

SEE SPECIAL RATE TO U.S. PAGE 3

THE EVENING TIMES.

THE WEATHER. Westerly winds and fair tomorrow.

VOL. I., NO. 127.

ST. JOHN, N. B., MONDAY, FEBRUARY 27, 1905.

ONE CENT.

MILLIONS LOST IN NEW ORLEANS FIRE.

The Water Front Swept By Fierce Conflagration--Freight Terminals Wiped Out--Serious Blow to City's Export Trade and Immense Damage Done.

New Orleans, Feb. 26.--Fire involving millions of dollars lost in property, and striking a serious, if temporary blow as the immense export trade of New Orleans, swept the river front tonight and wiped out the freight terminals of the Illinois Central and tracks; the firemen found difficulty in reaching the flames. In half an hour the fire covered two squares, the lower elevator was practically consumed. Harbor tugs hastened to the wharves and vessels that were moored there were pulled into the river. At the same time switch engines were rushed to the wharves and hundreds of cars loaded with freight were drawn to points of safety. Hundreds more, however, were consumed. The wind was blowing down the river as the blaze began and the fire spread with greater rapidity in that direction.

By 9 o'clock the sheds and wharves from Amelia to Louisiana avenue, a distance of six squares had been destroyed. Fortunately Louisiana Avenue is a very broad thoroughfare and the fire beyond that point into a residence section was checked. The river boats and the employees of the road and the fire department, concentrated all their energies in an effort to save the upper elevator between Audubon and Constantine streets and to check the fire at that point. The fire, however, gradually worked past the point occupied by the elevator. Heroically the forces kept at work, but ultimately they were beaten, and the big steel structure, covered with corrugated iron, suddenly burst into flames and in a half hour was a complete wreck. At midnight more than nine squares of the terminals had been completely destroyed and it seemed unlikely that the fire would be checked until it reached Napoleon avenue, which also is a very broad street.

Immense piles of corrugated iron, torn from the sides of the upper elevator, were carried through the air as if they were feathers and dropping in every direction, constantly endangering the lives of firemen and spectators.

Probably fifty thousand people watched the fire. Loss \$5,000,000. New Orleans, Feb. 27.--With the fire that destroyed its immense port terminals still burning, though beyond the power to do further damage, the Illinois Central today announced that as soon as the steel crew will be put to work to clear away the debris and the dock quickly rebuilt on a substantial scale than before. Officials of the road are today engaged in the formulation of plans that will enable them to handle the traffic now on its way here from the west and avoid material diversion of freight from this city.

The loss is estimated at five millions, divided as follows--2 elevators, warehouses, sheds \$2,000,000; 23,000 bales of cotton, \$20,000,000; 700,000 bushels grain \$385,000; 15,000 bbls. sugar \$300,000; cotton seed \$16,025; cement \$55,520; meal 200 cars \$100,000; sundries \$150,000; five hundred freight cars \$30,000; ships damaged \$50,000; city fire department, two engines and six horses \$150,000; private property and other damages \$218,000.

The railroad carried its own insurance and the contents of the various elevators and sheds were insured in local and foreign agencies. The wharves covered 4,750 feet over a distance of ten blocks. Of this wharfage 3,500 feet and what it contained was destroyed, the remainder at the upper end of the terminals being saved through the fact that the wind blew strongly in the opposite direction. The destroyed wharf cost \$500,000. Elevator "D," leased to Harris Scott and Co., Chicago, cost \$200,000 when built, and elevator "E," which was operated by the Illinois, cost \$300,000.

Apparently no lives were lost in the fire, though there were many narrow escapes of those who were engaged in fighting the fire. Two fire engines were surrounded by the rapid advance of the flames, and their crew had to run for their lives. The fire started in the conveyors to elevator "D." It spread with remarkable rapidity, the sparks dropping into old barrels on the wharf all except two were toward the river and escaped without damage. The Indiana, the Leyland line, had her rails, cabin house, masts, etc., wiped clean off and the Cyclo was burned about the prow and sides. Superintendent Dunn directed the forces of the railroad company for several hours, said today that it was probable the pier, elevator and sheds could be restored within a year. In his opinion, the fire originated in the pier, elevator, etc. Arrangements have been made to take care of the traffic now on route here and provisions for handling export and import trade of the company until docks are rebuilt. General manager Preston of the company has tendered the use of his Chamblie property to the Illinois Central and it is probable that point. In addition to the railroad property, the fire destroyed the Crescent Ice company plant, many small stores and a number of small residences.

Fire in Whitman. Whitman, Mass., Feb. 27.--The Jenkins building, a three story building, occupied by a number of firms and stores, was burned today. The fire started in the morning. Adjoining buildings caught fire several times, but the blaze was extinguished in each case without serious loss. The damage is estimated at \$75,000. Janitor Fullerton, who was supposed to have been asleep in the building when the fire broke out, was later located unharmed at his home.

