

The Semi-Weekly Telegraph

NO. 45.

ST. JOHN, N. B., WEDNESDAY, FEBRUARY 24, 1904.

VOL. XLII.

War Bell
is now fast
and
progresses
whole
country
will be
everywhere
Send 10 cent
stamp to
Address R. B.
St. John, N. B.

SALESMAN
Whole or p.
outfit free.
Out.

WANTED
introduce
employment
207 St.
2-17-04

GIRL WANTED
to work in
kitchen, and
sewing
Address R. B.
St. John, N. B.

WANTED
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WINKS ANGRY AT HAGUE DECISION.

Clacking Powers of Venezuela to Get Preferential Treatment.

COURT UNANIMOUS.

Britain, Germany and Italy to be Paid First--The United States Government Doesn't Like the Idea of the Doctrine That Might be Right.

Hague, Feb. 22--The arbitration court, which has been considering the claims of the blockading powers for preferential treatment of their claims against Venezuela, has decided unanimously that the three blockading powers, Great Britain and Italy, have the right to be paid first, and the United States government doesn't like the idea of the doctrine that might be right.

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TWO VESSELS ARE DASHED TO PIECES.

Maine Schooner, Bound to Halifax, Goes Ashore in Dense Fog--MATE DROWNED.

One of the Crew Came Ashore on Wreckage and Told of Seven Others Clinging to the Wreck in Hops of Being Saved--Unknown Three-master on Jersey Shore.

New York, Feb. 22--During a dense fog, high sea and wind, two vessels went ashore today, one near Bellport (L. I.) and the other near Long Beach (N. J.). The former was the Benjamin Cromwell, Portland (Me.) schooner from Charleston (S. C.), for Halifax (N. S.), with pins. The name of the ship ashore at Long Beach is as yet unknown.

The mate of the Benjamin Cromwell was drowned when one vessel dived into the sea on a piece of wreckage and seven others clung to the wreck of their ship in the hope that the life savers would be able to reach them.

The life saving crew on both the New Jersey and Long Island coasts had feared some disaster in the fog and fog and increased the shore patrol so that attempts to save the lives of the shipwrecked crews were really under way, grouping through the fog.

The Cromwell went aground off Bellport, swept by a tremendous sea she plunged heavily on the bar. The crew clung to the rigging until the vessel's masts fell and at intervals could be seen from the shore. With the masts gone the high seas broke over them and finally the mate, numbed by the cold, lost his hold and was drowned.

One of the sailors was washed off, drifted ashore on a piece of wreckage and revived by the life saving station and received. He reported the drowning of the mate. Unsuccessful attempts to launch the boat were made by life savers.

The three masted schooner which went ashore near Long Beach (N. J.), began to break up almost immediately. Attempts to launch the life boats proved unsuccessful. Time after time the life savers went into the waves with their boats, but each time they were hurled back to the beach. The guns were trained on the wreck just as the fog thickened and hid the vessel from view. Several lives were discharged at the vessel but with what effect it has not yet been learned. Several pieces of wreckage have floated ashore.

WHISKY SHACK ON ICE BRIDGE AT NIAGARA FALLS.

The Yankee Proprietor Shoves His Stock on One Side to the Other When He is Molested.

Toronto, Ont., Feb. 22--(Special)--The attention of the provincial liquor department has been called to a "chance" at a whisky shack on the ice bridge at Niagara Falls for the benefit of the visitors.

He has chosen a spot as nearly as he can make out on the boundary line between Canada and the United States, and whenever he is molested from one side, he shoves his stock in trade to the other side of the boundary line.

STEAMER DAMARA'S FEARFUL TRIP.

Furness Liner Makes Halifax After Repairing at St. John's, N. F., Damages Received in a Gale.

Halifax, N. S., Feb. 21--Battered by terrific gales and high seas, the Furness liner Damara, from Liverpool Jan. 26, via St. John's (Nfld.) has arrived here. Capt. Gorst reports that the vessel was damaged by the storm during her trip from Liverpool to St. John's, and that she was forced to stop at St. John's for repairs.

On Feb. 2 the decks were again swept, hatches damaged and water went into the hold among the cargo. The following day the storm increased in fury, the after deck was battered, winches and steam fittings smashed, rudder and steam steering gear damaged, and the steamer lay helpless for six hours. Two men at the hand wheel were thrown to the deck and injured, the quadrant snapped and the iron gear at the rudderhead carried away. The steamer, after much difficulty, made way through the ice to St. John's, and was repaired.

