

SEE SPECIAL RATE TO LET ADS. PAGE 3.

VOL. I., NO. 131.

ST. JOHN, N. B., MONDAY, FEBRUARY 20, 1905.

ONE CENT.

THE EVENING TIMES.

THE WEATHER. Fair, and much colder Tuesday.

AFFECTED BY STORMS.

Railways Still Meet With Many Great Difficulties.

TRAVELLERS' TALES.

The D. A. R. Has a Hard Time—Cape Breton is Still Isolated—Mines are Short of Water.

Yesterday, the I. C. R. and the C. P. R., were in the hands of the ever-beautiful, but generally disastrous—The Lady of the Snows.

There was a general blockade on the C. P. R. and on the C. P. R. and on the Boston express at Fairville was obliged to suspend activities because of a few freight cars on the track at Bentley St. crossing in this case the passengers on the Boston were brought to the city in teams.

The night train from east went somewhat dilatory. Passenger train No. 81, scheduled to reach here at 1:30 yesterday morning, did not arrive until after 8 o'clock this morning.

The line between the city and Halifax is now clear, although it is a question, considering the recent series of events, what might turn up in the storm line within the next twenty-four hours.

The blocked trains at Norton were assisted by a plow and two engines sent from here.

Today the Atlantic express was fifteen minutes late and the Boston two hours. The Atlantic was held here for Boston connection.

In the Valley. L. B. W. Dickson, representing the Sherwin Williams Co., is at the Dufferin. Mr. Dickson, asked by a Times reporter as to the condition of the snow in Nova Scotia, said it was very high in driftings along the road, to such an extent that traffic is generally tied-up on the D. A. R. Business is cancelled between points on that road and every available laboring man is at work.

Mr. Dickson left here ten days ago for Digby to continue his usual route but he had to return on account of the snow blockade. On the ten days trip through the Annapolis Valley he was only able to reach four towns.

All last week there was only one train through from Halifax to Yarmouth, and on that train the passengers had to walk about seven miles between Mount Uniacke and Windsor Jet. When the trains arrived at Wolfville, some travellers boarded it and it took thirteen hours to run 80 miles to Digby.

Mr. Dickson arrived on the boat from Digby, Saturday night, pleased to get back to St. John.

RUSSIA TAKES A STEP IN ADVANCE.

Workmen Will Be Represented on Commission to Inquire Into Dissatisfaction Among the People—The War Situation—Kuropatkin Is Busy.

St. Petersburg, Feb. 20.—Senator Shidlovski, president of the commission appointed by Emperor Nicholas to ascertain the cause of discontent among the working classes at St. Petersburg, in a note issued today invites the employers and workmen to elect representatives to sit on the commission. Factory owners and contractors employing not less than 100 persons are entitled to elect fifteen representatives of the different industries while the workmen of the various establishments can choose electors who on March 3, will elect 45 delegates to serve on the commission. Each establishment employing one hundred to three hundred persons is entitled to choose one elector, and those employing 500 to 1,000 persons two electors. Concerns employing over a thousand persons are entitled to an elector for each 500 employees. Both men and women are entitled to vote but the delegates must be men who have worked at least a year in their respective factories and must be freely elected by the workers themselves without interference on the part of the employers. The note issued by Senator Shidlovski guarantees the personal safety of the delegates.

Schoolboys Arrested. Warsaw, Feb. 20.—A number of the older pupils of the High Schools who had been inducing children of the lower forms to absent themselves from school have been arrested by police and soldiers.

Russians Building Railways. Tokio, Feb. 20.—It is reported that the Russians have completed the high railway, one connecting Fushun and Yenting and another running from Fushun to the Japanese frontier. The railway building in connection with other activities and the heavy concentration of the Japanese army in the north, several columns moved 15 miles to the westward.

The Russians continued to shell portions of the Japanese line between the Japanese frontier and the Japanese frontier. This information failed to respond to the bombardment which often was entirely ineffective and is described as being largely a waste of ammunition.

PROBATE COURT. Executors Appointed in the Estate of the Late Rev. John de Soyres. In the probate court, this morning, the accounts in the estate of Mary E. de Soyres, were passed by the executor, A. W. Adams, J. A. Sinclair, proctor.

