ST. JOHN WEEKLY SUN.

VOL. 21.—NO. 9. ST. JOHN, N. B., SATURDAY, FEBRUARY 26, 1898. FIRST PART.

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ARCHBISHOP CLEARY.

The Distinguished Kingston, Ont., Prelate Passes Away.

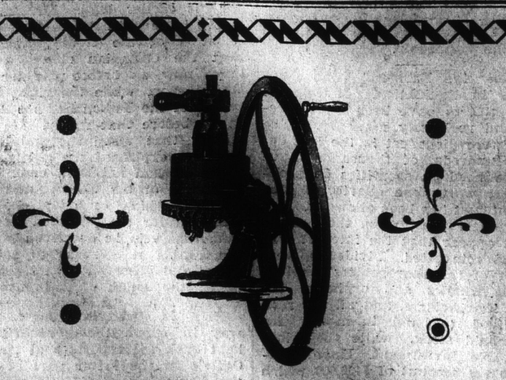
KINGSTON, Ont., Feb. 24.—Archbishop Cleary of this diocese, died today.

James Vincent Cleary, D.D., was born in Dungarvon, Waterford county, September 18th, 1828. At the age of fifteen years, having completed the curriculum in the English, Latin and Greek languages, and literature, mathematics, etc., in a select school in his native town, he was sent by his parents to Rome for his ecclesiatical education. Two years later he was transferred by his bishop to the Royal college at Maynooth, Ireland, where he passed five years in pursuit of the various sciences pertaining to high clerical education, carrying off the highest prizes of the college. In 1851 he was ordained priest and immediately proceeded to the famous university of Salamanca, in Spain, for the further storing of his mind with professional knowledge. In 1854 he was appointed to the chair of dogmatic theology and Scriptural exegesis in St. John's college, Waterford, Ireland. At the request of the bishops of Ireland, in 1862, he made a public thesis, or three days open "welcome to all opponents" defence of a series of printed propositions, embracing all the distinctive truths of the Christian revelation before the Irish hierarchy, the senate of the Roman Catholic university of Ireland and the learned representatives of all the colleges in the country, and at its conclusion was presented with the diploma of doctor of divinity, and solemnly invested with the insignia of the doctorate.

In 1873 he became president of St. John's college, Waterford, and two years later was selected to be consulting theologian to his bishop in the great national synod held in Maynooth college. In 1876 he was promoted to the living of Dungarvon, his native parish, and in 1888 was appointed by the holy see to be bishop of Kingston, Ontario. He had no voice or option in the matter. Twice he remonstrated with the church authorities, but the sole reply he received was a peremptory order to renounce his Irish benefice and take charge of Kingston diocese. He received his episcopal consecration at Rome on November 21st, 1880, and the following spring he arrived in Kingston, where he was given a most hearty reception. In 1890 he was made archbishop, a new ecclesiastical province having been created. During his residence in Kingston he founded many new missions, built numerous churches, presbyteries, schools, convents and other religious edifices, many of which are models of architectural excellence, and visited in any part of the dominion. Archbishop Cleary, says a biographer, always held aloof from politics except in so far as religious interests are involved. In defence of those interests, especially such as relate to Roman Catholic education and separate schools, he spoke and wrote with great freedom and argumentative force. During the Ontario election campaign of 1890 he engaged in a public controversy with the leader of the provincial opposition. His letters were read with lively interest by all classes of citizens, and referring to them the late Sir Daniel Wilson, president and professor of English literature in Toronto university, once said to a large assembly "that for purity of style, they are the best specimens of controversial literature given to Canadians in latter times."

ALBERT CO. S. S. CONVENTION.

