

The Daily Herald.

VOL. X.

FREDERICTON, N. B., FRIDAY, MARCH 3, 1905

NO. 52

SNOW BLOCKADE.

Estimated that it will Cost
Railways a Million.

PRIVATE INDIVIDUALS ALSO SUFFER.

Conditions Worse Than in the Days
Before Railways.

Halifax, Feb. 28.—The Midland Railway between Truro and Windsor is still in icy bonds. The Springhill and Parrsboro Railway, the Joggins Railway, the spur of road from New Glasgow to Sunny Brae, the Inverness and Richmond Railway, the Dominion Atlantic from Halifax to Yarmouth, the Halifax and South Western and the Nova Scotia Central were all tied up solid. Such a condition was never before encountered, never expected and was so disastrous that many Nova Scotians were as badly off, if not worse, than before railways were built.

In olden times when snow fell deeply—but never so deeply as this—when communication was wanted, the roads were used, but nowadays in winter only a few main roads were used, and when the snow falls deeply people stay at home or use the railways. In but few districts are supplies put in to last the winter through. The railways have been depended upon to provide from day to day or week to week.

LOSS IS ENORMOUS.

The loss to this province must be enormous. Trade is temporarily paralyzed and prices for the supplies of food, fuel and other necessities increased rapidly as the commodities in stores decreased. The mileage of railways in Nova Scotia, not containing sidings, is approximately 1,165 miles. Of this only about three hundred and fifty, consisting of that part under the control of the government of Canada, can be said to have been in operation. The loss to the railways not in operation is not within the range of calculation. While they are not earning they may be said to be expending much. The operatives have to be paid their wages for the most part.

A few conductors, brakemen and engineers who are paid by the run are losing their income. That is all. The salaried officials, the caretakers, station masters, trackmen and most of the trainmen and engine-men are kept on as usual, the latter to keep the engines in order and most of the cars in trim, while waiting for a break in the weather.

MEN WORKED LIKE TROJANS

On the Intercolonial, nearly every train in operation has two engines attached with a crew on each and an extra brakeman as well. In this way most of the men are steadily employed, many of them working overtime. Some engine-men have worked continuously for fifty or ninety hours, sleeping in their engines, when stalled in the drifts or snatching rest in other convenient places. In one case a driver at Stellarton was out 120 hours. Brakemen and conductors do likewise.

The workmen engaged in clearing the track are paid twenty-five cents per hour during the time they are actually at work and are fed besides, that is, sometimes they are fed, sometimes they are not, according to convenience or opportunity.

SPENT \$3,000 PER DAY.

How much has it cost the Railway Department to remove the snow and keep the trains in operation, in excess of the amount paid out in previous winters, will become a matter of public knowledge, when the blue book is printed. Three thousand dollars a day is not too low an estimate. That means sixty thousand dollars extra expense, fifty per cent. decrease in revenue, all in a month.

All the ingenuity of man has been expended in perfecting machines to overcome the storms of the past. There has been nothing invented thus far that will sweep the tracks of snow and ice like this year's. An experienced railway manager taking a hasty view of the railway situation says that a million dollars will not put the railways of Nova Scotia in the position they would have been had the season been a normal one. As for the loss of business to the province perhaps another million dollars, for the losses everywhere have been enormous, will be within the mark in making the estimate.

The loss in traffic, particularly in lumber and freights, is tremendous. Lumbermen all over the province will suffer the greatest losses because of the heavy snow in the woods, on post roads and in the lack of transportation of the product by rail,

while the loss incurred by manufacturers who either had to curtail their operations or close down because of lack of fuel or inability to ship their products cannot at this stage be even guessed at.

STEAMER ON FIRE AT SEA.

Passengers Transferred to Another Vessel.

San Francisco, March 1.—Fire broke out in the cargo of the steamer Oregon, when the ship was about fifteen miles southwest of Crescent City on her voyage from San Francisco to Portland. There were 56 passengers on board the Oregon besides the crew, but the passengers were safely transferred to the steamer Del Norte and taken to Crescent City. The Oregon proceeded to the harbor under her own steam, the fire having been got under control.

The Oregon left this port Sunday with a cargo of general merchandise and passengers. When the steamer was about twelve miles southwest of Whale Rock Captain Warner discovered that fire had broken out in the after freight deck and was spreading rapidly. He made directly for Crescent City and attacked the fire. The steamer took a decided list, and while she was in that plight Captain Payne of the Del Norte, which was lying in the harbor, steamed to her rescue and transferred the passengers to his vessel. The Del Norte then entered the harbor at Crescent City, followed by the burning Oregon.

