

FROM A DARING RECONNOISSANCE

Russian Division Turned Japanese Left and Surprised the Enemy---No heavy fighting---The Third Russian Squadron is Taking Coal.

Moscow, Feb. 21.—The assassin of Grand Duke Sergius maintains an attitude of profound indifference. When pressed to reply to questions he declared that all the efforts of the authorities would have no result. Before his victim was laid under earth other victims would be found. Regarding his motives, the assassin said he only acted in the interests of an oppressed people. He considered the deed was an act of duty. The Grand Duke had for years violated every canon of ordinary decency and ruined the country, while exploiting the weak will of the emperor for his own ends. They had made him a tyrant, so that the people execrated him. He was aware that the emperor was an innocent dupe and his party had decided to deliver the emperor from the evil influences surrounding him in the hope that he some day would join in the movement, and become head of a national government based on western lines. Neither the police nor their spies, he added, will be able to prosecute those who are doomed to death.

A Daring Reconnaissance.

Mukden, Feb. 21.—General Rennenkampf's division which moved out Feb. 14, has returned from a daring reconnaissance, having succeeded in passing around the Japanese left flank and penetrating well to the rear, causing considerable consternation along the line of Japanese communication. The losses were insignificant.

The first day the division, which moved in two columns, drove in the Japanese cavalry screen and traveled 25 miles. Throughout the night Russian videttes were in touch with the Japanese and in the morning brought information that a force of infantry was moving northward with a view of cutting off the Russians, while a body of 5,000 Chinese bandits, said to be commanded by a Chinese governor, appeared to the southward to prevent a movement on Yankow, had such been the intention. At this juncture the commander determined to strike eastward, discover the strength of the enemy and threaten his rear. This bold movement was successful. At noon col-

umns of Japanese cavalry were encountered, but meeting the fire of the Trans-Baikal batteries, the Japanese fled, with Cossacks in pursuit. A battalion of Japanese infantry opened fire from a village. The Russian's left, which had changed front, advanced and forced the Japanese to abandon the village. Owing to darkness and lack of knowledge of the strength of the Japanese further pursuit was suspended.

At daybreak of February 16, the division moved eastward toward the village of Oudiagantse, which was entrenched and occupied by Japanese horse artillery. The advance guards opened fire. The Japanese cavalry suffered heavily, shrapnel bursting in their midst, stampeding their horses. Detachments of Russians occupied villages on the flank and drove back the Japanese.

The division having accomplished its task, retraced its road. The Russian losses were one Cossack killed and an ensign and 11 men wounded.

Russians Shell Lapati.

Tokio, Feb. 21.—Field Marshal Oyama reporting today, says that a small infantry attack was made on Fang Mountain, on Feb. 20. The Russians shelled Lapati on the night of Feb. 19, using heavy guns.

Duke Paul Is Back.

St. Petersburg, Feb. 21.—It is officially announced that Grand Duke Paul has been re-admitted to the Russian army with his former rank of lieutenant-general and aide de camp general.

It Is In Denmark.

Fredericksbaven, Denmark, Feb. 21.—The third Russian Pacific Squadron anchored today, in Skagen Bay and is now coaling. The squadron has been joined by some other units, and now consists of five ironclads, an auxiliary cruiser, a gunboat, and three transports.

Stoessel's Progress.

Kaffa, Crimea, Feb. 21.—Lieut. Gen. Stoessel, the former commander of Port Arthur, arrived here today.

ACCIDENT AT TRACADIE, N. S. Gordon Somers, an I. C. R. Fireman, Killed and Members of the Crew Injured.

Sydney, Feb. 21.—(Special.)—A fatal railway accident occurred this morning at Tracadie, N. S., through the derailment of two Doukabour engines and a snow plough which were working in opening up the Intercolonial railway at that point. Gordon Somers, fireman of the engine, was instantly killed and two or three of the crew were more or less injured. The engines and plough were badly wrecked and the track will be blocked for some days. The road is filled in with snow so much that auxiliary trains cannot get at wreck.

HOTEL ARRIVALS.

At the Royal—G. A. Rooms, Montreal; Frank J. B. Banyum, Boston; H. A. McArthur, Sussex; J. McDonald, Amherst; S. M. Cole, Amherst; Henry Martin, Aberdeen; G. E. Davidson, Toronto.

At the Clifton—A. C. Dixon, Boston; H. A. Calhoun, Rotherham; Mrs. Calhoun, Rotherham.

At the Dufferin—W. B. Jonah, Sussex; P. J. Armour, Montreal; A. B. McLeod & wife, Berlin.