The Albert Co. Baptist S. S. convention will meet with the Petitcodiac church on Wednesday, March 2. The programme is as follows: 2 p. m.—Half hour devotional service, J. H. Colpitts leader; reports from schools and parish organizers; general business; collection; normal lesson by president, G. M. Peck. 7 p. m.—Half hour devotional service, Rev. W. W. Corey leader; address by Rev. S. W. Kierstead, subject Practical Teaching; paper by Rev. J. Miles, subject What should be the chief objects of the S. S. teacher; address by Rev. I. B. Colwell, subject The necessity of S. S. teachers' mental cultivation; paper by J. B. McAlpine, subject Who should teach in the Sunday school; collection. Parties going to the quarterly meetings or S. S. convention by the S. & H. railway, who buy first class tickets, can return free upon presentation of certificate of attendance signed by the secretary of quarterly or convention. This applies to S. & H. railway only.



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MARKET SQUARE . . . . . ST. JOHN.

ST. JOHN SHIP LOST.

Bodies of a Man and Little Child Found Lashed to the Rigging.

The Vessel Was Commanded by Capt. Dakin and Owned by Taylor Bros.

Some Additional Facts About the Loss of the Asia—Three Sailors Rescued.

VINEYARD HAVEN, Mass., Feb. 22.—The British ship Asia, Capt. Dakin, from Manila, for this port, is supposed to have been wrecked on Nantucket Shoals during the recent storms, and her entire crew of probably twenty men have perished. The body of a man and a little girl were recovered from a portion of a floating hull near the Handkerchief Lightship this afternoon by the tug E. V. McCauley.

LATER.

VINEYARD HAVEN, Mass., Feb. 22.—The tug E. V. McCauley arrived here today from Handkerchief Shoal, where she has been inspecting the wrecked barge Excelsior. Capt. O'Brien reported that when about five miles from the barge he found the water covered with wreckage of every description and from the largest pieces of which he recovered two bodies, one a man and the other a young girl about twelve years old. As great quantities of hemp and jute were floating near, Captain O'Brien came to the conclusion that the wreck was a part of the British ship Asia, bound to Boston from Manila, and that the bodies are the only two human remains of those who were on board.

When the wreckage from the Asia was discovered the tug's speed was reduced, as the great mass of spars, rigging and cargo proved somewhat of an obstruction to navigation and soon a somewhat larger piece was sighted. On nearing it, the two bodies were seen lashed to some of the rigging, and with some difficulty the tug was run alongside and the two corpses were cut away. When discovered the man's arm was about the waist of the little girl, as if protecting her from the fearful billows.

The child was scantily clothed, having on only a night dress and light slippers, which seemed to indicate that the ship must have struck the treacherous shoals off Monomoy during the night time and broken up within a few minutes, so that the little girl had no time to dress, as she was snatched from her bunk and taken to the deck to meet her death in the waves.

As both the bodies and papers were landed at Wood's Hole, Captain O'Brien could not give an accurate description of either the man or the girl. He said that in the man's pocket was a captain's certificate, issued at Weyrouth, N. S., bearing the name of "John Cook." There was also found in the same pocket a mate's discharge bearing the same name, given two years ago in New York. The man was about 35 years of age, and is thought to have been the mate of the ship.

Captain O'Brien also reported that there is so much wreckage in Nantucket Shoals that navigation is extremely hazardous, especially at night.

BOSTON, Feb. 22.—Herbert Hall of the firm of John G. Hall & Co. of this city, the agents of the Asia, was notified tonight and immediately placed himself in communication with the owners of the vessel, Taylor Bros. of St. John, N. B. The vessels cargo of hemp was consigned to Henry W. Peabody of Salem and consisted of about 8,724 bales. This was to have been discharged at Constitution wharf. Mr. Peabody said that the cargo was probaly insured.

The vessel was valued at $25,000 and is thought to be only partially covered by insurance.

The Asia was a vessel of 1398 tons register and was built at Courtenay Bay in 1883 by Oliver Pitfield. She was owned by Taylor Bros., who managed her, Capt. Dakin, Oliver Pitfield, E. A. Everett and others. It is doubtful if there was any insurance on the vessel herself as far as Messrs. Taylor were concerned, although some of the other owners may have their interests insured. The freight would, of course, be covered. Capt. Dakin is a Nova Scotian and is believed to have had his wife and family with him.

