SEE SPECIAL RATE TO ADS. PAGE 3

THE EVENING TIMES.

THE WEATHER. Westerly winds and fair tomorrow.

VOL. I., NO. 127. ST. JOHN, N. B., MONDAY, FEBRUARY 27, 1905. ONE CENT.

MILLIONS LOST IN NEW ORLEANS FIRE.

The Water Front Swept By Fierce Conflagration---Freight Terminals Wiped Out --- Serious Blow to City's Export Trade and Immense Damage Done.

New Orleans, Feb. 26.—Fire involving millions of dollars loss in property, and striking a serious, if temporary blow at the immense export trade of New Orleans, swept the river front tonight and wiped out the freight terminals of the Illinois Central and tracks; the firemen found difficulty in reaching the flames. In half an hour the fire covered two squares, the lower elevator was practically consumed.

Harbor tugs hastened to the wharves and vessels that were moored there were pulled into the river. At the same time switch engines were rushed to the wharves and hundreds of cars loaded with freight were drawn to points of safety. Hundreds more, however, were consumed. The wind was blowing down the river as the blaze began and the fire spread with greater rapidity in that direction.

By 9 o'clock the sheds and wharves from Amelia to Louisiana Avenue, a distance of six squares had been destroyed.

Fortunately Louisiana Avenue is a very broad thoroughfare and the fire beyond that point into a residence section was checked. The river boats, the employees of the road and the fire department, concentrated all their energies in an effort to save the upper elevator between Austerlitz and Constantinople streets and to check the fire at that point. The fire, however, gradually worked past the point occupied by the elevator. Heroically the forces kept at work, but ultimately they were beaten, and the big steel structure, covered with corrugated iron, suddenly burst into flames and in a half hour was a complete wreck.

At midnight more than nine squares of the terminals had been completely destroyed and it seemed unlikely that the fire would be checked until it reached Napoleon avenue, which also is a very broad street.

Immense pieces of corrugated iron, torn from the sides of the upper elevator, were carried through the air as if they were feathers and dropping in every direction, constantly endangered the lives of firemen and spectators.

Probably fifty thousand people watched the fire.

Loss $5,000,000.

New Orleans, Feb. 27.—With the fire that destroyed its immense port terminals still burning, though beyond the power to do further damage, the Illinois Central today announces that as soon as the ruins cool, crews will be put to work to clear away the debris and the dock quickly rebuilt on a more substantial scale than before. Officials of the road are today engaged in the formulation of plans that will enable them to handle the traffic now on its way here from the west and avoid material diversion of freight from this city.

The loss is estimated at five millions, divided as follows:—2 elevators, warehouses, sheds $2,500,000; 23,000 bales of cotton, $920,000; 700,000 bushels grain $385,000; 15,000 bbls. sugar $300,000; cotton seed cake 130 carloads, $97,500; lumber $16,625; cement $56,520; meal 200 cars $100,000; sundries $150,000, five hundred freight cars $375,000; ships damaged $50,000; city fire department, two engines and six horses $150,000; private property and other damages $216,000.

The railroad carried its own insurance and the contents of the various elevators and sheds were insured in local and foreign agencies.

The wharves covered 4,750 feet over a distance of ten blocks. Of this wharfage 3,500 feet and what it contained was destroyed, the remainder at the upper end of the terminals being saved through the fact that the wind blew strongly in the opposite direction. The destroyed wharf cost $500,000. Elevator "D" leased to Harriss Scott and Co., Chicago, cost $300,000 when built, and elevator "E", which was operated by the Illinois, cost $800,000.

Apparently no lives were lost in the fire, though there were many narrow escapes of those who were engaged in fighting the fire. Two fire engines were surrounded by the rapid advance of the flames, and their crew had to run for their lives.

