

SNOW BLOCKADE.

Train and Passengers Stalled 72 Hours in Snow Drifts.

UNIQUE EXPERIENCE OF TRAVELLERS ON THE I. C. R.

Snow Shovellers Struck for Something to Eat.

A special Truro correspondent of the Halifax Chronicle, writing under date of Feb. 26, has an interesting story of the stalled I. C. R. trains at Londonderry, N. S., as follows:

Snow and ice have thrown their pall over the northern main line of the Intercolonial. The third day since traffic became interrupted has passed, and the trains still occupy the places in which they were stalled. It is declared that Tuesday will see them still in thrall. The trains referred to are Thursday's Maritime from Montreal, Thursday's Pacific from St. John and trains sent from both points on Friday.

The passengers on the Maritime succeeded in getting through to Truro today, and those bound for Halifax and eastern points were sent on by special trains. The beleaguered company consisted of sixty persons, including train and engine crews. This company had reached a point between one and two miles from Londonderry station, on Thursday afternoon. A storm was then in progress. The snow in the cuttings became deeper and deeper until finally a slide engulfed the train and stayed all progress.

CON. COFFEY'S HARD TRIP.

Conductor Coffey left his train and by a perilous and toilsome tramp reached Londonderry. There he reported his trouble and, as soon as possible, a crew of workmen, provisioned for twenty-four hours' siege, two engines and a plow, were despatched to his relief. Conductor Coffey returned to his train completely exhausted. He said he would not take the train itself as a gift to induce a repetition of his journey, but duty bade him go, and of course duty had to be performed.

After the despatching of the relief train the management here felt that they would surely see the train brought in by morning. Three hours afterward another message came from Londonderry saying that the relief train was stuck and off the track. Here was a "go." A second relief train had to be despatched to assist the first. It was equipped and provisioned after the same manner. This train ran on slowly through the storm now turning to sleet and hail, finally reaching the first one and giving assistance.

SNOW PLOW WAS SMASHED.

It was found that the engines on the first train had driven their plow into a solid drift of ice-laden snow and so heavy was the snow that it was like going through a stone wall. The plow stuck, but the engines had not lost their momentum and drove right through the plow, smashing it into its original fragments. The engines were dug out by the combined crews of laborers, and dragged clear of the wreck. The wreck was then removed and an attack made on the snow bank with picks and shovels. By this time it was daylight on Friday morning.

Trackmasters Burpee and Turney urged their men and they cleared the first cut. The storm had increased by this time until the wind blew sixty miles an hour, and men could not work in the face of it. As fast as a shovel made a hole it was filled up by the rolling hail. All day on Friday the storm kept up its irresistible batter and when night came the relief trains were snowed up to the roof of the windward side and the hail began to pour over until the bank lay level with the window tops on the lee.

RELIEF TRAINS DUG OUT.

On Saturday morning early the men were turned out to cut their way onward. The storm had subsided and a warm southerly breeze raised the hopes of everybody. The relief trains were dug out and each hour's work saw a steady advance. Londonderry station was passed and the long detour of the foot hills of the Cobequids was made. By Saturday night the relief had reached within a mile of the Maritime train. Sunday morning a quarter mile more was shoveled out.

Superintendent Jarvis was becoming restless in Truro over the slow progress made and he had a passen-

ger train made up and went out with it to re-provision the working trains and to try to procure a transfer of the stalled passengers over the three quarters mile of snow intervening between. This was accomplished at 11 this morning and the weary company was brought to Truro. At half-past three this afternoon the Halifax passengers were sent on to their destination.

While they were here they were interviewed by your representative, and several thrilling and some amusing stories were told of the experience they had in the seventy-two hour hold-up on the line. First they found the trainmen courteous and kind to the highest degree. The train was well provisioned. After receiving and paying for such meals and other accommodation as they would naturally purchase, the Railway Department furnished meals and bed as far as possible without charge. Breakfast, dinner and supper was furnished the first day. Fearing shortage of provisions supper was left out on Saturday. They had breakfast at nine and dinner at five, with breakfast again this morning at nine-thirty.

HOW RELIEF CAME.

The condition of the drifts surrounding the stalled train may be described by the following particulars, vouched for by all the passengers. Trackmaster Lockhart and a crew of laborers, two engines and a plow had worked their way from the north until the maritime train was reached. The passengers on the latter, as soon as they became aware of the approach of Lockhart's men, came out to watch their operations. The working train would be backed up the line a piece and steam turned into the cylinders of both engines. This combination of locomotive power would butt into the snow bank, get stuck and then would come a swarm of men clambering over the tops of everything to dig them out.