At the Victoria—H. H. McCain, Florenceville; Jas. Donald, Amherst; M. McManley, St. Stephen.

At the New Victoria—Thos. Bedford, Kingston; Richard Willis, Washington; Arthur Robinson, Truro.

SYDNEY MAN DROPS DEAD.

Sydney, Feb. 21.—(Special.)—Angus McDonald, aged 50, dropped dead here last night while conversing with his family upon the suddenness of the death of the late Wm. Buchanan and Rev. David Drummond. This is the third sudden death in the city within a week.

TURKEY RAISING FUNDS.

Constantinople, Feb. 21.—The proposed increase in the Turkish customs duties has been accepted in principle by the government of the six great powers, on the condition that the revenue so derived shall be devoted to carrying out reforms. It is understood that Turkey is soliciting their assent to the increase undertaken to accept the Austro-Russian scheme of reform of the finances of Macedonia.

TO REPEAL SCOTT ACT.

Reported There is a Movement of this Sort on Foot in Moncton.

Moncton, Feb. 21.—(Special.)—Four freight cars, at Bellevue's Siding, west of Rogersville, were broken into, recently, and considerable freight stolen. The matter has been reported to the police, and an effort will be made to locate the guilty parties.

The drifting snow has caused some interruption to traffic east of Moncton. The Maritime mail from Halifax was detained at Amherst, until four o'clock, this morning, on account of the snow plow and engine, being stuck at at Aulac. The road is reported clear of snow this morning.

The local Knights of Pythias, celebrated the anniversary of their order, last night, by holding an At Home, in their hall. Nearly two hundred members and their lady friends, were present, and the affair was a great success.

It is reported that there is a movement on foot to repeal the Scott act in Westmorland. It is about four years since the last vote was taken on the question. In the last three elections for the repeal, the vote taken in favor of the Scott act, has been growing less and the repealers feel that the act can be defeated this time. In the last contest, the large vote in Moncton in favor of the act, saved it from defeat. Moncton gets about \$3,000 yearly, revenue, from Scott act fines.

WILL GET AN INCREASE IN PAY.

Satisfactory Arrangement Between C. P. R. and B. C. Telegraphers.

Winnipeg, Feb. 21.—(Special.)—Delegates to meet the C. P. R. vice president and general superintendent are in Winnipeg representing the telegraphers of British Columbia, and they have practically settled all the difficulties between the men and the company.

The principal bone of contention among the telegraphers was night operators not being paid for Sunday work, which they have not obtained. The settlement has been based on stations at which conditions have materially changed, and the increase of pay probably will total up five per cent.

EQUITY COURT.

The case of Paterson vs. Paterson was resumed in the equity court before Judge Barker today. His honor found for the plaintiff and directed that the defendants pay the costs of the plaintiff and the O'Neil Lumber company, and the fund in court be paid to the plaintiffs.

In the case of Wood vs. LeBlanc, the judge directed a hearing at Dorchester, and to assess the amount payable by the plaintiffs and his undertaking on the injunction order.

In the case of Gault Bros. Ltd. vs. Morrell & Sutherland, Mr. Teed asked to have the plaintiff's bill amended.

In the case of Almon vs. Taylor for foreclosure of mortgage, the bill was taken pro confesso.

Grace Cleveland and others petitioned for the sale of certain land in the parish of Alma, Albert county; the petition was granted.

Application was made in the case of White vs. M. B. Dixon to change the name of the plaintiff to Ida M. White, her mother being dead.

In the case of Ethel M. Elwell and other infants, petition was made by F. W. Elwell and their father asking that a guardian be appointed with power to sell certain lands in Albert County for their support.

MANY TOWNS ARE ISOLATED.

Clarion, Pa., Feb. 21.—Clarion, Kane, Lyndburg, Marienville and other towns in this vicinity are practically isolated on account of the deep snow which has drifted badly. It has been twelve days since the B. & O. Railroad has operated any trains north of this place. The towns between here and Kane received no mails for eight days and then they had to send overland to Tionesta to get it. There is no knowing when express matter and freight will be delivered by the railroad.

Deacon Jones—Man, you know, was born to die.

Amiable Seppie—Yes, so I have heard; but do you know, it has to be said to me hardly worth being born for?

HEAVY FREIGHT CONGESTION.

Chicago, Feb. 21.—Railroad officials estimate that 125,000 cars of freight are stalled on railroads east and west of here, owing to the recent heavy snow storm. Of this number, 75,000 cars are said to be side-tracked on eastern roads, and 50,000 cars on roads west of Chicago. It will require ten days or more to move this accumulation of freight to its destination and it is probable that the loss in perishable stuff will be very heavy.