The fire started in the conveyors to elevator "D." It spread with remarkable rapidity, the sparks dropping into oil barrels on the wharf and extending the flames in every direction. Ten ships were lying at the docks when the fire started, but all except two were towed into the river and escaped without damage. The Indiana, of the Leyland line, had her rails, cabin house, masts, etc., wiped clean off and the Cycle was burned about the prow and sides. Superintendent Dunn, who directed the forces of the railroad company for several hours, said to-day that it was probable the piers, elevators and sheds could be restored within a year. In his opinion, the fire originated from spontaneous combustion. Arrangements have been made to take care of the traffic now en route here and provide for handling the export and import trade of the company until docks are rebuilt. General manager Preston of the Frisco road, has tendered the use of its Chalmitte property to the Illinois Central and it is probable that traffic will be handled to that point. In addition to the railroad property, the fire destroyed the Crescent Ice company plant, many small stores and a number of small residences.

Fire in Whitman.

Whitman, Mass., Feb. 27.—The Jenkins building, a three story building, occupied by a number of firms was burned early this morning. Adjoining buildings caught fire several times, but the blaze was extinguished in each case without serious loss. The damage is estimated at $75,000.

Janitor Fullerton, who was supposed to have been asleep in the building when the fire broke out, was later located unharmed at his home.

WILL SOON BE MILLIONAIRES.

New York Bricklayers Can Now Earn as High as $67.20 Per Week.

New York, Feb. 27:—Over 9,000 bricklayers in this city in accordance with their agreement with the mason builders' association will have their wages raised from 65 to 70 cents an hour on Wednesday, the highest wages ever paid to bricklayers in this country, says the Times. Under the rate of wages, it will be possible for a bricklayer to make $67.20 a week. Eight hours at 70 cents an hour is $5.60 and in the by season almost without exception bricklayers work 12 hours a day. For every hour over time, they receive double pay. The present agreement was made last May.

BRITAIN ST. WATER PIPES.

In connection with the repairs to the water supply on Britain St. Superintendent Murdoch today informed the Times that the water pipes between Germain and Sydney streets have been thawed out and he expected the section will have the usual supply of water by tonight. In the section between Sydney and Charlotte this morning 160 feet of the frozen pipe had been thawed out and the remaining portion of the work is being proceeded with as rapidly as possible.

IT WILL PAY YOU, IF YOU ARE IN BUSINESS TO ADVERTISE IN THE TIMES.

BRAKEMAN WAS INJURED.

Wilberforce Graves Loses a Leg and Sustains Other Injuries.

Moncton, N. B., Feb. 27:—(Special)—Wilberforce Graves, I. C. R. brakeman, was the victim of a bad accident this morning. The shunter was engaged plowing out the wharf track with a plow contrivance on a flat car. Graves, with two other trainmen was standing on the car, when it left the track. Graves jumped to save himself, but the car fell over on him, pinning him in the snow.

Both legs were broken, one so badly that amputation was necessary. The unfortunate brakeman sustained other injuries, the full extent of which cannot yet be ascertained. He was taken to the hospital and the doctors think he will live. Graves is a married man about forty years of age, and belongs to Kings County. The brakemen who were on the car with him, but did not jump, escaped uninjured.

Roscoe—"Midgett claims that his book is entirely original, that he is indebted to nobody for any of its thoughts or suggestions."

Pingrey—"I'm awfully obliged to you! Now I shan't be obliged to read the book."

Tommy Tucker—"You don't like Johnny Jones, I guess!"

Willie Wickam—"No, he's so lazy that he'd rather fight than run, any time."

RAILWAYS EAST ARE IN A SORRY PLIGHT.

Intercolonial in Particularly Bad Fix---Trains Stalled Between Hampton and St. John---Cape Breton Reports a Better Outlook --- Fine and Clear Are Tomorrow's Probabilities.

Toronto, Feb. 27—Probabilities for Maritime Provinces: — Westerly and southeasterly gales clearing and becoming a little colder. Tuesday westerly winds and fair.

Every indication up to yesterday, was that all interference with the traffic along the I. C. R. east would be removed within a few hours, but the unexpected happened, and the storm, which raged last night, again placed the roadbed, in almost as serious condition as before.

