply water to Lancaster, to thorize St. John to issue deben for water extension in Lancaster to amend the laws relating to ass taxes in St. John.

Mr. Hazen introduced a bill to am the act relating to the St. John He cultural Association. Mr. Jones introduced a bill to in porate the Carleton county hospita Mr. Osman gave notice of a mo tion of the city of Fredericton in sequence of its lack of sewerage

the prevalence of typhoid fever, to the necessity which might exist the removal of the Normal School Mr. Copp presented the petition Silas W. Copp and others in favor a bill to incorporate the Main st Baptist church of Sackville. Mr. Allen presented the petition

Henry W. King and others in favor the bill to incorporate the New Bru wick Gas and Power Co. Mr. King introduced a bill to auth ize the closing up of certain unu highways in the parish of Hamp

on the ground of urgency. It was r Hon, Mr. McKeown introduced a to incorporate the Dalhousie Lum

Hon. Mr. Tweedie informed the ho that the chief justice of Canada set down Monday next for the ar ment of the redistribution case. The house went into committee bills, Mr. King in the chair, and agr to the bill to incorporate the Mariti Christian Missionary Society, the

to authorize the municipality of Ca on to assess in aid of the hospital, the bill to incorporate the Sackv Water and Sewerage Company. Mr. Copp explained that the last m tioned bill proposed to increase capital of the company by the amo

FISHERY RESOLUTION DEBAT

Mr. Clark resumed debate on fishery resolution. It is impossible said, for any one familiar with the nation to draw any distinction betw the inshore and deep sea fisheries so far as the payment of the bour is concerned, because the fishing visels are engaged in both deep sea a inshore fishing, and all fish brought to New Brunswick or Nova Scotia by the fishermen of those provinces consedered the product of the p vinces. Any fisherman of the Ma time Provinces may benefit by bounty which is actually a payme by the Halifax award. In 1880 when t parliament of Canada it was sho that if the amount of the award w to be paid over at any time to the p vinces they would also have to assu the burden of protecting and devel ing the fisheries. As New Brunsw not entitled to interest the amo of the award if paid over would from \$750,000 to \$1,000,000 which at f per cent. would yield from \$30,000 40,000 per year. In 1891 the Domini government expended for the encoragement of New Brunswick fisher the sum of \$62,000, of which amou there was \$11,879 used in maintaini the cruiser Curlew. This does not clude all the expenditure that shou be made for maintenance. It is men ly the cost of maintaining the cruis the interest on the first cost being l out of consideration. Besides whose has the management of the fisheries the near future will find it necesse to employ additional cruisers for service is claimed to be wholly in dicient for the proper enforcem the regulations. It is recognized those competent to judge that ste will soon have to be taken to p serve our fisheries. Many fishe are afraid that some of our most va abue fisheries will disappear because overfishing and other causes. The

fore, if New Brunswick gets share of the Halifax it will be necessary to establish a fis