Captain Warner fought the flames during the night, and today put the fire under control. Much valuable freight was destroyed.

CABINET RECONSTRUCTION.

Parent Will Retire to be Succeeded by Gouin.

Quebec, March 2.—Hon. S. N. Parent will resign the premiership on Saturday.

Hon. Lomer Gouin will immediately be summoned by the Lieut.-Governor and entrusted with the task of forming a new administration.

It will be composed as follows:

Mr. Gouin, Premier and Minister of Public Works.

Mr. Archambault, Attorney-General.

Mr. Turgeon, Minister of Lands, Mines and Fisheries.

Mr. McCorkill, Treasurer of the Province.

Mr. Auguste Tessier, Provincial Secretary.

Mr. Rodolphe Remy, Minister of Agriculture.

Mr. W. A. Weir and probably another also Minister without portfolio.

Mr. Auguste Tessier will vacate the speakership, to which he will be elected, to accept the position of Minister of Agriculture, and as he and Mr. Roy of Kamouraska will have to be re-elected, the House may take an adjournment of ten days or so.

Messrs. Gouin and Turgeon will not require re-election if they take the oath of office, as they expect to, on or before the 6th instant, as they will not have been more than 30 days out of the Executive Council.

Mr. Roy, of St. Johns, will succeed Mr. Tessier as Speaker.

Messrs. Parent, Robitaille, Monet and Garneau will drop out of the Cabinet, or rather will fail to re-enter it.

Mr. Parent's health is really very indifferent, and his physicians have been insisting for some time upon his retirement from politics. If he accepts the railway construction commission, he must resign his seat in the House, and in that case Mr. Phileas Corriveau will probably be his successor in the Assembly.

A FATAL EPIDEMIC.

Cerebro-Spinal Meningitis in Russell County.

Ottawa, Feb. 28.—Cerebro-spinal meningitis is epidemic at McCauley's station in Russell county about two and one-half miles from South Indian. Three men and a girl belonging to the same family are dead, and other deaths may follow. Local physicians were unable to diagnose the mysterious disease which was proving so deadly, and sent for Dr. Hodgetts, Provincial Health Inspector. He went to the spot and investigated and discovered the malady to be cerebro-spinal meningitis. The family afflicted were those of a farmer. The eldest son, who had come from a lumber camp in northern Michigan, was first to take sick and died. The daughter after some time contracted the disease and died. The father was the third victim, and then the nephew, a married man with two children, who lived across the road was overtaken. Dr. Hodgetts says that spinal meningitis is liable to appear during extremes of heat or cold.

In washing woollens and flannels, Lever's Dry Soap (a powder) will be found very satisfactory.

NEST OF TRAITORS.

Sir MacKenzie Bowell Lets in Some
Light on the Conspiracy of '96.

FOSTER AND HAGGART CHARACTERIZED AS LIARS AND BETRAYERS.

(Concluded from yesterday.)

"Mr. Haggart's reference to me as 'a sick girl,' is but a fair specimen of his whole tirade of misrepresentations of the events of that day which left a stain on the political escutcheon of the Conservative party which will never be effaced so long as those gentlemen are accepted and recognized as members of it, not on account of their desire to depose a premier, but on account of their time and manner of attempting to accomplish it.

SORRY HE TOOK THEM BACK.

"I shall feel sorry so long as I live that I ever consented to recommend to his excellency the return to the cabinet of Mr. Haggart and those with whom he was associated in the plot. It was done in what I then considered to be the interest of the Conservative party. Subsequent events have convinced me that it was a fatal political error never to be repeated.

"I may say that I have no recollection of using the words 'nest of traitors' at the time to which Sir William refers. I may add, however, that if I had used them I was justified in so doing and if I did not use them I ought to have done so. That there may be no mistake about it I use them now in the fullest sense of the term and shall satisfy the most incredulous before I conclude, that I am justified in so doing.

COSTIGAN'S TESTIMONY.

"The cabinet bolt of 1896" continued Sir MacKenzie, "was the result of mature deliberation and scheming. The scheme was long in hatching. For this assertion he had the authority of John Costigan, a member of the government at that time who was asked by Mr. Foster if he did not think that some younger blood should be at the head of the government.