On Saturday, the first train to arrive was the Sussex express at 5 p. m. Another from Moncton arrived at 6.30, and about 3 o'clock, yesterday morning there was another arrival from Moncton.

Shortly after 6 o'clock on Saturday night, an express was made up here for Moncton, and reached that city all right.

Today's Conditions.

Today, however, a different aspect presents itself. No. 2 express which left here with a double header nearly on schedule time got stranded in a snow drift between Quispamsis and Rothesay. After hard work, the train got clear of the drift, only to be followed by the derailment of one of the engines, No. 24. About 11 o'clock this morning, an auxiliary train with a double header left for the scene of the mishap, and it is expected that the road will be cleared in a short time.

Pending this, the Sussex train is held at Hampton.

No. 34, the express from Montreal, which has been stuck in the snow drift near Londonderry since last Thursday, was shovelled clear, this morning at 9.30, and the road between Moncton and Halifax is now open to traffic, after a long seige of interruption.

No. 25, the C. P. R. from Halifax, left there this morning for this city and No. 26, which was a little over one hour late this afternoon, will proceed to Halifax as soon as the obstacles presented to traffic caused by the derailed engine near Rothesay are removed.

It is expected that by tonight, should another hurricane not start in, that through traffic between here and Halifax will be again in fairly good condition.

The Boston express, which should have left here at 7 o'clock this morning, did not get away until afternoon hour, owing to the delay in the arrival of two engines from Grand Bay. In the vicinity of Grand Bay the drifts were quite heavy and in order to clear up the road a double header with snowplow and flanger was sent from McAdam.

Oxford Line Tied Up.

The Oxford branch is tied up owing to the derailment of a train in a high drift. She is liable to stay there for a few hours. No particulars have been received here as to the extent of the damage nor as to how many cars are off.

The Storm Problem.

In Nova Scotia the railway problem has reached a most serious aspect. Word from Truro says, that should the thermometer fall below freezing the entire railway system will be completely tied up so that a wheel cannot turn. Yesterday's thaw has almost caused the realization of the worst fears. The light rain proved an omen in this respect. Trainmen from Mulgrave say that practically the whole line from the straits to Truro is lying in water and all cuttings are submerged. The eastern division is cleared as far as McKinnon's harbor. At that place, one engine is over an embankment, a snowplow is ditched, and the train that left here Tuesday is off the track between Iona and the blockade. A number of travellers have already been stalled for five days between Truro and McKinnon's harbor.

One hundred cars of freight standing at Truro for east, for weeks, will be started out. Beef is being sent forward to different points by express trains,

D. A. R.'s Condition.

Reports say that the condition of the D. A. R. remains unchanged. Work is going on with fair progress but water is threatening disaster in case of freezing.

The N. B. Branch Lines.

There is practically no change in the branch lines throughout New Brunswick. All the roads are tied up and the outlook is serious.

Fredericton Expects More.

Fredericton, Feb. 27.—(Special).—One of the worst storms of the season is raging here, and another general tie up on the railways is looked for. About eight inches of snow fell last night, and several inches were added to it this morning. A strong northeasterly wind prevails and the snow is drifting badly. The country roads are completely blocked and up to one o'clock no trains had reached the city.

Block Raised in Sydney.

Sydney, Feb. 27.—(Special)—Protracted tie-up on Cape Breton division, I. C. R., was relieved this morning by the arrival of two express trains, with belated passengers and mails, road between Sydney and Point-Tupper, had been cleared last night. One of the trains has been on the road since last Thursday. Freight which has been hung up along the line since February first, will now be moved in as speedily as possible. A few more days of blockade would have brought on no little distress through outlying districts as it is a situation still very bad. Provisions in Sydney are about all exhausted.

Conditions at Moncton.

Moncton, Feb. 27: — (Special)—About twenty inches of snow have fallen in this vicinity during the last storm. The total fall for the month of February has been about forty-six inches. There is now about five or six feet of snow on the level and in the woods.