Captain Gorst reports that on Thursday he sighted the British steamer Bruce with boys stove by ice, bearing up for St. John's (Nfld.).

Rail Mills Resume.
Halifax, N. S., Feb. 22--The Boxwood mill, built and blowing mill No. 1, of the Pennsylvania Steel Company, resumed operations today, the entire force of 700 men laid off last Monday going back to work.

JAPANESE CAPTURE FOUR MORE TORPEDO BOATS.

Russian Vessels Were Caught by False Signaling.

Czar's Government Protests to the Powers That the Japanese Struck Too Soon, and Violated the Rules of Nations--Port Arthur Now a Naval Stronghold Only--British Naval Officers Feted at Tokio--Land Campaign May Not Begin for Some Time.

London, Feb. 22--The Nagasaki correspondent of the Daily Telegraph cabling under date of Feb. 22, reports that the Japanese squadron has captured four Russian torpedo boats at Port Arthur by using Russian signals.

Such a device appears to confirm reports from various quarters of a fresh attack on Port Arthur by the Japanese. The report reached Nagasaki from Chefoo and it adds that the Russian crews of the four torpedo boats have been transferred to the torpedoes already reported. No other news of this attack has been received in London, but the Japanese victory over the Russian fleet is now an accomplished fact, and a correspondent of the Associated Press cables that Port Arthur is now strictly a naval stronghold, and the forts are now being manned by naval gunners. Only twenty foreigners are now at Port Arthur and they are traders disposing of their property. Some of them are under suspicion and there is likelihood of their being arrested. There are many complaints of unwarranted arrests, and the Japanese are accused of a policy of intimidation of character by the British press.

The report that large bodies of Cosack and other troops are occupying Newchwang and Hsin-Ming-Tin are unfounded.

British Squadron at Hong Kong.
A despatch to the Daily Mail from Hong Kong says a British squadron is concentrating there, that a corresponding French concentration is being made at Saigon, Indo-China. This is expected to be a result of the Anglo-French understanding.

According to the Nagasaki correspondent of the Daily Telegraph the American squadron, the vessels of which are variously reported at Chefoo and at the mouth of the Yalu river.

Japan's Military Organization Superior to Anything in Europe.
London, Feb. 22--Indefinite reports of the movements of troops in the vicinity of the Yalu river and statements of attempts to cut the Siberian railroad are also published this morning.

The We-Hai-Wei correspondent of "Times" describes a visit to Chefoo, Korea, on Feb. 19, and the Japanese operations, which he says, demonstrated that the Japanese military organization is superior to that of any European power, and that the Japanese are making a considerable advance along the peninsula, as expected shortly.

A general Japanese advance is occurring at Pung Yang in sufficient strength to guard against a sudden Russian descent upon the organization and advancing as through the construction of the railroad towards the Yalu River progresses. Russia appears to be less prepared than was China in 1895.

It is believed that only three trains a day can be run through Manchuria. Supporting these are equally divided between troops and supplies, as would be necessary. Russian land forces before April. Japan's naval coup has been so unexpectedly successful that her troops will take their time. Shadowy intents are now frozen over, including the dismemberment of our forces. This is especially true at Port Arthur where a new landing of troops is impossible owing to the ice.

Baron Hayashi does not credit the report that 2,500 Russians have been killed in an outpost engagement at the Yalu river. He says there is no Japanese force there that is vicinity large enough to inflict such a loss.

The only naval development Baron Hayashi expects in the near future is a possible attack on the Japanese fleet by the powerful Russian torpedo flotilla at Port Arthur and lighthouses. On the Japanese side, except possible actions against the Russian Vladivostok squadron, the Japanese minister doesn't look for development at present, believing that Admiral Togo will be satisfied to keep the disabled Russian squadron prisoners at Port Arthur.

The minister credits the Russians with having barely 100,000 troops in Manchuria. Japanese and Russian Notes on Restricting War Area.
Washington, Feb. 22--The state department has made public the text of the notes exchanged with the powers respecting the far eastern war. The United States is said to be waiting.

