

The Daily Herald.

VOL. X.

FREDERICTON, N. B., MONDAY, JULY 17, 1905.

NO. 165

St. Mary's Departmental Store.

S. Herbert Logan, Manager, - St. Mary's, N. B.

Always something new at this store. Stocks are continually changing. Nothing old is allowed to accumulate. This is only one advantage belonging to St. Mary's Dept. Store patrons. An attentive sales force, a well assorted stock, many different lines, prices a little lower, a splendid business home. All these points are in the interests of intending purchasers.

Specials for Tuesday, July 18

WHITE LAWN WAISTS

LADIES' WAISTS, ALL NEW STYLES.

Regular	\$2 35	special	Tuesday	\$1 69
Do	2 25	do	do	1 59
Do	2 00	do	do	1 39
Do	1 75	do	do	1 29
Do	1 50	do	do	1 19
Do	1 30	do	do	1 09
Do	1 25	do	do	89
Do	1 00	do	do	79
Do	85	do	do	69
Do	75	do	do	59
Do	50	do	do	39

LADIES' NIGHT GOWNS

LADIES' WHITE NIGHT ROBES.

Regular	\$1 25	special	Tuesday	98c
Do	1 15	do	do	88c
Do	1 00	do	do	78c
Do	90	do	do	68c
Do	75	do	do	58c
Do	60	do	do	48c
Do	50	do	do	39c

Ladies' Silk Lisle Hose.

Ladies' Hose, openwork and embroidery, size 8, 8½ and 9, black, tan and dial colors, very stylish, regular 70c, special Tuesday 50 cents.

LADIES' CORSETS.

Best makes in new Corsets. Splendid values here.

Regular	\$4 40	special	Tuesday	25c
Do	50	do	do	38c
Do	75	do	do	55c
Do	90	do	do	79c
Do	1 00	do	do	79c
Do	1 15	do	do	79c
Do	1 25	do	do	91c
Do	1 40	do	do	\$1.00

It will be well to ask us about things if you do not see what you want.

Remember we carry Crockery, Hardware, Paints, Wall Paper, House Furnishings, Dry Goods, Clothing, Gent's Furnishings, Hats and Caps, Boots and Shoes, Sewing Machines, Bicycles.

St. Mary's Departmental Store.

ST. MARY'S, N. B.

VERY SERIOUS DISASTER.

Two Spans and a Pier of the Fredericton Highway Bridge Destroyed by Fire.

PROBABLE LOSS OF \$15,000 AND GREAT INCONVENIENCE TO CITY AND SURROUNDING COUNTRY.

Theory as to the Origin of the Conflagration.

Two of the central spans of the Fredericton highway bridge over the St. John river at this point, were destroyed by fire Saturday evening, causing a loss of about fifteen thousand dollars. It was one of the worst disasters that could have overtaken the people of York county, and will cause great loss and inconvenience until repairs can be made.

The bridge is 2,800 feet in length, and practically one fifth of the structure is now lying at the bottom of the river a mass of wreckage, reminding one not a little of pictures of South African bridges published in the illustrated magazines during the Boer war.

The fire broke out, or rather was discovered about eight o'clock in the evening. It was then burning quite briskly beneath the flooring, and was first noticed by Sgt. Moot, Tait, Robert Cochrane and one or two others who were crossing. After making sure that the bridge was ablaze, Mr. Cochrane hurried to the city and rung in an alarm from box 34, corner of Carleton and Queen streets. The firemen and a large number of people responded promptly and had the fire under control in a few minutes. It is quite likely that considerable damage might have been averted. The fire originated near the centre of the bridge and the nearest hydrant, the one in front of the drill hall, is eighteen hundred feet distant, and connects with only a four inch main.

FIREMEN AT WORK.

There was not sufficient hose on the cart to reach the scene of the threatened conflagration and a second trip had to be made to the hose station after more hose. This, of course, caused delay, and meantime, the flames were making rapid headway among the great hard pine timbers beneath the floor.

The hook and ladder men set to work with their axes and tore up the flooring, but this only seemed to give vent to the flames, which shot high in the air and set fire to the superstructure. The firemen soon got to work in earnest, but water forced through eighteen hundred feet of hose is not a very effective agency with which to fight a fire, and greatly handicapped their efforts. Then again the flames were so well protected by the double floor that it was next to impossible to get at them above. Hampered as they were, however, the firemen stuck bravely to their task and more than one life was endangered during the prolonged and up hill battle that followed.

A large number of the residents of St. Mary's turned out and with a hose attached to the beam company's pump, were able to render good service from their end of the structure.

A great crowd of people from the city were attracted to the scene of the fire and surged in so close upon the firemen that Policeman King had to be sent for to clear the structure. The crowd was a wonderfully good natured one and raised no objection as the policeman, with baton in hand drove them before him like a flock of sheep.