There has been nothing like this quantity of snow in this section for many years. The county roads are in a state of blockade and little produce is coming in. The price of butter, eggs, etc,, has materially advanced. Butter is 30c. per pound, and eggs sold as high as 36 cents a dozen.

The blockade on the I. C. R., between Springhill and Truro is reported raised about ten o'clock this morning.

Thursday's maritime express has been dug out of the snow and the derailed cars placed upon the track and taken to Londonderry. Friday's C. P. R. and maritime express are now at Folleigh. Officials at the scene of the blockade expect to get through to Moncton some time this afternoon. The weather is very mild here. Six inches of heavy snow fell and is causing increased difficulty in moving trains on open portions of the line. Trains moving all right on the northern division. No. 12 freight from St. John is stuck in the drift between Moncton and Salisbury.

A Sixty Mile Walk.

Truro, Feb. 25.—(Special).—Chas. W. B. McMullen, assistant in the Midland Railway office left Truro, yesterday to go over the Midland railway on snowshoes to Windsor, 60 miles, to ascertain the condition of the road and report on the possiblity of opening it up. He reached South Maitland, twenty miles out, today.

Halifax Reports Road Clear.

Halifax, Feb. 27.—(Special)—The I. C. R. this morning reported the blockade raised. Passengers who arrived here yesterday morning had to drive two miles to clear the blockade. One train left Londonderry yesterday and another last night, the latter being due today. The Maritime Express which goes this afternoon is expected to go right through on time, a large crowd of passengers are being booked by it. The D. A. R. train left this morning at 7.35 on time, and the incoming train was about an hour late. This afternoon's train leaves on time.

A report from Kentville this morning stated it was snow storming again. It is feared a sudden frost now may close up the tracks again in some places.

Travellers Indignant.

Disappointment is nothing to the travelling public at present, but today several knights of the grip held a consultation at the I. C. R. station and indignation of the highest character was manifested. Some of them had been snowbound here for several days, the others were en route east from Montreal. They met the Atlantic express with visions of getting to Moncton this afternoon. But fate decreed otherwise. The train was sided awaited the engine which is detained at Hampton until the track is cleared near Quispansis. The C. P. R. for the east will not leave until 5 or 6 o'clock this afternoon.

The sending of the mails to Halifax by the steamer Parisian, which was announced in the Times on Saturday, and which will prove a great convenience to those for whom the mail is intended, was the happy thought of C. A. Murray, acting superintendent of the railway mail service. He issued the orders, in the absence of Mr. Ryan, who was snowbound at Hampton. In such cases it is the railway mail officials who decide the route of the mails.

The Times New Reporter.

The sun came out for a few minutes to-day, but thought better of it and returned to its lair.

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Despite Dr. Osler, the bald headed row at the theatre will still believe itself young and giddy.

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IMPORTANT TO TAXPAYERS.

A special meeting of the treasury board was held this morning.

It appears that on Saturday morning, Erb & Son, the photographers, in drawing water from the tap in their work-room, discovered a small fish in the sink. It had come through the pipes. They immediately notified the water office, and a man was sent down for the fish. It had, in the meantime, died. The man went away, and in a short time returned with a bill.

Mr. Erb refused to pay it. He said he had not ordered any fish for Saturday, nor had he been fishing. There was no evidence that he had taken this fish out of season, in fact he had not taken it at all. It came without bait.

The superintendent notified the chairman of the treasury board, and a special meeting was held this morning. Enquiry had in the meantime been made in many parts of the city, but if any other people got free fish they said nothing about it.

It was quite evident to the board that some action should be taken. The city could not afford a general free fish delivery, and there was also the question of riparian rights. Until certain questions concerning the rights of certain property owners along the Mispec stream and out Loch Lomond way should be determined it was not quite clear whether the city had the right to take fish along with the city water supply.