PROVINCETOWN, Mass., Feb. 23.—The tug Mercuhy, Captain Evans, has arrived here, bringing news that three men of the crew of the British ship Asia were rescued alive yesterday by the crew of the Handkerchief lightship. The men were taken from a piece of wreckage on which they had been floating for twenty-four hours and were greatly exhausted. As soon as they could talk it was learned that the Asia struck on Great Round Shoal, off Nantucket, during the gale Monday and went to pieces. Capt. Dakin of the Asia, with his wife and daughter, were among those on board at the time and all are supposed to have perished. It is reported that the body of the captain's daughter is at Wood's Holl, having been recovered, with that of a man supposed to have been the mate of the vessel, from the wreckage by the tug McCauley yesterday.

The Mercury came in last night towing the schooner Robert S. Graham, bound from Philadelphia for Saugus. Capt. Evans had news of the loss of the Asia. He said: "While coming over Nantucket Shoals Tuesday we saw wreckage consisting of part of a vessel, hull, deck, beams and other light stuff, also large quantities of jute and hemp. The Handkerchief light crew put out in a dory and reported that they had rescued three men from a pile of wreckage which drifted by. The men had been afloat nearly twenty-four hours, and were barely alive when picked up. They told of the Asia's wreck and the probable loss of all on board, including the captain and his family. The lightship crew could give no details of the disaster nor the names of the rescued men." On resuming his course Capt. Evans kept a sharp lookout for possible survivors, but discovered nothing. Vast quantities of wreckage seems to prove that the vessel had gone to pieces almost as soon as she struck. The men from the Asia will be compelled to remain on board the lightship until a passing tug shall take them off.

BOSTON, Feb. 23.—Horace Langelle of Plymouth, N. H., telephoned from that place that his son Frederick, a young man of 19, was a sailor on the Asia. He is supposed to be among the lost. The British consul in this city will probably take charge of the bodies landed at Wood's Holl, until claimed by relatives, and he will also look after the needs of the three sailors, William F. Smith, Jacob Stelburg and James Paces, the survivors of the wreck, who were picked up from the floating wreckage by the crew of the [illegible] lightship and were landed at Hyannis today.

Blair [illegible] Dakin of Brockton, Mass., son of Captain Dakin of the Asia, as soon as he heard of the disaster to his father's ship immediately went to Boston and conferred with the agents there. On Wednesday afternoon Mr. Dakin, with his cousin, went to Wood's Holl to identify the bodies recovered from mthe wreck. Capt. George Nelson Dakin was born forty-nine years ago. He followed the sea for twenty-five years, having been a captain for twenty years. After his marriage he made his home at Sandy Cove, Digby county, Nova Scotia, where his children were born. There were three children, Mamie E., now Mrs. Appleby; Blair E. and little Lena. Mrs. Appleby lives at Yarmouth, N. S.; Blair is in business with his cousin, Archibald Dakin, at Brockton, Mass., and little Lena went on the Asia with her father and mother. Capt. Dakin had decided to give up the sea and did not intend to make another voyage, but was persuaded to take out the Asia for his last trip. He was very well known in maritime circles, was well liked and popular, and a very capable master, never having lost a vessel. Blair had gone to sea with his father on several voyages, but it was Capt. Dakin's desire that his son should not become a sailor. Mrs. Dakin has also been with her husband on many voyages, but this was the first voyage for several years.

Blair Dakin is well known here, having attended school in this city for several years. He visited St. John last summer.

THE RAILWAY WAR.

Canadian People Should Support the C. P. R. in Its Fight Against Grand Trunk.