There is reason to believe that the last state of the poet was worse than the first. This is the poem:—
Did you ever sit down with your pen in your hand, and think:
That you'd write something "great" and free all the land from drink?

But your pen went unruly, your ideas would fall and sink, and you needed but one thing to finish the tale—just a drink?

And then make a run for a bar-room that's nigh. Stand there half the day and leave with a sigh.

That the deep Scottish stills refused to run dry?
I have.

There is so much snow in Halifax.

FIRE IN BOSTON.

A Double Pier and Considerable Freight Were Destroyed.

LOST \$1,000,000.

Steamer Philadelphia Was Damaged---It Is Believed the Fire Started in Some Hay---Will Not Interfere With Shipping.

Boston, Feb. 21.—A large double pier, Nos. 3 and 4, of the Hoosac Tunnel Docks in Charlestown, together with considerable valuable freight, was completely destroyed by fire early today, and the steamer Philadelphia, from which the crew fled so hastily that three were injured, was hauled into the stream with her upper works ablaze. The loss to the Boston and Maine Railroad Company, the owners of the docks, is estimated at fully \$400,000, while the damage to the Philadelphia and merchandise, will, it is thought, bring the total loss up to about a \$1,000,000.

The adjoining pier, No. 5, which was burned last November and which was being rebuilt, was slightly damaged. The steamer Dalton, on the opposite side of the pier from the Philadelphia backed out under her own steam, practically uninjured. Chief Steward Fellows of the Philadelphia, jumped overboard, and was rescued in an exhausted condition, while one of the firemen of the steamer jumped to the deck of a nearby lighter and had a leg broken. Captain Dickinson, and his wife, were taken off by the fire boat, after they had been driven to the stern of the burning steamer and were about to jump into the harbor.

The fire started, presumably from spontaneous combustion in some hay on Pier No. 4, at 1.30 o'clock this morning and within five minutes fully a quarter of an acre of a covered pier, well filled with the most inflammable goods was wrapped in flames. Blazing brands were carried across the harbor to the city proper but fortunately away from a large grain elevator at the head of Pier No. 4.

The Philadelphia, which arrived last Saturday and had discharged about a quarter of her cargo, caught fire within a few minutes. Her crew, who rushed on deck at the first alarm, were driven over the side by the great volume of flames which poured across the decks. But few harbor tugs were in the neighborhood and it was nearly an hour before she was hauled from her perilous position.

More than half the fire department of the city was called into the service and fought the fire until dawn before it was subdued.

Boston, Feb. 21.—When the first firemen reached the docks the sheds on both piers 3 and 4 were burning furiously and the force, which steadily grew as other engines arrived, could not keep pace with the sweep of the flames. The direction of the wind is believed to have been the chief factor in preventing a much greater destruction of property in Charlestown. The leaping flames and brands being driven over the harbor, lost their life before reaching anything inflammable, or, falling into the water, were quickly quenched.

The full extent of the damage to the steamer Philadelphia cannot yet be told. In addition to destroying the upper works, the flames reached the hold, but how far they went among the merchandise can only be ascertained by unloading the vessel.

While the property loss is severe, the destruction of the two piers will not seriously interfere with shipping. Ample accommodation is afforded by other docks. The loss to the Boston and Maine railroad is covered by insurance. Other losses are also insured but to what extent has not been learned.

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THE TIMES NEW REPORTER.

There is reason to believe that the last state of the poet was worse than the first. This is the poem:—
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THE FROZEN HYDRANTS.

Prevented Firemen From Fighting a Blaze in New York.

New York, Feb. 21.—Frozen hydrants so interfered with the work of firemen today when a fire started in a big factory building in Greenwich street that what at first seemed rather an insignificant blaze called for four alarms and resulted in a loss of fully \$100,000.

The fire was in the factory of Philip Hano and Co., manufacturers of manifold books, carbon papers and autograph machines. When the alarm, reached by an automatic alarm, reached the scene the flames were confined to the second floor of the building but nearly all the hydrants in the vicinity were found to be frozen and by the time a good supply of water was to be had the flames had spread through the building and they were extinguished only after a long and hard struggle.

FROM FREDERICTON.

Dwelling House Burned on Mayland Road---St. John Man a Winner.