The recorder was summoned, but declined to give an opinion until he had conferred with the chief justice and Mr. Baillie. The fact that the city had extended its water main to the reservoir would seem to be prima facie evidence that the city was at least a consenting party to the removal of the fish in question; although if the pipe through which the fish passed were effected by electrolysis there might be contributory responsibility on the part of the street railway, in attracting the fish, the fish being attracted by the current of electricity. On the other hand, there was no evidence to show whether the fish was a valuable food fish, as he understood it had been destroyed. It might have been nothing more than a minnow. The case was a very important one, and might involve litigation. If the city's contention were sound there might be in the fish trade a valuable source of revenue.

Pending the receipt of the recorder's opinion the board took no action.

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"Aha!" said the Icicle to the Eaves this morning, as it swelled with anticipation. "It's me for the helmet of that policeman,"

But the policeman dodged and the Icicle impaled a harmless citizen.

Thus do the wicked flourish and the good die young.

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The scarcity of snow is not so keenly felt after last night's storm.

GREAT BATTLE IS NOW IN PROGRESS.

Two Immense Armies Are Engaging in What May be the Most Awful Conflict of the War --- Stoessel Arrives in Moscow and is Warmly Received.

St. Petersburg, Feb. 27.—General Kuropatkin, in a despatch dated Feb. 26, announces that the Japanese have commenced cannonading in the direction of WanFun pass.

Russians Still At It.

Tokio, Feb. 27.—The only announcement made to-day from the Japanese headquarters in Manchuria, was a brief statement that the Russians continued the bombardment Saturday and Sunday, that the weather is very cold, and that it is snowing.

Big Battle Now on.

St. Petersburg, Feb. 27, 1.35 a. m.—An action of no mean proportions is in progress on the Russian left flank. The advantage thus far is on the side of the Japanese, though at heavy cost. From advices from the front it is difficult to say how severe the losses have been, or how decisive the reverse, and whether the Japanese are likely to attempt to drive in the Russian left much further.

General Kuropatkin evidently has been trying to establish his left flank far in advance, to command the crossings of the Taitse river, the operation being a counterpart of General Gripenberg's movement on the right flank to secure the fords of the Hun river preparatory to the breaking up of the ice in the spring.

The scene of the operations is fifty miles southeast of Mukden, beyond Da Pass, an important defile commanding the road to Fushun. Both armies occupying apparently impregnable positions on the centres, General Kuropatkin evidently planned to inaugurate widely sweeping operations on both flanks, but the Japanese countered hard.

Associated Press despatches from the front indicate that the weather is fine and favorable for operations, and that all is quiet on the Russian right wing.

According to a Vladivostok despatch to the Associated Press the entrance to that harbor is open, and the squadron, which is seaworthy, is apparently taking no risks but is saving its strength for co-operation with Vice-Admiral Rojestvensky's squadron.

Stoessel at Moscow.

Moscow, Feb. 26:—General Stoessel, late commander of the Port Arthur Russian forces, and his party, arrived here at 9 o'clock this morning. General Stoessel was met in the Imperial pavilion at the Nicholas station by the governor, nobility, numerous officers and civil officials. Colonel Dimansky made a eulogistic address of welcome, declaring that "your splendid defense of Port Arthur amazed the world and created immortal glory for Russia." Numerous bouquets were presented to Madame Stoessel. The general afterwards held a reception. He will go to St. Petersburg on Wednesday but subsequently he will return here for a prolonged stay.

BRILLIANT CEREMONY.

Kaiser's Anglican Cathedral Consecrated in Berlin Today --- A Stately Service.

Berlin, Feb. 27.—Emperor William's mecca for Protestant sects of the Evangelical cathedral here, was consecrated to-day in the presence of a most brilliant assemblage, among whom were delegates from all the protestant nations. The service was simple and stately and was enriched with wonderful music.