Will Soon Be Millionaires. New York Bricklayers Can Now Earn as High as \$67.20 Per Week. New York, Feb. 27.--Over 9,000 bricklayers in this city in accordance with their agreement with the mason and bricklayers' association will have their wages raised from 65 to 70 cents an hour on Wednesday, the highest wages ever paid to bricklayers in this country, says the Times. Under the rate of wages, it will be possible for a bricklayer to make \$67.20 a week. Eight hours at 70 cents an hour is \$5.60 and in the by season almost without exception bricklayers work 12 hours a day. For every hour over time, they receive double pay. The present agreement was made last May.

Britain St. Water Pipes. In connection with the repairs to the water supply on Britain St. Superintendent Murdoch today informed the Times that the water pipes between Gormain and Sydney streets have been thawed out and he expected the section will have the usual supply of water by tonight. In the section between Sydney and Charlotte this morning 100 feet of the frozen pipe had been thawed out and the remaining portion of the work is being proceeded with as rapidly as possible.

It Will Pay You, If You Are A Business To Advertise In THE TIMES.

RAILWAYS FAST AND GREAT BATTLE IS NOW IN PROGRESS.

Intercolonial in Particularly Bad Fix---Trains Stalled Between Hampton and St. John---Cape Breton Reports a Better Outlook---Fine and Clear Are Tomorrow's Probabilities.

Toronto, Feb. 27.--Probabilities for Maritime Provinces:--Westerly and southeasterly gales clearing and becoming a little colder. Tuesday westerly winds and fair.

Every indication up to yesterday, was that all interference with the traffic along the I. C. R. east would be removed within a few hours, but the unexpected happened, and the storm, which raged last night, again placed the roadbed, in almost as serious condition as before. On Saturday, the first train to arrive was the Sussex express at 5 p. m. Another from Moncton arrived at 6:30, and about 3 o'clock, yesterday morning there was another arrival from Moncton.

Today's Conditions. Today, however, a different aspect presents itself. No. 2 express which left here with a double header nearly on schedule time got stranded in a snow drift between Quispamsis and Robesay. After hard work, the train got clear of the drift, only to be followed by the derailment of one of the engines, No. 24. About 11 o'clock this morning, an auxiliary train with a double header left for the north, and it is expected that the road will be cleared by 9:30 and the road between Moncton and Halifax is now open to traffic, after a long siege of interruption.

No. 25, the C. P. R. from Halifax, left there this morning for this city and No. 26, which was a little over one hour late this afternoon, will proceed to Halifax as soon as the obstacles presented to traffic caused by the derailed engine near Robesay are removed.

It is expected that by tonight, should another hurricane not start in, that through traffic between here and Halifax will be again in fairly good condition.

The Boston express, which should have left here at 7 o'clock this morning, did not get away until afternoon hour, owing to the delay in the arrival of two engines from Grand Bay, in the vicinity of Grand Bay the drifts were quite heavy and in order to clear up the road a double header with snowplow and sander was sent from McAdam.

Oxford Line Tied Up. The Oxford branch is tied up owing to the derailment of a train in a high drift. She is liable to stay there for a few hours. No particulars have been received here as to the extent of the damage nor as to how many cars are off.

The Storm Problem. In Nova Scotia the railway production there might be contributory responsibility on the part of the street railway, in attracting the fish, the fish being attracted by the current of electricity. On the other hand, there was no evidence to show whether the fish was a valuable food fish, as he understood it had been destroyed. It might have been nothing more than a minnow. The case was a very important one, and might involve litigation. If the city's contention were sound there might be in the fish trade a valuable source of revenue.

Pending the receipt of the recorder's opinion the board took no action. "Ah!" said the feicle to the Faves this morning, as it swelled with anticipation. "It's me for the helmet of that poleman."

But the poleman dodged and the feicle humped a harmless citizen. Thus do the wicked flourish and the good die young.

The scarcity of snow is not so keenly felt, after last night's storm.

Two Immense Armies Are Engaging in What May be the Most Awful Conflict of the War---Stoessel Arrives in Moscow and is Warmly Received.

St. Petersburg, Feb. 27.--General Kurapatkin, in a despatch dated Feb. 26, announces that the Japanese have commenced manoeuvring in the direction of WauTan pass. Associated Press despatcher from the Japanese headquarters in Manchuria, was a brief statement that the Russians continued the bombardment Saturday and Sunday, that the weather is very cold, and that it is snowing.

Big Battle Now on. St. Petersburg, Feb. 27, 1:35 a. m.--Action of no mean proportions is in progress on the Russian front. The advantage thus far is on the side of the Japanese, though at heavy cost. From advice on the front it is difficult to say how severe the losses have been, or how decisive the reverse, and whether the Japanese are likely to attempt to drive in the Russian left flank further.