Fredericton, Feb. 21.—(Special.)—The dwelling house on the Mayland Road, two miles from the city, owned by William Cameron and occupied by Charles Atherton, was destroyed by fire yesterday afternoon with most of its contents. The fire caught from a defective flue. Loss is in the neighborhood of \$1800. The prize \$10 offered by the Fredericton Tourist Association, for the best collection of photos of New Brunswick scenery was won by Gerald Kyfflen, of St. John. The second and third prizes were won respectively by Charles H. Weddall and S. W. Babbitt of this city.

A syndicate composed of Robert Scott of Dumfries, J. P. Johnson of Woodstock, and David Munroe of Southampton, were endeavoring to purchase the steamer Aberdeen, for the Woodstock-Fredericton route. The boat is to be sold this week by tender.

The silver cup presented by Shute & Co., for competition among local curlers was won last evening by D. E. Crowe.

The assembly building is being put in shape for the opening of the legislature on March ninth. Harry White of this city has the contract to install division bells.

WERE ALMOST ASPHYXYIATED.

Brussels Street Family Had an Experience With Illuminating Gas This Morning.

About 3 o'clock this morning, the family of John G. Clift and Mr. Gilbrath, of 139 Brussels street, were awakened by a strong smell of gas. Mr. Gilbrath was almost asphyxiated, when he was rescued by the fire department. The cause of the trouble was the gas pipe; they, however, claimed to have no knowledge of it. Subsequently, they informed the residents of the house that the gas main had been broken. Mr. Clift telephoned the gas company and their men were sent up to make repairs. The gas was turned off and the men are now at work fixing the break. It was about 8 o'clock before the gas was removed. Had the trouble not been found out, when it was, the incident might have been attended with serious consequences. The gas company says that they should have been notified by the water works officials, as soon as the break occurred, as it would have saved considerable trouble and inconvenience.

TWENTY-FIVE HORSES BURNED.

Moriden, Conn., Feb. 21.—Twenty-five horses were burned to death today in a fire which consumed a large barn belonging to the Charles Parker Company, hardware manufacturers. The total loss is estimated at \$25,000 and is covered by insurance. The police are investigating the belief that the fire was of incendiary origin and the state fire marshal has been notified.

Battle line steamer Cunaxa, Captain Starratt, arrived at Norfolk, Virginia, last Sunday morning from New Orleans, for bunker coal on her way to Denmark with a load of cotton.

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MAYOR WHITE ON CIVIC REFORM.

He Endorses the Platform Submitted By the League and Characterizes it as a Business Like Proposition---City Should Appoint its Own Officers.

"The platform of the civic league, is, as a whole, a very business-like proposition, and should commend itself to all."

The foregoing statement was made by His Worship Mayor White, to the Times this morning, in referring to the different sections of the platform, which are published in another section of this paper. He said: "Providing that the city council, and the city officers, have never to my knowledge entered into civic affairs."

"The recommendations in the second section have been carried out to a considerable extent. Some of the officials, such as the city engineer, who is not very well paid, and the chief of the fire department, are allowed to do some outside work."

"I thoroughly agree with section three, and it commends itself strongly to me. As it is at present too much of the council's time is taken up in discussing matters of detail, which could be very well looked after by the heads of the different departments. In some instances that is carried out now."

Referring to section 4, he said: "Reports are made to the council by the various boards, under the present system. Section 5 is merely a corollary on section 3. As to section 6, I think that such officials as the recorder, magistrate, chief of police, etc., who are now appointed by the legislature, should be controlled by the city, and the appointments vested in the council."

"With regard to section 7, I don't know exactly what they mean, but I might say many of the city by-laws are old and out of date and could be changed to suit the present conditions. Something has already been done along that line."

"Speaking of the question of taxation, I may say that it is now in the hands of a committee, which was appointed at my suggestion. So that there is nothing more to say on that point. Section No. 9 is a self-evident proposition."

"Section 10, of course, rests entirely with the gentlemen who are promoting the movement."

W. S. Fisher.

"I am heartily in sympathy with the platform as set down by the committee, as I was one of the committee which drew up the platform, of course, they are substantially my views. What we want now is the co-operation of the citizens to assist us in carrying it out."

W. Watson Ainslie.

Mr. Allen is of opinion that there is large room for very great reform in civic business.

Matters in which the citizens are largely interested are dealt with every day, and the city's affairs should be conducted on a long and efficient business lines.

As regards the league, Mr. Allen fears that politicians may come in, take the whole thing and use it for their own purposes.

E. R. Chapman.

"There is need for improvement and reform; as to the reform league, there is no doubt that its object is all right. There is no use, however, starting any such movement unless it can be made permanent. I believe that if this is started, it will go in the same way as all other reform movements that have ever been inaugurated. It will last a year or two, and then drop out."