The banks were so high that benches could be established every five feet down, and the snow passed up to the top in shovelfulls. It sometimes took as many as five men working thus to dispose of one shovelful of snow. While watching the workmen the passengers indulged in amusements sliding down the ice coated hillsides, etc. The relief from weariness wrought in this way was wonderfully exhilarating.

WORKMEN ON SHORT RATIONS.

It was not all pleasure for the workmen on Lockhart's train. They had run short of provisions, and since yesterday morning bread and tea, with butter, the only accessory, but no milk or sugar, was the regular diet. This morning thirty men struck work and started to walk back to Wentworth to get a square meal. Learning this the passengers on Conductor Coffey's train induced him to broach a shipment of meat consigned to Halifax in the express car. This they got the men in the dining car to cook, after a good deal of coaxing and many assurances that the superintendent of the service would approve the action. The remainder of the workmen were then fed and given a hearty send off to another day's work. In response thereto the men cleared the snow away from round the stalled train and made it fit to proceed.

Another incident less dramatic is recorded. A man driving a pair of horses drawing upwards of a ton of loose hay came to the cut made by Lockhart's crew. It was on the main roadway to McLean's Corner. The snow was heavy enough to carry horses and load, and the man was driving and expecting to cross the track over the top of the snowbank. He encountered the cut in the snow twelve to fourteen feet deep. He could not get across and could not get round. He was the picture of misery.

But Trackmaster Lockhart was equal to the occasion. He ran his snow plow heaped level to the top of the cut with snow, at a convenient place. For fear the horses should plunge through the covering, a cavity was cut down on one side and one on the other for the horses to clamber from and up, and the load of hay was passed safely over the top of the snow plow, amidst the plaudits of the admiring travellers and the effusive gratitude of the farmer.

EVERY LADY SHOULD KNOW

That Ferrozone removes all the causes that interfere with the proper discharge of all womanly functions; it corrects irregularities and is especially good for women who are nervous and subject to headache, lame back, bearing-down pains, despondency and tiredness. Ferrozone is a blood builder and purifier and can't be excelled for the complexion. For your good looks and health use Ferrozone. Price 50c. per box at druggists.

It is understood that Lieut.-Col. A. G. Hesselein, of the Halifax Garrison Artillery, and one of the proprietors of the Halifax hotel, will be the commandant of the Bisley team. It is Nova Scotia's turn to get the appointment.

BEAUTY ON TRIAL.

Charged With Killing Her Husband.

HIS THROAT WAS CUT BY A CLEVER SURGEON.

The Talented Prisoner, Once Popular, Cowers Before Charge of Mediaeval Crime.

Truro, Feb. 28.—Linda, Countess Bonmartini, once one of the most beautiful and talented women of the Italian nobility, was again placed on trial for her life, charged with a crime as horrible as any penned in fiction by Garbوريا or Zola, and the country hereabouts is stirred to its depth by the pathetic picture which the one-time beauty presents in her terror and confusion, as the public prosecutor presents the proofs of what he maintains are indubitable evidences of her guilt.

She is haggard and pale, and the rich color that once mantled her cheeks is gone and is succeeded by a ghastly pallor. Her eyes are dulled and lusterless, and her form, which a few years ago was a poet's dream of symmetry, has become angular, and she looks like a woman aged twenty years before her time.

The courtroom was crowded with spectators, most of them of high rank. The defendant, cowering in the dock, listened to the monotonous calling of names by the clerk, who, under an ancient form of Italian law, is obliged to select only those of a rank equal to that of the defendant, so it may be many days before the full complement is obtained.

As outlined by the prosecution, the crime carries one back to the mediaeval romance not of Italy alone, but of all Europe. Bonmartini's end was plotted with subtle cunning, and even the nicety of surgical science was used in the actual murder. Knocked half unconscious by a blow on the head, the Count was held on the floor while a qualified surgeon cut his throat with unerring skill.

Bonmartini was a high noble of Bologna, but was a man of unsavory reputation. He took an apartment in the Via Mazzini, in Bologna and there the police say that orgies repeatedly took place. The count also had a palace in Venice. There the Countess Linda spent most of her time. She met a Prof. Sesshi in Venice, and the romance developed while her husband was in Bologna.