"Mr. Foster had added in his conversation with Mr. Costigan that the premier was too old for the position. Mr. Costigan had replied that there were too many young men in the cabinet who believed themselves better fitted to command than Sir MacKenzie. With this remark Mr. Costigan had walked away.

"In addition to this interview, when Mr. Costigan called on his colleague, the finance minister at New Year's 1896, he was ushered into Mr. Foster's library and invited to join the nest of conspirators who were hatching a scheme to depose their premier and instal another man in his place.

"Mr. Foster had gone on to explain that the cabinet was to be reconstructed under Sir Charles Tupper as premier, that Sir Alexander Lacoste, chief justice of Quebec, and Sir Adolphe Chapleau, lieutenant governor of Quebec, were to form part of the new administration and that an appeal was then to be made to the country.

Mr. Costigan's account of the affair was that he had refused to concur in the arrangement as he had no fault to find with Sir MacKenzie Bowell, that they had accepted office under him in good faith and that until he had lost confidence in him he did not know why he should take the course that Mr. Foster suggested. Mr. Costigan added that if any minister had lost confidence in the premiership of Sir MacKenzie he should resign, but that a conspiracy to compel the premier to get out was neither right nor proper.

WHERE THE PLOT WAS HATCHED.

Sir MacKenzie continued: "I may say that upon that same New Year's day I called at Mr. Foster's house to pay the accustomed greetings and on comparing notes with Mr. Costigan I am led to the conclusion that we were in the house at the same time; I in the drawing room, paying my respects to the ladies, and Mr. Costigan in the library closeted with the conspirators, being solicited to join in the coup for my overthrow. Yet these gentlemen declare that no 'nest of traitors' existed and that they remained loyal until I broke faith with them.

"The first intimation I had of the plot was a message from Hon. John F. Wood, then controller of customs, who told me that something was transpiring that would require my serious consideration, and that I was to be prepared for it.

"It was not long after this that Hon. John Haggart and Hon. Dr. Montague waited upon me as a deputa-

tion with the request that I resign and make way for Sir Charles Tupper. They departed as wise as when they entered the room and the caballing continued, the rendezvous being the office of Hon. George E. Foster, the finance minister.

"From the time that Sir Charles Tupper reached Canada the tactics of the Foster-Haggart combination changed. Finding their intention to foist Foster on the party as leader impossible they approached Sir Charles Tupper and no doubt impressed upon him the necessity of a change in hope that after an election it would not be long, owing to Sir Charles age, till his retirement would be necessary and the 'young man' could then mount the throne and rule for a time. However a disgusted electorate took the first opportunity to relegate them to a forced retirement from office to the opposition benches where they will remain if I can interpret public opinion so long as they are recognized as important factors in the Conservative party, though it is led by as upright and honorable a public man as ever sat in parliament."

MARYSVILLE NEWS.

Carnival—Golden Wedding Celebration, Personal, etc.

March 2.—The management of our popular rink has decided to have a grand fancy dress carnival in the near future, and with the electric lighting and excellent ice there is no reason why this should not be the event of the season. Everybody should begin to prepare for it as valuable prizes will be given as usual and a jolly good time is in store for those who attend.

The residence of Mr. and Mrs. John Hazlewood at Sandyville was the scene of a very enjoyable event last Wednesday evening, the occasion being the 50th anniversary of their marriage. There were about thirty-five present, including three sons and three daughters, besides grand-children and great-grand-children, and all extended their congratulations to the bride and groom of fifty years ago. During the evening refreshments were served and a delightful time spent by all present, who wished Mr. and Mrs. Hazlewood many more years of happiness. The valuable and very beautiful presents received by the aged couple showed in what high esteem they are held in the community in which they live. Among those present besides the family circle were Mayor and Mrs. Gibson, Mr. and Mrs. Alfred Rowley, Mr. and Mrs. Walter Walker, and others.

There was a good attendance at the meeting of Nashwaan Lodge, I. O. O. F. last Wednesday evening, on which occasion Mr. William Minnie, of Gibson, was given the third degree in Oddfellowship. Nashwaan Lodge is rapidly growing in membership and is doing good work in the community.

Messrs. Frank Merritt and George Cochran were in Fredericton last Wednesday evening and had a pleasant time in the curling rink with the Fredericton club.