"What is needed is a permanent organization, that will be responsible and can be brought to account. That means a political party, and in all the different governments we have, civic, provincial and federal, there is, in this country, room for only two parties. I believe the only solution of obtaining better government in our city, as well as in our province, is to have the matter taken up by the two great political parties of the country."

"This would give a permanent organization of men who would be interested in giving better government; and, assuming the responsibility, could be held to account."

"In addition to all this, it would make everybody interested. People would inform themselves on all the questions, and in that way could exercise their franchise more intelligently in every branch of government."

C. T. Nevins.

"I think there is a chance for reform in civic affairs. Individually, some of our civic fathers are all right; but collectively—well, there is a great chance for improvement."

THE LADY CURLERS. The Married Ladies Won the Series of Games.

The final match between the married and single lady curlers of the Thistle club, was played this morning. The married ladies were victorious by a score of 29 to 29. Following were the rinks:—

Mrs. Geo. Beverley, Mrs. Golding, Mrs. F. E. Williams, Mrs. Campbell, skip 1.

Mrs. H. Fowler, Mrs. C. J. Milligan, Mrs. S. Thorne, Mrs. Fred D. Miles, skip 13.

Mrs. Lamereaux, Mrs. W. Miles, Mrs. J. Sinclair, Mrs. James Pullen, skip 12.

Miss N. Irvine, Miss E. Collins, Miss E. Baird, Miss Gerrie Campbell, skip 8.

Miss E. Parks, Miss J. Hutchinson, Miss M. Gillis, Miss Lou Robinson, skip 7.

Miss E. Fanjoy, Miss E. Sandall, Miss H. Jack, Miss B. Armstrong, skip 14.

The married and single ladies played a series of three matches, and the married rinks were victorious in two.

YARMOUTH, N. S. ISOLATED.

The D. A. R. steamer Yarmouth, Captain Potter, which went across the bay to Digby, N. S., yesterday morning on schedule time, left that port after taking on board over 600 bags of mail which had collected there, and sailed for Yarmouth, N. S., at 1 o'clock, arriving there last night about 7 o'clock. The D. A. R. line between Digby and Yarmouth has been blocked with snow for the past week.

Yarmouth has been isolated for some time as far as the trains are concerned, but her port is opened for trade. The steamer Yarmouth is expected to arrive here from Yarmouth this evening.

The Nova Scotia schooner Jessie Lena, Captain Moorhouse, bound from Annapolis, N. S., for Cuba, with lumber, put into this port for harbor last night, and struck on the foul ground it being about low tide at the time. The tug Lord Roberts went to her assistance and towed her into safe anchorage in the inner harbor. It is thought that the vessel's bottom is not injured as she is not leaking.

We shall be measured by what we might have been.

A HUNDRED ENTOMBED But Some of Them May Be Taken Out Alive.

Birmingham, Ala., Feb. 21.—E. T. Schuler, one of the owners of the Virginia Mines, where more than one hundred miners were imprisoned yesterday afternoon by an explosion, was advised this morning that the rescuers were close to the entombed men and that one body had been found and removed.

Schuler thinks there is a good chance for a number of the miners to be found alive, as he says the air shaft into the mine is working. The rescue parties worked all night, and were augmented by miners from various mines in the district.

TO ISOLATED CAPE BRETON.

Halifax, Feb. 21.—(Special.)—The Dominion Coal Company's steamer Bonavista is now loading and will leave tonight for Louisbourg, C. B., carrying mail, passengers and freight for Cape Breton points. Quite a number of Cape Breton merchants and others who have been here for some time, unable to get home, will take advantage of this opportunity.

THE WEATHER.

Forecasts—Fresh northwesterly winds, fair and becoming colder again. Wednesday, easterly winds with a snowfall. Synopsis—The general outlook continues unsettled with indications of another disturbance near the Middle Atlantic, northwesterly, easterly on Wednesday.

Local Weather Report at noon.

Feb. 21, 1905.
Highest temperature during past 24 hours 36
Lowest temperature during past 24 hours 24
Temperature at noon 24
Humidity at noon 78
Barometer readings at noon sea level and 32 deg fah. 30.22 ins.
Wind at noon, Direction N.
Velocity 15 miles per hour.
Clear.

D. L. HUTCHINSON, Director.

COMFORTABLE CIRCUMSTANCES.
(Buffalo Enquirer.)
It is now predicted that John D. Rockefeller will be the world's first billionaire. Already the oil king's modest little income is \$6,000,000 a month.