May Wheat \$1.01 per bushel at Winnipeg. Winnipeg, Feb. 22--(Special)--Great activity and excitement prevailed on the Winnipeg grain exchange today. May wheat which closed at 105 Saturday selling as high as 110 3/4 today. Local millers are experiencing great difficulty in getting wheat and may have to close down from 20 to 10 loaves for a dollar today.

25 FEET OF WATER IN LAKE MICHIGAN'S ENGINE ROOM. Vessel Likely to Be Floated if the Weather Keeps Calm for a Day or Two.
London, Feb. 22--The British steamer Lake Michigan, Captain Owen, from St. John (N. B.) and Halifax, Feb. 8, for London, which came into collision with the British barque Matherhorn on Friday last, and was beached in a sinking condition near Dungeness, in the Straits of Dover, has twenty-five feet of water in her engine room.

The Matherhorn's bowprit is gone and her stem is bent, the principal damage being above the main deck. She has been surveyed and has been certified as being in a fit condition to be towed to Antwerp, her destination.

TERRIFIC RAIN STORM AT HALIFAX.

Sewers Are Blocked and Basements and Cellars Flooded.

HURRICANE WIND.

Pedestrians Had to Choose Between Wading in the Deep Slush or Take to the Ice-covered Sidewalks, and Run Chances of Being Hit by Ice and Snow Slides.

Halifax, Feb. 22--(Special)--With the wind blowing with hurricane force from the southwest, and rain pouring in torrents, Halifax today experienced one of the worst days of the season.

The storm raged all day and until late in the evening, and as a result much damage has been done.

Such a down-pour of rain could not have come at a worse time, the streets being piled up with snow and the gutters and catch basins blocked. There was no outlet for the water and in consequence many of the streets resembled the electric cars run.

Cellars and basement kitchens in many parts of the city are flooded, and in some of the former the water is several feet deep. The streets in general are in a terrible condition, making traffic very difficult.

Nearly all of the sidewalks are covered with ice and being wet and slippery, they are particularly dangerous. Snow slides and huge pieces of ice falling from roofs of buildings threatened unsuspecting pedestrians, but fortunately no person sustained any serious injury.

The storm abated about 10 p. m.

TWO SEAMEN PERISH IN ATTEMPT TO AID SHIPWRECKED CREW.

Chief Officer and Carpenter of the Steamer York Castle the Victims--Steamer Micmac Later on Succeds in Rescuing Them.

New York, Feb. 22--Two men were lost today from the steamer York Castle, which arrived today from Delago Bay, in an attempt to give aid on Feb. 21 to the Bangor (Me.) schooner Willie L. Newton, about 200 miles southwest of New South Wales.

The Newton was lumber laden from Brunswick (Ga.), for New York and lost her rudderhead. The York Castle stood by the schooner from 2 o'clock till 8 o'clock the morning during which time the schooner displayed signals. Her boats were intact but they failed to launch one to aid themselves. Finally the York Castle Chief Officer Alexander Turner in charge of the lifeboat in charge of the schooner. The lifeboat was jammed and as the ship was rolling violently the five men were thrown into the sea. After considering the difficulty three of the men were rescued, the other two were lost. The two men lost were Chief Officer Turner and Carpenter Gray. Both belonged to Sand-herland (England). Seeing that the schooner made no effort to launch her boats the York Castle proceeded.

The British steamer Micmac, which arrived today from Huelva, brought into port seven shipwrecked seamen, the captain and crew of the schooner Willie L. Newton, which they abandoned at sea in lat. 37.30; lon. 72.08. The Micmac sighted the distressed schooner four hours after the steamer York Castle abandoned the attempt to rescue the crew of the wrecked vessel. At 4 o'clock in the afternoon of Feb. 21st, the first officer of the Micmac and five seamen launched a lifeboat and after considerable difficulty succeeded in transferring all hands from the wreck.

Captain Norwood, of the Newton, said the vessel had heavy southwest gales with a huge cross sea which tossed the schooner so violently that the rudderhead was twisted off. The schooner fell off in the trough of the seas, the waves breaking over her. She strained so violently that the crew were unable to keep the water from the vessel's hold. The leaks gained so rapidly that the vessel became water-logged and unmanageable.