The many friends of Mrs. George Nason will be pleased to hear that she is much better and is rapidly recovering from a severe attack of la grippe. Mrs. William Bubar is also much better.

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.

QUEBEC LEGISLATURE.

Opened Thursday with the Usual Ceremony.

Montreal, March 2.—The session of the Quebec legislature was opened with the usual ceremony today. The speech from the throne stated that the receipts for the year had exceeded the expenditure despite the increased requirements of the public licenses. Legislation was promised to refer to education, agriculture and amendments to the license act. The assembly elected Tessier of Rimouski speaker and then adjourned. It is expected that tomorrow will decide the fate of the Parent administration.

treatment \$1.00; trial size 25c.

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.

Hell is the truth seen too late.

TOGO NEAR DEFEAT.

Russian Fleet Almost Broke Through
the Lines.

Japanese Admiral Had Decided to Retire
When the Pusillanimity of the Russian
Officer in Command Saved the
Day for Him.

London, March 2.—The Times publishes the following from its Paris correspondent:

The Matin publishes an interesting account of what it represents as an official report addressed to the British government by an English naval officer attached to Admiral Togo's staff, who was present on board the Japanese flagship Mikasa during the engagement with the Russian Port Arthur squadron on August 10. According to The Matin, the upshot of this report is that the Russian squadron was within three minutes of victoriously forcing the blockade.

On the morning of August 10 Admiral Vitoff and the whole Russian squadron left Port Arthur, the only order given being to follow his flagship, the Csesarevitch. The Japanese squadron was not sighted until after several hours' steaming. According to the Russian officers the Japanese opened fire at an incredibly long distance, the Russian guns not responding for some time. The squadron put on full steam ahead, and the engagement soon became general. The fire was mainly directed against the Csesarevitch, which was battered by a perfect storm of shell. One of the first broke its mast signals. In spite of an unabated fire for three hours the Csesarevitch held on her course. She had already reached the Japanese line, which was cut in two, and was closely followed by the Askold and Novik, thus pointing the way to the other ships, when her helm was struck.

At the same moment Admiral Vitoff was mortally wounded. The Csesarevitch was then observed to change her direction, making several turns in the very midst of the Japanese ships under a hail of fire. Signals were made to the rest of the squadron, "Vitoff mortally wounded transfers the command to Uklitomsky." Nevertheless, the Csesarevitch steering with the aid of her engines alone, was able to resume her advance, and, followed by the Askold and two torpedo boats, succeeded in getting almost completely clear of the Japanese lines. The Japanese fleet had also been weakened by that long and terrible combat. The Mikasa, Admiral Togo's flagship, and two cruisers had been badly damaged.

In presence of the desperate efforts of the Russians, who seemed determined to force a passage at all costs, Admiral Togo decided to rally his fleet and retire to Sasebo. The signal was given that he had an order to transmit, but while he was actually dictating it he noticed the Russian ships which had not yet crossed the Japanese lines describe a curve as if they wanted to put about. "Uklitomsky had just given them the inexplicable order to return to Port Arthur." Admiral Togo instantly understood and ordered the torpedo boats to feign an attack. The torpedo boats advanced, but Uklitomsky's ships were already in full flight. The Japanese squadron was victorious.

INTERCOLONIAL RAILWAY.

Hon. Mr. Emmerson Presents a
Statement in Parliament.

Ottawa, March 2.—Hon. H. R. Emmerson delivered his statement last night in parliament on the Intercolonial. The showing for the year ending June 30 last was a deficit of \$900,751. Of the increase, \$506,972 was caused by the raise in wages on the engineers, firemen, trackmen, station masters, operators and mechanics. There was also large increases in repairs.

Mr. Emmerson said that the Intercolonial could not at present raise rates as a private railway could to meet the expenditure. He quoted returns for eighteen years previous to 1896, with those for the eight years since, showing that the average deficits had been \$50,000 per annum less during the latter period than the former.

The wages of the staff and the operating employees had increased from \$225,412 in 1895 to \$497,753 in 1902. There was better service to the travelling public, more luxurious passenger cars, and improved service, etc.

Up to Dec. 31 last the earnings were \$3,621,236, a deficit of \$462,139 compared with the cost of operation. The revenue increased \$226,629 and the operating expenses \$412,572.

The minister was unable to predict anything but a large deficit for the current year. The expenses this winter were high.