The firemen and St. Mary's residents with the means at hand fought determinedly, but were unable to get the upper hand of the flames. The bridge was as dry as kindling wood, and the flames shot high in the air, illuminating the surface of the water for a considerable distance on both sides.

The fire seemed to centre around the fifth pier from the St. Mary's shore, and rapidly ate its way into the ends of the heavy stringers resting on both sides. This greatly endangered the position of the workers and they did not know at what moment the ends of the spans would be let down into the water.

THE SPANS DROP.

When it became apparent that two spans of the structure were doomed, the men set to work with axes and saws to break the connection with the remainder of the structure. The span on which the St. Mary's contingent was working was released first and went down at eleven o'clock with a tremendous crash. It was almost a mass of flames, and it presented a grand and weird sight as it dropped into the water and floated slowly down the stream.

The other span went down shortly after twelve o'clock with a crackling noise that must have been heard a mile away. This span was not so badly burned as the other and it

rested where it fell, with the flooring just above the surface of the water. The firemen remained at their post until all danger of the flames spreading to the remaining spans had been removed. It was nearly two o'clock when they returned to their homes, after having gone through one of the hardest battles in the history of the department. Four men remained on duty throughout the night.

A BAD WRECK.

Two of the large spans, or about four hundred feet of the structure, is a total wreck, and one pier was rendered useless, only the stone work remaining. The loss of the government will be in the neighborhood of \$15,000, and, of course, there is no insurance.

It was a beautiful moonlight night and great crowds of people from the shores on both sides of the river watched the flames getting in their work, remaining until a late hour. Expressions of regret at the crippling of the fine old structure was heard on all sides.

WHAT CAUSED IT.

The origin of the fire is a matter for conjecture, but the general opinion is that it was caused by a lighted cigar stub carelessly thrown down by some person. It will be remembered that the firemen were called out on Sunday afternoon to extinguish a slight blaze on one of the spans destroyed by the evening fire. It is possible that there may have been fire beneath the flooring at that time, which escaped the notice of the firemen. It is quite certain that the fire which destroyed the spans must have been remoulding far some time before it was discovered.

A great many residents of St. Mary's, Gibson and Nashwaakiss, were in the city shopping when the fire broke out. Some had teams with them and the problem of getting home was a serious one. Some returned by the Marysville suburban train, and quite a number rowed across in boats engaged from Bert Atherton. Those who had carriages remained all night and drove home yesterday by way of Lunt's ferry, making a round trip of over twenty miles.

The wires of the Western Union Telegraph Company and also those of the New Brunswick Telephone Company, were destroyed, but temporary repairs are being made.

The highway bridge was erected by the Blair government in 1885, at a total cost of \$156,225.25. Mr. A. G. Beckwith has the architect. Messrs. Simmons and Burpee were the contractors, and the work was superintended by Mr. Alfred Haines. It has been of incalculable benefit to the people of York and Sunbury counties and has saved them thousands of dollars in ferry fees. It is the largest wooden bridge in the province, and carries an enormous amount of traffic.

The ferryman at Crock's Point did a rushing business yesterday, transporting nearly a hundred carriages during the day. Bert Atherton also did a thriving trade with his boat livery.

Doctors, milk dealers, mechanics, clerks, etc., who live across the river and do business in the city will feel the loss of the bridge very keenly.

Mr. George A. Miles, the caretaker of the bridge, Mr. Robert Fletcher and others worked with the crew on the St. Mary's side and rendered valuable assistance.

Mr. Ran Foster drove over the bridge to St. Mary's only a few minutes before the fire was discovered. He saw no signs of fire at the time, but his horse acted strangely, and he thinks he must have smelt the smoke. As soon as Mr. Foster reached home and put up his horse, the alarm was sent in.

It is stated that the fire on Saturday afternoon, while on the same span, was in a different place from the one in the evening.

The hose owned by the beam company was not long enough to reach to the scene of the fire, and some joints borrowed from the fire department, were of different size, and could not be used.

The firemen were called out on Sunday afternoon for a slight fire near the draw. The flooring had to be torn up before it could be distinguished.

A FERRY SERVICE.

Mr. Whitehead, M. P. P., has been in communication with Chief Commissioner LaBilious, and has instructed

PEACE CHANCES REMOTE.

Since the Japs Seized the Island of Sakhalin.

RUSSIAN NEWSPAPER CALLS ON EUROPE TO RESIST JAPAN'S EXCESSIVE DEMANDS.

St. Petersburg, July 17.—(Special.)—The Novoye Vremya today prints the following statement of Russia's position:

Russia can only make such peace as will not affect the dignity and vital interests of the empire. To act otherwise, would be fatal to Russia and would threaten all Europe.

Europe no longer believes Japanese assurances that she will not restrict European interests in the Far East. Even England's and America's voices as moral instigators, can be heard in favor of the indirect interference of the powers to moderate Japan's demands.

