

The Daily Herald.

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FREDERICTON, N. B., THURSDAY, MAY 18, 1905

NO. 116.

A FEW POINTERS!

WHERE TO BUY YOUR

FURNISHINGS.

The popularity of this store, as a Men's Outfitting Store, grows with the times. Our Furnishing Department is much better stocked than many you have read about. COME.

Suffolk Hats \$3

Oak Hall Special \$2.50

The Best \$2 Hat

Black Cat Hosiery.

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BROTHERHOOD OVERALLS

\$1.00 THE PAIR.

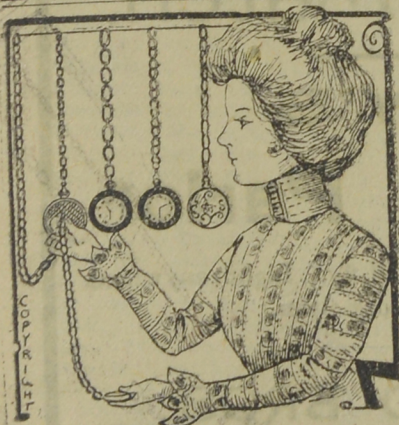
OAK HALL,

C. H. THOMAS & CO.

No misrepresentation

Chestnut
says

Real Fruit Flavors, fresh Soda Water and pure Ice Cream are bringing the crowds to our Soda Fountain. It is "up to you" to find out what a treat you are missing if you haven't been there.



OUR LINE OF

Ladies' Watches
and Chains

Is the best we have ever shown. Beautiful assortment to choose from. See our specials in Ladies and Gent's sizes at \$5.50 and \$6.00

E. BLACKMER, 222 QUEEN ST.

WHAT OF ROJESTVENSKY?

Report that He Has Nervously Collapsed and May Return to Russia.

BIG LAND AND NAVAL BATTLES BELIEVED TO BE IMMINENT.

Saigon, May 18.—(Special)—It is learned that a junction was effected May 8th by the squadron of Rojestvensky and Nebogatoff.

It took place outside territorial waters and the vessels started seaward May 14th, going in an easterly direction.

St. Petersburg, May 18.—Fears expressed here yesterday that owing to the report of the nervous breakdown of Vice-Admiral Rojestvensky, the Russian fleet in the Far East would lose its commander-in-chief, turn out to be unfounded.

Captain Zilotti, aide-de-camp of minister of Marine Avalann, today authorized the statement that Rojestvensky had not asked to be relieved from duty.

However the condition of the Admiral's health continues to be a source of anxiety.

The report that he had applied to be relieved may have arisen out of the virtual decision in view of the condition of Rojestvensky's health to send Vice-Admiral Bireloff to Vladivostok to relieve Rojestvensky in the event of the success in the battle for Admiral Togo.

Tokio, May 18.—The departure of Vice-Admiral Rojestvensky from Hon Kobe Bay northward, renews the popular expectation of a naval action in the near future.

It is believed that Admiral Rojestvensky, having filled his coal bunkers and re-supplied his fleet, is now in a position to assume the aggressive, if he so desires.

It is the opinion of some that Rojestvensky may make a demonstration in the vicinity of the island of Formosa and Pescadoes, then enter the Pacific en route to Vladivostok. This is, however, purely speculative.

Everything depends on Admiral Rojestvensky's plans, which, while as yet are undisclosed, include an extended stay in southern waters.

It is reported that the contractors who furnished supplies of coal and provisions to Admiral Rojestvensky in Indo-China waters, approached the French colonial officials prior to the arrival of the Russians and arranged a rendezvous at Kamranh, Hon Kobe Bay.

Confirmation of this report is not, however, obtainable.

St. Petersburg, May 18.—Very disquieting reports are in circulation about Vice-Admiral Rojestvensky's health. It is said he has telegraphed to the emperor that it is impossible for him to proceed. An evening paper prints a report that the

admiral has suffered a nervous breakdown.

No official confirmation of the report that Rojestvensky has requested to be relieved from duty is obtainable at the admiralty. Nevertheless the admiral's health has been the cause of considerable anxiety here. It is well known that he suffered from kidney trouble before leaving Cronstadt and throughout the long voyage to the Far East he suffered at times to such an extent that he had to be carried about on a stretcher. But the Russian commander stuck to his post.

If he is now compelled on the eve of battle to give up his command the admiralty would regard it as little short of a national misfortune. Rojestvensky has proved to be a genius as an organizer and confidence is felt that he will show equal ability as a fighter. Should Rojestvensky be compelled to leave the fleet the command will devolve on Admiral Voelkersam, who is now with Rojestvensky.