The Willie L. Newton sailed from Brunswick (Ga.), on Feb. 14, with a full cargo of lumber, bound for New York. She was built at Bangor (Me.), her home port, in 1881. Her net tonnage was 326.

The Hamilton Insurance Company to Pay All Claims, But Has Reinsured Its Risks in the Hartford Company.
New York, Feb. 22--The Hamilton Fire Insurance Company of this city, which is to go out of business, is the second to close its affairs as the result of the Baltimore fire. It has reinsured all its risks in the Hartford Fire Insurance Company. The Hamilton Company sustained a loss of \$97,000 at the Baltimore fire. It was organized fifty-two years ago, and has previously met all demands. Last Saturday at a meeting of the directors it was decided to pay all claims, but it was later decided, for the safety of its policy holders to insure all policies in another company.

NEW ZEALAND TO GET PREFERENCE.

Cabinet Decides to Grant the 33-1-3 Per Cent, Same as Great Britain.

DECLINED THE OFFICE.

A. G. Doughty, Who Was Appointed Dominion Archivist, Doesn't Want the Job--New Postmaster at Charlottetown--The Railway Commission Has Many Complaints.

Ottawa, Feb. 22--(Special)--At a meeting of the cabinet today an order-in-council was passed extending the trade preference of 33-1-3 per cent now granted to Great Britain to New Zealand. This has been done in return for the preference granted to Canada by New Zealand. Some time ago Canada gave South Africa the benefits of the Canadian preference.

An order-in-council has been passed appointing Hon. John F. Wilton postmaster at Charlottetown (P. E. I.), and assistant post office inspector for Prince Edward Island, in the place of the Hon. Frederick de St. Croix Brock, deceased.

A. G. Doughty, of Quebec, who was appointed dominion archivist, has declined the position. The order making the appointment has therefore been rescinded.

Railway Commission Has Many Complaints.
The railway commission has received a number of applications from manufacturers in Ontario to hear complaints against railway companies for breaking goods in transit. A stove manufacturer says that he had to forward a consignment of stoves before filling the order, part of the first and part of the second shipments had to be returned for repairs. He had to get no satisfaction from the commission. It is getting so that the commission under the act can hear such cases.

The fruit growers and the manufacturers are busy preparing for the commission dealing with discriminatory rates.

Dr. P. H. Bryce leaves shortly for St. John and Halifax to establish headquarters for discussing emigration with the Montreal press for many years past, stands a very good chance of getting the position of gentleman under the black coat.

Sir Frederick Borden, who has been in Boston for some time past, will return here on Saturday next to attend the Paardeburg dinner which takes place that evening at government house.

To Train Militia Officers.
A scheme has been worked out by Lord Dundonald for the better education and qualification of militia officers. Recognizing that military officers are busy men and cannot spare from their other occupations for long periods for military work, he has devised a system by which the busiest man can be making use of his short holidays, acquire an adequate knowledge of the duties.

Militia examinations for promotion will be divided into five classes, each class will be carried on throughout the year, divided into four courses of twelve days, except for special arms. Each course will begin and end on a date published long before, so that candidates for promotion will know exactly when the course takes place in the class which concerns them.

The first class will be for the appointment of lieutenants, the second class for the promotion to captain, the third class for promotion to major, the fourth class for promotion to lieutenant colonel commanding and fifth class to the staff and higher commissions.

When an officer wishes to qualify for the command of his regiment he goes not to one of the militia schools of instruction, but to the central camp of instruction. Here he is put through a thorough tactical training and is given constant practice in the actual handling of bodies of troops under service conditions. If he wishes to qualify for the staff he goes once more to the central camp and passes through higher tactical training, in which he handles mixed bodies of troops and works out tactical schemes over all sorts of ground.

Lord Dundonald hopes that the privates will get at least 75 cents per day during the twelve days training in camp. Hon. H. R. Emmerson returned at noon today from the maritime provinces.

Canadian Missionaries Safe.
The state department has received a cable from Korea, stating that Mr. and Mrs. McKee and Miss McMullan, the Canadian Presbyterian missionaries at Ham Heng, have arrived at Wessan in safety.

TURKEY AND BULGARIA PREPARING FOR WAR.
London, Feb. 23--Telegrams from Vienna and Salonica published here this morning, give alarming but unconfirmed details of preparations pointing to a war between Turkey and Bulgaria.