The last will of the late Rev. John de Soyres, was approved and admitted to probate today, and letters testamentary were granted to George C. Coster, A. W. Adams, and H. C. Tilley, executors named in the will. The estate consists of \$6,310 personal property.

L. ComEAU, of McIntyre and ComEAU, left this morning for Shediac. On his last trip, it took ten days to go and return. On the same train today, was a well known traveler, A. A. McCleaskey, who said that he would accompany Mr. ComEAU as far as Paisant, but would rather run chances of being storm-blasted rather than being storm-blasted in the eastern division, than on the Shediac branch. "Ten days," said Mr. McCleaskey, "is too much."

Point Lepreau, Feb. 20.—9 a. m.—Wind north, west, calm, hazy, Ther. 32.

ENGLISH COMPANIES WILL LAY NEW ATLANTIC CABLE.

New York, Feb. 20.—The Tribune says:—Although the bids received by the Commercial Cable Company for the new Atlantic cable have not been formally accepted it is probable that the cable contract will be awarded to one or both of the English corporations. The Silvertown Company and the Telegraph Construction Company both of London. In order to hasten the work of laying the cable, Clarence H. Mackay and his associates may give the contract for the shore end sections to one company and the contract for the mid-Atlantic section to the other company. No American company was asked to bid. When asked for information as to the reason for inviting only English companies to bid for such an important work, George Gray Ward, vice president of the Commercial Cable Company, said last evening, "It was not because our company was failing in equipment, but because there is no American cable company so well equipped for the task that it could make and lay a cable of the standard of excellence we require in the time we want it ready for use."

The English companies have complete facilities for the manufacture of the cables in addition they have steamships specially designed and named for the work of laying the cables. Probably it will take two such steamships to lay the new Atlantic cable.

The increase in cable business which has made another Atlantic cable necessary for our company has been the in great part to the messages passing between members of the London Stock Exchange and the New York Stock Exchange. The interchange of information in arbitrage transactions between the English and American bookers has been increasing recently, and the cable permits information to pass between the two exchanges in a minute. It may surprise some people but it is a fact that English bookers sometimes have a message sent by cable to a broker in France or Belgium to save time, instead of sending it direct.

CAPE BRETON IS ISOLATED.

Trains Cannot Get Through --- Reserve Mine Short of Water.

CANADA LIGHTENS BRITAIN'S BURDEN.

Our Lady of The Snows Will Guard Her Own Shores and Will Control the Defences at Esquimault and Halifax—Will Relieve British Tax Payers.

Sydney, N. S., Feb. 20.—(Special)—Cape Breton Division of the I. C. R. is still tied up, and no trains can go through for a day or two yet. The rails today are encased in a covering of ice, several inches deep, in some places, and which will have to be picked by workmen before trains can pass over the road. Cape Breton has been isolated since last Thursday.

The Reserve Colliery of the Dominion Coal Co., is short of water supply, due to the water pipes and the reservoir feeding the mine, being frozen. One or two other collieries are also suffering from an insufficient supply of water. As a result, this situation mining operations are considerably curtailed.

CANADA'S TRADE. Dominion Stood Third in the World in Proportion of Increase—Japan Leads.

Ottawa, Feb. 20.—(Special)—Justice Adington was sworn in justice judge of the supreme court today. For the decade ending June 30, last, Canada occupied the third position in regard to the relative growth of its export trade, Japan comes first, with 151.74 per cent. Argentine next, with 134.86 and Canada third with 81.06 per cent. The United States had 65.11 and the United Kingdom 33.23.

BIBLE SOCIETY. The British and Foreign Bible Society will hold its annual meeting in St. Andrew's church on Thursday, March 2nd, when Rev. Principal Shaw of Montreal will be the guest speaker. Rev. Mr. Shaw is one of the most famous preachers and platform lecturers in the Dominion of Canada.

MARCONI CAUGHT. Banns of His Marriage to an Irish Colleen Published in France.

New York, Feb. 20.—A Boulogne despatch to the Herald says:—The banns for the marriage of Wm. Marconi to Miss O'Brien have been published at the city hall.