NAVAL BATTLE EXPECTED SOON

St. Petersburg, May 18, 2.40 a.m.—With a suspicious stoppage of despatches from Manchuria and a strong possibility that Vice-Admiral Rojestvensky has cut his last communications with home and set forth on the final stage of his journey to his goal, either Togo or Vladivostok, keen interest is manifested in naval and military circles in the twofold field of war.

Though the admiralty, which has been completely silent since the advent of Rojestvensky in the Chinese sea publishes no despatches, the conviction is growing that the united squadrons departed from the Annam coast immediately after their junction and naval officials are anxiously expecting news of the first skirmishes between scouts of the hostile fleets.

Captain Clado confirmed the statement of the Associated Press that the vessels of both squadrons are equipped with apparatus for cleaning their bottoms at sea.

Neither the admiralty nor individual officers have any information regarding the rumored request of Vice-Admiral Rojestvensky to be relieved, and all who were questioned regarding the report expressed doubts of its accuracy. It was pointed out that it would be entirely impracticable for the fleet to delay in the China Sea until the arrival of Vice-Admiral Bireloff, and it was declared that Rojestvensky would keep his flag flying as long as he was not utterly incapacitated to command, which then would naturally devolve on Vice-Admiral Voelkersam.

The Associated Press was informed late last night that Vice-Admiral Bireloff will be sent to Vladivostok, which possibly accounts for the origin of the rumor of Rojestvensky's request to be relieved of his command.

On the military side the indications are that events are rapidly shaping for the preliminary stage of another great battle.

THE CANADIAN PARLIAMENT.

Supplementary Estimates Contain Items of Interest to Maritime Provinces.

SENATOR WARK WILL RECEIVE HIS SESSIONAL INDEMNITY ALTHOUGH ABSENT FROM HIS SEAT.

Freight Rates to Fredericton and G. T. Pacific Grades.

OUTRAGE TO FISHING VESSEL AND CREW.

Ottawa, May 18.—The supplementary estimates for the current year, that is for the fiscal year ending June 30 next, were presented to parliament yesterday. They total \$6,379,842; of this amount \$4,839,550 was chargeable to consolidated fund, \$1,259,240 to capital and unprovided items \$280,551.

Among the items are: To provide pay of troops now being enrolled for Halifax and Esquimaux garrison, \$25,000.

Intercolonial railway—Rolling stock \$383,000.

For harbors and river in New Brunswick—Upper Salmon river (Alma pier), \$470; Campobello, (Wilson's Beach), breakwater, \$700.

New dredging plant, maritime provinces, \$160,000.

For public buildings at Richibucto, \$1,600.

Working expenses Intercolonial \$2,000,000.

Working expenses P. E. Island railway, \$60,000.

The estimates contain \$1,500 for sessional indemnity to Senator Wark also the indemnity of the late James Sutherland and E. F. Clark.

URUGUAYAN OUTRAGE.

R. L. Borden brought to the attention of the house the seizure of the Agnes Donahoe, a sealing vessel, by the Uruguayan government.

The Agnes Donahoe was seized for alleged poaching on Nov. 10, 1904, and taken to Montevideo. She was held there with a crew of 20 men. The letter which Mr. Borden read from said that the schooner was seized on the high seas and all hands on board, the vessel being under sail.

The Uruguayan government held that the vessel was fitted up and on its way to raid the rookeries belonging to the government of Uruguay. The authorities asked the captain for his license to seal. As the captain had been informed by the fisheries department at Ottawa that no license was necessary he did not have one.

The men complain of an unlawful seizure a long distance at sea. A telegram reached him last night from Halifax, which was as follows: "Captain of the Agnes Donahoe has been sentenced to three years' penal servitude, the mates one year and crew six months. The ship has been confiscated."

Mr. Borden said that no time should be lost in laying the matter before the British government. Nothing like this had taken place in connection with the Behring sea service.

Sir Wilfrid Laurier said that the case was one of very great hardship, but it was difficult to see what the government could do beyond laying the matter before the British government. It was alleged that the vessel was poaching or intending to poach. She was seized under the laws of that country and tried by the tribunals of that country and condemned according to its laws.

It seemed to him a very extreme and hard sentence on the captain and crew. The Victoria and Vancouver sealing licenses did not likely effect Uruguay. They were issued under the Paris award, a treaty between the United States and Britain. Representation had been made to the government against laws passed by some of the southern colonies to protect their own rookeries.

"We shall," concluded Sir Wilfrid, "be only too glad to call the attention of the British government to the whole matter."

Mr. Roach of Halifax, came in a little later and read a telegram similar to that read by the leader of the opposition with the additional information that the case was being appealed and asking that the government act promptly.

He also said that some of the crew had got away and had been given refuge on a United States war ship, and they had been landed at an American port and had reached Nova Scotia. Mr. Roach wanted to know if the American flag furnished better protection for Canadian seamen than did the British flag. If so he thought it would be a blow at the prestige of the British flag.