Early in September, 1902, the Count was missed from his usual haunts, and on a complaint of the neighbors of an intolerable odor his apartments were burst open by the police. The Count's body was found flat on his back on the parlor floor. Some feminine belongings were scattered around the rooms. Empty wine bottles stood on the sideboard, and broken glasses and corks were scattered on the carpet. It appeared that the Count had been killed by his companions. His desk had been opened and every drawer in the room was rifled. The police formed the opinion that the nobleman had been killed for robbery, but a further investigation pointed to murder.

About two weeks after the murder Tullio Murri, son of an Italian senator, was arrested in Ala, on the Austro-Italian frontier. He admitted himself guilty of the Count's death. He said he had visited the Count to remonstrate with him for his cruel treatment to his sister, the Countess Linda. A bitter quarrel followed, and the Count, resenting any interference between himself and his wife, attacked Murri with a knife. In a fierce tussle the knife slit the Count's throat.

The testimony at the preliminary hearing was to the effect that when the Count entered the apartment where he was to be slain, Murri struck him down and a confederate knelt on him, and fortified with surgical knowledge, drove a stiletto into his jugular.

WHEN YOU NEED PHYSIC.

Get a box of the old reliable Dr. Hamilton's Pills of Mandrake and Butternut, which loosens the bowels, without causing griping pains. No remedy is half so satisfactory as Dr. Hamilton's Pills. Price 25c.

SCHOOLS OF THE WEST.

Only Sixteen Separate Schools in the Whole District.

In the Northwest the earliest schools were naturally those opened by the missionaries, Protestant and Catholic. After the legislation of 1875, which was designed to secure

the religious minority in any section the right to separate schools, the old order was continued. In 1884 a school system was established by ordinance of the local authorities, Protestant and Catholic boards being set up, as in Quebec. In 1892 a change was made whereby the control was withdrawn from these boards, and centred in the executive of the Territories. The Catholic minority considered this an invasion of their right, and appealed to Ottawa for relief, but the government, then led by Sir John Thompson, declined to interfere. The list of grievances urged by the Catholics was long and formidable, just such a list, for example, as might be compiled supposing the authorities at Quebec were to put into the hands of a Minister of Education the functions now exercised by the Protestant section of the Council of Education, including the general governance of the system, the appointment of inspectors, the prescription of text books, examination and appointment of teachers, and so on. The separate schools were continued, but the curriculum was made to conform almost absolutely to that used in the public schools. Religious instruction was allowed for a half hour, after half past three, when, as the Catholics protested, the child's mind is tired. The net result of the appeal to Ottawa was that the Territorial Government consented to allow the general use of the Lord's prayer at opening.

With this ample concession by Ottawa to the principle of provincial rights in the matter of education, the system has been continued in operation, until there are now sixteen minority school districts, to 1,022 public school districts. Of the minority schools ten are Roman Catholic and six Protestant.

Broken and Sad

Weary of Life.

Ground to the Dust with Weakness—Too Nervous to Sleep—A Pitiable Wreck!

FERROZONE

Braced—Invigorated, Toned and Strengthened.

Men and women, married or single, whether old or young, will find abundance of health in Ferrozone. It completely vitalized Mrs. F. Levine, a well known resident of Point Alexander, Ont., who writes:

"I was on the verge of nervous prostration. When I got up in the morning I had to force myself to go to work.

"I felt blue and depressed, took no real comfort out of life.

"Dragging weakness and lack of spirit seemed to be killing me.

"How I wished for strength!

"Kind Providence brought Ferrozone to my notice and I commenced to take it. The change was wonderful. I picked up every day. Strength developed, appetite increased. I grew cheerful and strong. Ferrozone made me feel like a woman. My cure is complete and I recommend it as an unsurpassed."

The one medicine that's sure to lift you from a weak, miserable condition is Ferrozone, 50c. per box, or six for \$2.50, at all dealers in medicine, or Polson & Co., Hartford, Conn., U. S. A., and Kingston, Ont.

HAS PIERCED THE ALPS.

One of the Greatest Engineering Works of the Age.

Gondo, Switzerland, Feb. 27.—Piercing of the Simplon Tunnel through the Alps was completed at 7.20 o'clock this morning. The work was commenced in 1898. The meeting of the two boring parties, (Swiss and Italian) was signalled throughout Switzerland by ringing of church bells and salutes of cannon.