TORONTO, Feb. 23.—Today's Evening Telegram says editorially:

Good luck to the C. P. R. Canada's sympathies will be entirely with the Canadian Pacific railway in the fight which it is making to secure a lion's share of the traffic to the Yukon. It is not in the interests either of Canada or the Canadian Pacific railway that a dollar should go to an American line if the C. P. R. can divert the dollar to its own coffers. The Grand Trunk has business interests which encourage it to send traffic to the Yukon via the American routes. These interests are entirely opposed to Canada's interests. It would be unreasonable to expect the Grand Tunrk to be patriotic and to lose money by allowing passengers to travel over the Canadian line. It would be just as unreasonable to expect Canada to take the business view of the question and to therefore withdraw its sympathy and support from the C. P. R., which in this fight has no interests that are not the interests of Canada. Canada, for business reasons, is the ally of the Canadian Pacific railway in this fight, just as the Grand Trunk, for business reasons, is the ally of the American lines. The Grand Trunk's interests are identical with the interests of the American roads, and the interests of Canada will be best promoted by a C. P. R. victory over the whole combination.

MONTREAL, Feb. 24.—The Herald, speaking of the railway troubles tonight, says:

"The present rate war is more than a mere railway war. It is a contest of national importance—a keen struggle between the commercial interests of Canada and the United States.

The combination of American railways and steamboats, formed to divert traffic from Canadian to American channels, seriously threatens the almost complete diversion to the United States of the profitable trade which the discovery of Canadian gold fields has produced, and which is now largely contributing to Canada's prosperity. The Canadian Pacific is battling bravely to retain to Canada the trade that is rightly hers, and, although single handed in the fight, the company in protecting its rights, is effectively doing a work from which a rich reward is being reaped by the merchants, manufacturers the artisans and farmers of the dominion.

"The Canadian road is striving to build up Canadian ocean ports on the Atlantic and Pacific; it is endeavoring to prevent the enrichment of New York, San Francisco, Seattle and Tacoma at the expense of Halifax, St. John, Montreal, Vancouver and Victoria; it is seeking to foster and protect the young industries and growing commerce of the dominion, and its efforts, despite hostile combinations and hostile legislation to "hold what we have," should arouse the active sympathy of all Canadians in its behalf.

"The fight is not all the Canadian Pacific's. It is a struggle in which the people of Canada are perhaps more vitally interested than the company itself, for the loss of trade would doubtless be a heavier blow to the country than the temporary loss of traffic would be to the railway."

Martha—Speaking of Miss Mintdrop, hasn't she a red head? Martin—She did have it before she came into her uncle's property.

THE BIG STORM.

C. P. R. and I. C. R. Trains Held Up in Huge Snow Drifts.

The Story of Passengers Who Left Montreal by the C. P. R. Monday Night.

(From Thursday's Daily Sun.)

Traffic on the various railway lines leading into this city has not for many years been interrupted to the extent that it has been this week. The fall of snow along the country traversed by the Short line in Quebec and Maine and the Grand Trunk in the province of Quebec has been such as almost to stop traffic. The first train from Montreal to reach this city since Monday afternoon was that which came in about 7 o'clock last evening. The train consisted of three cars, containing a small number of passengers. The upper province mail was not brought in owing to the neglect of some one to transfer the same when the train was made up at Brownville Junction. This was a great disappointment to St. John merchants and the post office authorities here, as the St. John postmaster had the entire office staff on hand to assort and deliver the mail matter.

A Sun reporter interviewed several of the passengers who arrived on the train from Montreal. Their story is about as follows: When the train left Montreal Monday night a heavy snow storm prevailed. The storm became more violent all the time. The high wind drove the snow before it and filled up the tracks in no time. The train, which was preceded by a snow plow and hauled by two powerful locomotives, got along all right till near Brownville Junction. When about eight miles the other side of that station the locomotives left the rails. This was about 9 a. m. Tuesday. A broken rail is blamed for this occurrence. Fortunately no one was hurt. There the train remained for hours, the snow drifting up against and over it. The conductor made his way to Brownville Junction with all possible speed, but it was a difficult job with five or six feet of snow on the level and banks in places of even a greater depth. It was a regular blizzard that the conductor had to encounter, and the gentlemen with whom the Sun man talked were surprised that the conductor ever reached his destination. Two locomotives were sent out from Brownville Junction to look after the train. They were kept busy all day Tuesday with snow plows removing the snow from the track. One of the derailed engines was put on the track Tuesday, but the other had not been got into its proper position yesterday morning at 10 o'clock.