General Kurapatkin evidently has been trying to establish his left flank far in advance, to command the crossings of the Taisei river, the operation being a counterpart of General Rippenberg's movement on the right flank to secure the fords of the Hun river preparatory to the breakthrough of the ice in the spring.

The scene of the operations is fifty miles southeast of Mukden, beyond Da Pass, an important defile commanding the road to Fushun. Both armies occupying apparently impenetrable positions on the centre. General Kurapatkin evidently planned to inaugurate widely sweeping operations on both flanks, but the Japanese countered hard.

According to a Vladivostok despatch to the Associated Press the entrance to that harbor is open, and the squadron, which is seaworthy, is apparently taking no risks but is saving its strength for co-operation with Vice-Admiral Rojstvensky's squadron.

Stoessel at Moscow. Moscow, Feb. 26.--General Stoessel, late commander of the Port Arthur Russian forces, and his party, arrived here at 9 o'clock this morning. General Stoessel was met in the Imperial pavilion at the Nicholas station by the governor, nobility, numerous officers and civil officials. Colonel Diminsky made a eulogistic address of welcome, declaring that "your splendid defense of Port Arthur amazed the world and created immortal glory for Russia. Numerous bouquets were presented to Madame Stoessel. The general afterwards held a reception. His wife will go to St. Petersburg, on Wednesday but subsequently he will return here for a prolonged stay.

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BRILLIANT CEREMONY. Kaiser's Anglican Cathedral Consecrated in Berlin Today---A Stately Service.

Berlin, Feb. 27.--Emperor William's mecca for Protestant sects of the Evangelical cathedral here, was consecrated today in the presence of most brilliant assemblage, among whom were delegates from all the Protestant nations. The service was simple and stately and was enriched with wonderful music.

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THE TIMES NEW REPORTER.

The sun came out for a few minutes today, but thought better of it and returned to its hole.

Despite Dr. Osler, the bald headed man at the theatre will still believe itself young and giddy.

IMPORTANT TO TAXPAYERS. A special meeting of the treasury board was held this morning.

It appears that on Saturday morning, Erb & Son, the photographers, in drawing water from the tap in their work-room, discovered a small fish in the sink. It had come through the pipes. They immediately notified the water office, and a man was sent down for the fish. It had, in the meantime, died. The man went away, and in a short time returned with a bill.

Mr. Erb refused to pay it. He said he had not ordered any fish for Saturday, nor had he been fishing. There was no evidence that he had taken this fish out of the sink, in fact he rather didn't take it at all. It came without bait.

The recorder was summoned, but declined to give an opinion until he had conferred with the chief justice and Mr. Halliell. The fact that the city had extended its water main to the reservoir would seem to be prima facie evidence that the city was at least a consenting party to the removal of the fish in question.

Though if the pipe through which the fish passed was effected by electro-

lysis there might be contributory responsibility on the part of the street railway, in attracting the fish, the fish being attracted by the current of electricity. On the other hand, there was no evidence to show whether the fish was a valuable food fish, as he understood it had been destroyed. It might have been nothing more than a minnow. The case was a very important one, and might involve litigation. If the city's contention were sound there might be in the fish trade a valuable source of revenue.

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HOTEL ARRIVALS. Victoria--E. R. Pennypacker, New York; F. Eastman, Boston; Harry Lowry, Montreal; A. E. Manning, Toronto; E. S. Peters, Gagetown; E. J. Perry, Yarmouth; D. A. Wedlock, Kentville.

Clifton--H. D. Porter, Andover; C. S. Speirs, Charlottetown; W. Fred McLennan, Charlottetown.

Royal--M. E. Murray, Boston; P. J. Clarke, Toronto; Geo. M. Lewis, Toronto; W. C. Held, Boston; Chas. Hunter, Springhill; W. H. Allworth, Toronto; G. M. Atwood, Rock Island.

Police Reports. The police were called into Edward Corbett's house on Main street, Saturday to quell a disturbance his son was causing.

John Harrington, who was creating a disturbance in Salvation Army barracks on Mill street, Saturday night, was ejected by the police.

A latch key found on Charlotte street has been left at the central police station.

A fur collar found on Main street awaits an owner at the north and police station.

"Why do you Americans worship the almighty dollar?" answered Miss Cayenne. "Unless it's because the almighty dollar will buy almost anything that Europe possesses or can produce."

"Dumky--I suppose she didn't like my making sheep's eyes at her, eh?" Sympson--"She didn't, like you using sheep's eyes the way you did."

Fudd--"I wonder why it is that we speak of a man as 'she'?" Henpeck--"Ab, she means 'I, you are never to marry'."