Our plenipotentiaries must remember they must defend our interests not only in Russia, but also in other Caucasian powers, and they will find moral support at Berlin, Washington and perhaps even at London. Our army in the field is much stronger than it was fifteen months ago.

Hamburger Nachrichten proposes that Europe intimate to Japan that extreme demands will be resisted by Europe in general and especially by Germany. This is a valuable statement. We must ascertain the acceptable maximum of concessions to Japan from the European point of

view, and act accordingly. New York.—A despatch to The Times from St. Petersburg says:

A high official connected with the peace negotiations declares that the chances of concluding the treaty have been very remote since the invasion of Sakhalin by the Japanese, which is regarded in high quarters at St. Petersburg as an improper act after Japan consented to negotiate.

It is also averred that M. Witte takes no special powers except those of an ordinary plenipotentiary, qualifying him to make a treaty.

The Czar will have to be consulted on every point.

Honolulu, July 17.—Koreans here have raised a fund to send Rev. P. T. Yon, Korean Methodist minister, to Washington, to see President Roosevelt for the purpose of asking that efforts made by the United States in the forthcoming peace negotiations to bring about an agreement by which the Korean nation will become independent within twenty years, if she shows fitness for self-government.

Rev. Mr. Yon will solicit the good offices of President Roosevelt to ask Japan to grant independence, as the United States did to Cuba after the Spanish-American war.

DRIVING RUSSIANS NORTHWARD.

Japanese Have Now Complete Possession of Island of Sakhalin and Russians are Nearly Out of Korea.

Tokio, July 16, 2 p. m.—It is officially announced that the Russian centre, holding Dalnie and vicinity, was attacked July 11, and offered stubborn resistance. The attack was renewed at dawn of July 12, when the Japanese dislodged the Russians, driving them in the direction of Maikla. This victory ensures complete occupation of South Sakhalin by the Japanese.

Eighty prisoners were taken by the Japanese, included among whom was Lieut. Maxima. Four field pieces, one machine gun and the ammunition were houses were captured. The Japanese loss was about 70 men killed or wounded. The Russians lost 160 men.

Tokio, July 16, 7 p. m.—Reliable information has been received here that the Russian forces in Northern Korea have gradually been driven northward since last month, and now hold only two positions south of the Tumen River.

The latest information from the front, however, reports the advance south of a large force from Vladivostok, but it is believed the Russians will halt at Nkolleok, north of the Tumen, and concentrate their forces to make a resolute stand there against the Japanese advance.

The rainy season has set in in Manchuria and prevents movements on a large scale.

Tokio, July 17.—Admiral Yamada, commanding a squadron sent north on a reconnaissance, reports that the Russian cruiser Izumrud is a complete wreck, and that there is no hope of re-floating her. The vessel lies beached, heading west-southwest

on the northern point of the southern entrance to Vladivostok, about 200 miles northeast of Vladivostok. Nikol'skoi, Asiatic Russia, July 16.—Four Japanese torpedo boat destroyers reconnoitered Olga and Vladimir Bays, northeast of Vladivostok, July 14 and July 16. They made soundings and examined the shores and were evidently investigating the possibilities of landing troops. They examined the wreck of the Russian cruiser Izumrud by means of divers.

Gunshue Pass, Manchuria, July 16.—Reports that the Russian army is in a precarious situation appear to be without foundation. Investigations made by correspondents of the Associated Press, show that neither flank has been turned and that in fact the Russian wings are more advanced than the centre.

The Japanese centre is strongly fortified. Many siege guns have been placed along the Changtufu-Nanchen line and there is a triple ring of forts commanding the Mandarin road.

Tokio, July 16.—It is officially reported that General Linovitch's forces number nearly 300,000, and it is reported that he is extensively using water transportation to bring forward men, supplies and ammunition.

An official who recently returned from Manchuria expresses the opinion that Lilevitch plans a great demonstration to synchronize the meeting of the plenipotentiaries, but he does not intend real aggression. It is understood that Captain Bouguin returned permanently to France.

MONTREAL STOCK MARKET.

Montreal, July 17.—(Special.)—The stock market quotations today were: Dominion Coal, 84, 81. Dominion Iron and Steel, 23. Nova Scotia Steel, 54½, 56½. C. P. R., 151½, 151½. Twin City, 112½, 113½. Montreal Power, 91½, 91½. Richlieu and Ontario Navigation, 73, 75.

ELECTROCUTED.

Sing Sing, N.Y., July 17.—(Special.)—James Breene (white) and Chas. Jackson (colored), were put to death in the electric chair at Sing Sing prison today. Both executions were successful.

MR. MILLER'S MISFORTUNE.

Mr. I. L. Miller, who has been in the Moncton hospital through a rheumatic attack in his knee was removed today to the maritime express en route to his home in Halifax. He had to be taken on a stretcher and remain on the same throughout the journey.—Moncton Transcript. (Mr. Miller some years ago was engaged in the sewing machine business in Fredericton and is a brother-in-law of Mrs. W. W. Long.)



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