Fire in Whitman

The nave was filled with hundreds of well known personages, including the ambassadors and diplomats of lesser rank, members of the cabinet and foreign clergy. Among the latter were the Bishop of Ripon, the Right Rev. Wm. Boyd Carpenter, Swiss ministers, and Scandanavian preachers, the latter wearing white ruffs around their necks, after the fashion of the time of Gustavus Adolphus. Behind those were placed, according to precedence, a great number of generals, senators and academy officials. The Emperor and Empress, having upon one side of them Prince Arthur of Connaught and on the other Crown Prince Frederick of Denmark, with 32 princes and princesses of German states were attended by heralds in parti-colored costumes with enormous plumed hats. The whole scene, with the sunlight pouring from the dome, on the white interior with gilded capitals and Mosaics, suggested a gala opera or reception in the great white hall of the palace rather than a religious service. Somewhere in the shade of the side aisles and corners, on banks of benches, were the several hundred men and women of the parish.

HOTEL ARRIVALS.

Victoria:—F. R. Pennypacker, New York; F. F. Eastman, Boston; Harry Lowney, Montreal; A. E. Manning, Toronto; E. S. Peters, Gagetown; E. J. Perry, Yarmouth; D. A. Wedlock, Kentville.

Clifton:—H. D. Porter, Andover; C. S. Speirs, Charlottetown; W. Fred McLaren, Charlottetown.

Royal:—M. E. Murray, Boston; P. J. Clarke, Toronto; Geo. M. Lewis, Toronto; W. C. Reid, Boston; Chas. Hunter, Springhill; W. H. Allworth, Toronto; G. M. Atwood, Rock Island.

"Why do you Americans worship the almighty dollar?"

"I don't know," answered Miss Cayenne, "unless it's because the almighty dollar will buy almost anything that Europe possesses or can produce."

Dumley—"I suppose she didn't like my making sheep's eyes at her, eh?"

Synnex—"She didn't like your using sheep's eyes the way you did."

Fudd—"I wonder why it is that we speak of Heaven as being above us?"

Dudd—"Perhaps because it is likely always to be out of our reach."

WILL DEAL WITH ST. JOHN RIVER.

The International Waterway Commission to Meet Soon.

Ottawa, Ont., Feb. 27.—(Special)—Thomas Cote, who has been appointed secretary of the Canadian section of the International Waterways Commission, has located his office in the Seybold block and purposes to call the section together at an early date. An effort will be then made to arrange a meeting with the United States section.

New Brunswick is interested in this work, as the St. John river is one of the subjects it will deal with.

I. C. R. CON. DINGEE SERIOUSLY INJURED.

He Will Probably Be Laid Up For Several Weeks.

A. L. Dingee, the well known I. C. R. Pullman car conductor running between St, John and Moncton, will be laid up for some weeks owing to an accident which he met with at Sussex. He left here as a passenger on the train Friday night, intending to return on his usual trip on Saturday night. At Sussex he received a despatch to return as passenger and Mr. Dingee proceeded to the postal car, and while getting his outfit together, the train gave a sudden lurch forward, throwing him forcibly against the end of the train. Mr. Dingee did not feel the extent of the injuries sustained at the time, but when on his way here he commenced to suffer excruciating pains. Immediately on his arrival Dr. Roberts was summoned and found that he was seriously injured internally and his condition will necessitate his laying off for some length of time.

Mr. Dingee's many friends along the road will regret to hear of his misfortune.

POLICE REPORTS

The police were called into Edward Corbett's house on Main street, Saturday to quell a disturbance his son was creating.

John Harrington, who was creating a disturbance in Salvation Army barracks on Mill street, Saturday night, was ejected by the police.

A latch key found on Charlotte street has been left at the central police station.

A fur collar found on Main street awaits an owner at the north end police station.

Stern Father—"What! You got trusted for that suit of clothes? When I was a young man I never bought anything I couldn't pay cash for."

Smart Son—"Why, dad, do you mean to say your credit was so bad as that?"

Henpeck—"So you consulted a fortune-teller, eh? What did she tell you?"

Young man.—"She told me I was born to command and—"

Henpeck—"Ah, She means th you are never to marry."