ROTHESAY AT THE QUEENS. This is Rothestay night at Queen's Rink. Two Rothestay teams will play, one against the Sussexes and the second a junior team will play the junior high school. Season tickets will not admit to the rink on Rothestay night. A most interesting evening is in store. A large crowd will be on hand from the village.

HOTEL ARRIVALS. At the Dufferin.—F. S. Fillmore, Amherst; L. J. Williams, London; Mayor Hall, J. H. Shann, St. John's, Nfld.; Harold Fellow, Nelson; A. E. Masse, F. P. Frink, Miramichi.

At the Royal.—D. Lariviere, Montreal; D. A. Chisholm, Halifax; A. G. Shoolbrey, Montreal; Frank G. Crandall, New York; Miss Lloyd, Halifax; J. Richards, P. E. I.; P. B. Strong, New York; Geo. W. Allen, Fredericton; R. T. Macstruth, New York; Schieffelin, Montreal; James Robinson, Miramichi; W. H. Huntly, Montreal; Lieut. G. H. Porter, R. N.; Nelson.

At the Victoria.—J. M. Tyler, Moose Jaw; James Watley, Liverpool. At the Clifton.—W. Waverling, Oxford, Eng.; A. Piper, Winnipeg; Miss Joell, South Shields, Eng.

New Victoria Hotel—George Weller, New Carlisle; Thos. Pear, Newcastle; Ernest Teasdale, Campbellton.

P. D. Strong, one of the Manchester representatives of the London Daily Telegraph, arrived by the St. John's Express this morning and is at the Royal. He will proceed to Manchester, after he transacts some business for his paper in Canada. Mr. Strong said that he would remain here until Wednesday.

PARISIAN ARRIVES.

The Big Allan Liner Reached Port This Morning.

HAD HEAVY SEAS.

Lake Champlain Arrived Saturday—Both Brought Many Passengers for Western Canada.

The R. M. S. "Parisian" of the Allan line, Capt. A. H. Vipond, arrived in port this morning from Liverpool via Halifax. The "Parisian" left Liverpool, Feb. 9th and arrived Feb. 10th. The voyage over to Halifax was uneventful, but from the Nova Scotia capital to St. John the steamer experienced heavy seas and a few snow storms. She brought over 415 passengers, divided as follows: 19 saloon, 125 second cabin and 271 steerage. The saloon passengers are: Lieut. R. H. Amedroz, A. A. Barrett, Miss Bonfield, J. T. Burroughs, J. Cohen, C. H. Combe, Jas. Forrest, Major, C. Hall and valet, Legrand, Miss Lucas, Lieut. S. H. Morrow, Lieut. E. A. E. Nixon, Harry, old Selous, Capt. H. H. Tolness, Miss Uniacke, Geo. Williams, Mr. Setton, Mr. Strong. Ninety six passengers came to St. John, five of whom were for points in the United States, and the balance for the west. The steerage passengers were all English and a fine looking lot.

According to Dr. Ellis there are only five immigrants in the detention hospital at present. The class of people which have been coming on the steamer lately has been of the best.

The C. P. R. steamer Lake Champlain, Capt. Wm. Stewart, arrived in port Saturday, and docked at No. 8 berth, Sand Point yesterday morning. The steamer sailed from Liverpool for St. John, on February 7th. The Champlain brought 307 passengers, 11 saloon, 74 second cabin and 222 steerage. The saloon passengers were—H. Allen, Capt. E. J. Dixon, F. P. Duff, Alfred Galbraith, Mrs. H. Henshaw, Mr. Morgan, Guy Spark, W. D. Stone, and Miss Toole. The steerage passengers were examined by the immigration officials and were sent west last night, with the exception of a couple who were held by the U. S. officials for lack of sufficient funds.

The Donaldson liner Salacia, Capt. Mitchell, sailed for Liverpool and Glasgow yesterday morning about 11 o'clock. She had a large cargo, including 688 head of cattle.

The Allan liner Corinthian sailed from No. 2 berth yesterday morning about 11:30 o'clock for Halifax and Liverpool. The ship took a good general cargo including 506 cattle, and four first cabin, eight second and twenty-two steerage passengers.

A G. P. R. boat from Antwerp, is expected this week with about 800 head of cattle.

The Montreal will sail probably on Thursday and will load about 700 cattle, as well as a large general cargo.