The passengers were transferred, and a special train left Brownville Junction for St. John at 10 o'clock yesterday morning. Good time was made on the run down.

The train which left St. John for Montreal Tuesday afternoon with 200 passengers on board was at Brownville Junction at 10 o'clock yesterday morning. The Montreal train for this city, which should have arrived yesterday, was stalled the other side of Brownville. All the available snow plows were in use, and it is hoped the blockade will be raised today.

Thos. Malcolm of Malcolm & Ross, the railway contractors, told a Sun reporter that he as one of the passengers wished to thank the C. P. R. management for the way Mr. Timmerman and his staff treated the passengers. Everything that it was possible to do, said Mr. Malcolm, was done to make us comfortable. We were well fed and provided with the best accommodations possible on our run to St. John. Mr. Malcolm speaks in the highest terms of the means adopted by the railway people to break through the blockade. The track from Montreal to Brownville he says was filled up with snow to a depth of at least six feet.

The expres from Boston, due at one o'clock yesterday, did not arrive here until nearly four o'clock.

The express from Halifax arrived on time, but her Montreal passengers were considerably disappointed at being unable to proceed to Montreal, as the express was cancelled. Among the passengers were Rev. F. M. Clay and daughter of Stewiacke; Mrs. D. G. McDonald, Miss. M. E. Cameron and Donald Cameron, Wilfrid Macdonald, E. Macdonald and Jesse Macdonald of New Glasgow; D. H. Foster, Wm. McPherson, D. Malphee and H. W. Murdock of Pictou; Newkirk Rector of Philadelphia, Norman Stevens of Truro, Mrs. Skaro and Mrs. Ewart and two children of Skaro, N. S. They were put up at the Victoria hotel by the C. P. R. for the night and will be sent to the west today.

The expres for Boston and local points left on time.

The passengers for Montreal could not be more disappointed that those persons who for the past two days have desired to take the I. C. R. train advertised to leave here at 1.10 for Halifax and intermediate points. The government railway advertises a train to leave this city every day at 1.10 o'clock for Halifax, and notwithstanding that there has been a clear line, no train has been sent out, the reason being that the C. P. R. connecting train did not arrive. Why should persons depending on that train to reach points between here and Halifax have to remain in this city many hours because a C. P. R. train is snow bound? Every time the Montreal express is several hours late the same thing occurs, and it is pretty near time the I. C. R. abandoned this way of running trains and start them on time. There is not the least justification for cancelling this train to Halifax. Mr. Harris ought to give this matter his attention.

Tuesday's Quebec express was cancelled and yesterday's was reported stalled somewhere north of Levis. It is not known what time she will arrive.

The accommodation from Point du Chene arrived on time.

A despatch from River du Loup says: On Monday the weather was not too bad, but on Tuesday there was a big storm. The express train Tuesday morning going up got stuck at Montmagny and is still there. It is snowing heavily here now. No trains are expected to run today. The express of Monday p. m. stuck at Craig's road, on the G. T. R., and is still there.

A despatch from Chipman, Queens county, says: "The train on the Central railway was stalled six miles from here, with the plow off the track; got it on last night and Chipman was reached at midnight. Today the track is clear, and it is now raining."

The Shore line is also badly snowed up. The train that left for St. Stephen on Tuesday morning has not yet reached its destination, and the office in Carleton does not know where it is stalled. Yesterday morning's train left on time.