I. C. R. FREIGHT RATES.

Some days ago George Taylor complained that rates over the government railway from Nova Scotia to Brockville on steel were higher than rates from Pittsburg to Brockville, though the latter distance was longer. Yesterday, Mr. Emmerson said the distance from Nova Scotia was 900 miles, and Pittsburg, 500 miles. The rate from Nova Scotia was 5.4 cents per ton per mile, and from Pittsburg the rate was 7.7 cents per ton per mile.

Mr. Taylor also complained that since the government had taken over the Canada Eastern the rate on shipments to Fredericton had been increased.

The Minister of Railway said that the rate on shipments to Fredericton from the west had been increased by an agreement between the Canadian Pacific and Grand Trunk before the Intercolonial had acquired the Canada Eastern.

Mr. Stockton said it looked as if the Intercolonial were under the control of the Canadian Pacific and the Grand Trunk.

Archie Campbell, who is an Ontario miller, said that the rates to Fredericton were controlled by the Canadian Pacific and the Grand Trunk, where the business originated. He said, however, rates on short hauls, particularly in Ontario, were altogether too high. He thought the railway commission, since it had again gotten into working order, it would find lots of work to do.

Hon. John Haggart pointed out that the railway commission had to sanction all joint traffic agreements.

Hon. Mr. Emmerson said he understood the merchants of Fredericton had agreed to accept the increase in freight rates from the C. P. R., getting something else in return. Fredericton was the only point on the Canada Eastern where the rate had been increased. There had been no increase in the rates to Marysville, across the river or to Gibson.

Mr. Crockett (Fredericton) said he did not think the Fredericton merchants had agreed to accept the advance of rates.

Mr. Loggie, of Northumberland, said that the Fredericton rates had been advanced only on certain lines of merchandise. Rates on flour had not been raised. Formerly the rate to Fredericton was the same as the rate to St. John. The rate had been increased because St. John was a competing point and Fredericton was not. Mr. Loggie censured the railway commission for having sanctioned this increase of rates. This closed the incident.

G. T. P. GRADE.

The leader of the opposition asked if it was true as reported in the press that the surveyors of the Grand Trunk Pacific had found a line from Moncton to Winnipeg with a maximum grade of four tenths of one per cent. He asked where the information had come from and why the government had not given it to the house.

Sir Wilfrid Laurier said it was hard to tell where the press got all its information. He had never been able to discover. He had received no report from the construction commissioners. However, he understood that the surveyors' preliminary reports showed that a very favorable line had been located. He promised to give the house the report as soon as it was received.

Mr. Bryce, of Algoma, asked if the minister of railways had approved of the Grand Trunk Pacific terminals at Port William and on the Pacific.

Mr. Emmerson said all he had approved of was the location of the branch running from the national transcontinental main line to the towns of Port William and Port Arthur. The terminals had not been approved of.

Sir Wilfrid Laurier told Mr. Borden that he would be able to say in a few days when the election would take place in North Oxford.

STEAMSHIP FLOATED.

New York, May 18.—(Special)—The Cunard liner "Coronia" floated this

morning from the mud bed off Sandy Hook, where she stuck Tuesday afternoon.

WEST IS NOT WORRYING.

Views of Mr. Alex. Fraser of London, Ont.

FOUND THE PEOPLE SATISFIED WITH THE AUTONOMY BILL AND AT A LOSS TO ACCOUNT FOR THE AGITATION IN ONTARIO.

London, Ont., May 18.—(Special)—In an interview this morning with Mr. Alexander Fraser, member of the well known firm of Fraser & McMillan, some interesting points were gathered as to the attitude of people in newer Canada regarding the much-discussed autonomy bill.

Mr. Fraser, who has just returned from an extended business tour of the Northwest said:—"I heard not a single grumble concerning the terms of the bill west of Port Arthur. The people are much surprised that there is so much talk about the matter in Ontario. In Winnipeg, of course, there is a little agitation over the boundary question. The people of the two new provinces have practically nothing to say about the school question. They are perfectly satisfied with their present school system, which they consider the finest in the world, as Mr. Scott remarked in Ottawa lately, and they feel that the

autonomy bill merely continues this system. They feel that they are getting just what they have at present, and that is all they want. They cannot understand why Ontario should be so concerned about the question."

Mr. Fraser said that as far as he could see the people of the Northwest were giving the bill very little thought at all. They are busy, and evidently well satisfied. The only complaints he heard were from some Calgary people, who claimed that that town should have been made the capital in place of Edmonton, the latter being considered too far north.

WEATHER PROBS.

Toronto, May 18.—(Special)—Maritime—Easterly winds, cool and cloudy with showers. Friday, westerly winds, clearing and a little warmer.