Many unexpected obstacles were encountered, the most serious being hot springs, which threatened to wreck the whole enterprise, and a temperature, which at one time rose to 131 degrees Fahrenheit, making a continuance of the work impossible until the engineers found means of cooling the atmosphere. Now that the borers have met, it will enable the water accumulated in the north gallery to be drawn off. The work of preparing the tunnel for a permanent way will be pushed as rapidly as possible, and it is hoped to inaugurate the tunnel about March 20. The boring operations began Nov. 13, 1898.

The length of the Simplon tunnel from Bige, in Switzerland, to Iselle, on the Italian side of the mountain, is about twelve miles. The Swiss and Italian Governments have jointly financed the undertaking, at the cost of \$15,000,000.

The piercing of the Simplon is regarded as one of the greatest engineering achievements of the age.

ALCIDE LAURIN'S DEATH.

Hockey Rivalry Strong in Two Ontario Towns.

Blow from Loney's Stick Fractured Laurin's Skull.

Alexandria, Ont., Feb. 27.—On Friday evening, the 27th inst., at Maxville, an exhibition game of hockey took place, the contesting teams being the Crescents of Alexandria and the Maxville team. For the reason that these two teams had met on the Alexandria rink here on the evening of Feb. 14th, when the Crescents defeated their old-time rivals by a score of 5 to 1, keen interest was taken in the return match and fully seventy-five hockey enthusiasts accompanied the Alexandria contingent to Maxville. The rink being an open one, the sheet of ice, owing to the thaw that set in that day, was in anything but good condition, and such a thing as fast hockey was out of the question. The match started about 8.15 and it was soon noticeable that both teams were out to win. Referee O'Connor from the outset was kept busy, as the cross-checking was sharp and close, and the play at times rough.

After about thirty minutes actual play, during which the home team had scored a goal, Alcide Laurin, one of the visitors, securing the rubber, proceeded up the ice, successfully passing two or three opponents, till he was met by Loney, point of the Maxville team, who checked him sharply, breaking, breaking Laurin's stick. An altercation or mix-up followed, and Laurin was seen to fall to the ice from a blow on the head from Loney's stick. He was picked up and carried to the dressing-room, where he was attended by Doctors J. T. Hope and W. B. McDiarmid and Munro of Maxville. Death was found to have been instantaneous, his skull having been fractured. Loney immediately gave himself up to Reeve McEwen and Magistrate Smith.

The remains were brought to Alexandria by the 9.30 train, and was met by hundreds of our citizens, who accompanied them to the home of the deceased's father, Ottawa street.

On Saturday an inquest was held by Hon. Dr. McMillan, and several witnesses were examined, when an adjournment was made until Thursday.

Drs. McLennan and A. L. McDonald conducted the post-mortem, and will report Thursday evening.

This morning the funeral took place to the cathedral and cemetery, and was the largest ever seen here. The carriage works, factories, schools and all the business places were closed. Rev. J. Dulin celebrated mass, and Messrs. D. Kerl, Fred Kemp, J. Huot, A. Sauve, Will J. Simpson and T. W. Munro acted as pallbearers. The floral tributes were magnificent.

Besides his parents the deceased is survived by four brothers and four sisters. He was a splendid athlete, and in 1903 won the all-round championship of the Ottawa Valley.

Alexandria, Ont., Mar. 1.—A. Loney, of Maxville, Ont., the hockey player who struck the blow that killed Alcide Laurin of this town, during the game of hockey at Maxville on Friday night, was arrested this morning on advice of the crown attorney, and was locked up in the Cornwall jail. The coroner's jury enquiring into the cause has adjourned till Thursday next. A witness said that the blows were deliberately struck.

A NOTED HORSEMAN'S EXPERIENCE.

Mr. Antoine Wendling, owner of Deveras 2114, and proprietor of the Clifton House, Brockville, says no liniment compares with Nerviline for general use around the stable. For strains, sprains, swellings, internal pains and especially for affections of the whirl bone Nerviline is unequalled. Mr. Wendling believes Nerviline is indispensable as a horse liniment; it has strength, penetrating power and works thoroughly. Every horse and stock owner should use Nerviline. Sold in large 25c. bottles.

Replying, in the Imperial House of Commons, to Mr. Buchanan, the Right Honorable Alfred Lyttleton, secretary of the colonies, stated that no precise date had been fixed for the arrangement of substituting Canadian for British troops at Halifax and Esquimalt. The British government does not propose to ask the government of Canada to repay any portion of the money spent by the old country in the permanent measures for defence at Halifax and Esquimalt.

Lifobuoy Soap—disinfectant—is strongly recommended by the medical profession as a safeguard against enteric diseases.