A Woodstock despatch received yesterday says: "The snow storm that set in yesterday at noon raged all night and is still on. It is the worst of the season. The Gibson train which left yesterday afternoon is reported blocked at Keswick. Yesterday morning's train is reported hung up near Canterbury, and the express of yesterday afternoon is somewhere between Benton and Canterbury. No train has arrived from the south since that of yesterday morning, which was due on Monday night. It is not expected that we will get any mail today. The snow is very heavy and is drifting solid."

A telegram to the Sun states that the I. C. R. train having on board the mails for the mail steamer Lake Winnipeg is blocked at Richmond, Quebec. Richmond is about midway between Montreal and Quebec.

The Boston train, due at 10.40 last night, arrived at 3.15 this morning.

HALIFAX, Feb. 23.—The telephone and electric light services in this city are demoralized, and the city is in darkness and without means of rapid internal communication. No disasters of any kind are reported. Telegraphic communication with the province is also disordered. A high gale with rain prevailed today, and tonight shows no signs of abatement.

BANGOR, Me., Feb 23.—Northern Maine is snowbound, a remarkable fall of snow, from three to seven feet, having stopped all traffic practically. The hail, sleet and snow have packed into the railroad tracks so solid that the railroads are badly hampered. No Bangor and Aroostook railroad train has arrived in Bangor from the north since Monday night, and no train on that line was sent out today. The St. John train, due here last night at 11.10, arrived this afternoon at 2 o'clock. It is still storming. In Bangor the streets are full of slush and all country roads are nearly impassable.

(From Friday's Daily Sun.)

Despatches from Brownville and Greenville Junctions indicate that the snow blockade has been raised. Trains laden with goods for the various steamers which are sailing between St. John and United Kingdom ports were on the move yesterday afternoon.

The C. P. R. express from Montreal, due yesterday, is expected to reach this city at 7 o'clock this morning. It will bring the first mail from Montreal since Monday.

The I. C. R. Quebec express was still blockaded on the Grand Trunk yesterday, but it is expected the blockade will be raised today, and the delayed train with the English mail will be in Halifax tomorrow afternoon.

There are over 400 men employed clearing the tracks of snow on the northern division of the I. C. R.

The Shore line train from St. Stephen had not reached St. George at 8 o'clock last night, and the train from Carleton for St. Stephen had not reached St. George at that hour.

Last night's train from Boston was only twenty minutes late.

Fifty-seven men from this city were sent to Brownville yesterday afternoon on the express for Montreal to assist in removing the snow from sidings, yards and cuttings. All the men available having been hired in Maine to shovel snow and more being required, the United States authorities allowed the C. P. R. to send these men into Maine to work, on bonds being given that they would return. The men receive one dollar a day and board. A carload of provisions was sent along with the men.

There were two trains in from Boston yesterday. One arrived at 10 a. m. and the other shortly after two o'clock, about one hour late. After the arrival of the second train a train of C. P. R. cars was made up and sent through to Halifax. This should have been done from the first. The express from Halifax for Montreal arrived on time and left as usual for the west.

The Sun's Woodstock correspondent telegraphed last night as follows: There has not been such a snow blockade for many years. There has been no train here from McAdam since Tuesday morning, and that was due on Monday night. Today it was thought we would have outside communication, but the latest report is that the trains are still stuck in the immense drifts between Canterbury and Benton. No one recollects having seen so much snow on the streets. The street committee had teams and men at work today levelling down and carting away the snow. The way mails did not get out yesterday, but today they started out, and it is expected that they got through. Among the storm-stayed business men were Thos. Allen of Montreal and J. W. Jones of Milton, N. Y. They started this afternoon for Houlton, having heard that the Harper and Aroostook was open and running on time. They expected to take that line, the one for Montreal and the other for Bangor. North of here the trains are running all right, but there is no communication with Fredericton.

A delegation of Presbyterian ministers is here with a view of visiting the congregations in Woodstock and points around, and are among the storm-stayed. They are Revs. James Ross of St. John, Burgess and McLean.

When a man drinks until he sees snakes he is so drunk that he doesn't care much what he sees.

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