The flag of the Donaldson line is flying at the customs house. The steamer Indrani of that line is expected this afternoon.

WEST-INDIA LINE. The "Oruro" left Bermuda at 4 p. m., on Saturday for St. John direct. She has on board 300 bunches of raw crop Barbados molasses for this port.

Manifests for the following United States products were received at the Custom House today for shipment to United Kingdom, 50 cars corn and four, and 10 cars pork products, in transit.

Montreal has picked up a lot more low grade butter in this market, and the price is therefore a little higher. New tub butter of good quality is in excellent demand and rather scarce.

THEY ARE IN OTTAWA. Ottawa, Feb. 20.—(Special)—Premier Tweedie and Attorney General Pugsley arrived in the city today and had an interview with Premier Laurier.

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THE TIMES NEW REPORTER.

A well known politician who has a holl on his neck is looking for Mr. James Jones, with a club.

Nova Scotia has a very severe winter climate.

Beans and oysters are both advancing in price. Water is also coming up in spots.

THE FIRST SPRING POET. The poet of the Rock Candy mine rushed up to the Times new reporter this morning on King street. His brilliant spirit started the reporter, who thought he was in for trouble, but he stood his ground.

"Are you the new reporter?" queried the bard. "Yes," was the reply. "Well, I am one of the Rock Candy gang, and have just escaped. You won't give me away?" "Never," said the new reporter. "I know it," cried the poet. "As a souvenir I will sing you two verses of a song I have composed for Aid. Lewis."

THE TIMES NEW REPORTER.

The individual then in melodious tones, characterized by remarkable depth of feeling, sang the following to the air of "My darling I'll come back to thee."

Wait till the huns on the corner, refuse to take the big holl! Wait till the booties in Canada, they back the money they stole! Wait till the greasy British government, consents to set Ireland free.

"Then I'll come back, Bob Ritchie," "Denny," said the new reporter, "you may not be a lark or a linnet, but you are certainly a bird."

"I'll prove it to you," said the poet—and flew for a policeman had turned the corner.

Citizens of Carleton have lodged a protest with the new ferry committee. They say that unless a curling rink is provided on Wun Lung for the 12 and 6 o'clock trips they will be compelled to get a private conveyance, as the Carleton curlers who cross on those trips tell such whoppers about what they can do or have done that Wun Lung is in danger of being sunk. If a rink were provided these prevaricators could get away by themselves and the rest of the passengers would not be in mortal fear of going down.

With regret it must be stated that there is no immediate prospect of a snowstorm. On the contrary, fine weather is predicted.

THE TIMES NEW REPORTER.

Howe Brook, Feb. 20. Saturday morning, Feb. 18, a terrible accident occurred at Howe Brook by the burning of the residence of Samuel Antworth, in which five persons lost their lives; Mrs. Antworth and two children, aged three and one years, and Mrs. John Shorey and little daughter, aged four years.

The fire was discovered about 6:20 in the morning, and before help could reach them the house was a mass of flames and the unfortunate people could not be saved.

The charred remains were removed from the ruins and will be taken to Oakfield for burial. Both women were the daughters of James Grant, all of Oakfield.

The loss will be about \$1,000. The cause of the fire is unknown.

Another Account. Houlton, Feb. 20. A horrible catastrophe occurred at Howe Brook Saturday morning. Samuel Antworth built a fire in his dwelling about 5:30 o'clock and returning a few minutes later found the house in flames.

The inmates of the house with the exception of the old lady were all burned to death. When Mr. Antworth left the house Mrs. Antworth and Mrs. John Shorey had arisen. It will never be known how the fire originated.

It is thought that when the women occupants discovered the house on fire they rushed up stairs to save the children. The house not being plastered and only papered the fire spread so rapidly that the dwelling was a mass of flames before the women had time to get the children out.

One old lady, Mrs. Shorey did not go upstairs and consequently the neighbors were able to get her out through a window.

The bodies bumped beyond all recognition, were found in the kitchen near the door. It is thought they tried to escape through the door but it being fastened with a spring lock, escape was impossible.

The death of Mrs. Samuel Antworth, aged about 55 years and her two children, a girl of three and a boy one year of age; Mrs. John Shorey of Oakfield, aged about 25, and her little girl of five years.