

I. C. R. SHOPS BURNED; LOSS OVER \$1,000,000.

Fire Started Saturday Night About Nine O'clock and Caused a Total Loss---One Life Known to Have Been Lost.

MONTREAL, N. B., Feb. 25.—In less than two hours on Saturday night, in the greatest conflagration in the history of Montreal, and one of the costliest which the province has ever experienced, the magnificent Intercolonial shops, the immense establishment which gives employment to over one thousand men, and on which the great majority of the population of Montreal depend for a living, were practically destroyed, with a loss amounting to approximately one million dollars. All that remains today of the great shops, in which was some of the costliest and most up-to-date machinery in Canada, are smoking heaps of twisted iron, gnarled rods, heaps of heating apparatus and charred remains of machinery of all kinds.

ONE LIFE LOST.

One life is known to have been lost and others are reported missing, but whether or not other lives have been lost in the disastrous conflagration cannot be definitely learned so conflicting are many rumors and reports in circulation. The unfortunate man who lost his life was Abraham Jones, an employe in the paint shop. He was aged fifty-five years and was one of the well known characters of the works. He dispensed small quantities of tobacco and other like articles to the workmen, and was a popular figure in a vain effort to save his little stock of goods that he lost his life. Only a charred portion of his skull and a few bones were found, together with his watch, knife and a quantity of coins. These were found by the firemen as they were clearing away the debris from the entrance, and leads to the belief that the unfortunate man had gone into the building, and overcome by the smoke had lost his bearings and lain down to die when almost within reach of safety.

GREAT LOSS TO MONTREAL.

To outsiders the tremendous importance which the shops are to Montreal can scarcely be realized. The shops are the foundation of the city, and without them Montreal of the present day would be but a little hamlet, without importance and almost unknown.

HOW THE FIRE STARTED.

The fire, it is believed, started from a place of city works at the paint shop, which is a row of buildings, and the burned shops are as follows:

The paint shop, a wooden building, 80 x 70, built in 1875. Second floor station, boiler room, brick car shop, boiler shop, brass foundry, master Mechanic McHattie's office.

In the shops were a large number of passengers' cars, undergoing repairs, and while a number of these including the governor general's car, were hauled out to places of safety, several were burned, as follows: The dining car Tamworth, totally destroyed, valued at about \$17,000; the Pullman car Cascadia, valued at \$18,000; General Manager Pottinger's official car, valued at about \$15,000; first class cars numbers 149, 150, and 151, valued at \$10,000 each, and the baggage car, second class cars 483, baggage cars 748 and 749, postal car 624, and colonist cars 526 and 531, totally destroyed. The valuation of the second-class cars is about \$5,000 each, and the postal car is valued at about \$4,000, so the loss on these will be about \$24,000.

The paint shop, in which was located the upholstering department, where the fire started, was a low wooden building, filled with materials of the most highly inflammable character, such as oils, varnish, paints and turpentine, and forming a great fuel for the flames. The upholstering department was located about one-third of the way down the shop, in which is combined paint and first class car repair shops.

The shop is five hundred feet long and seventy wide and was built in 1875, being one of the first shops constructed. It was totally destroyed.

The second building in the line was that used for repairing the second class passenger and freight cars, and known as Barton shop, was a building about the same size as the paint shop and built of wood and was built at the same time as the paint shop. This building was totally destroyed.

The next building was of brick, about 400 by 75, and known as the car shop. This building was erected in 1870 as a one story building and had another story added in 1875. At the end of this building stood the old electric light shop, also the boiler house, the stores building and offices for the mechanical department. These were also destroyed with the exception of the stores and offices and an extension which was erected about a year ago. Between the old part and new extension there was a brick wall and corrugated iron doors.

These were responsible for checking the flames here. The new extension had one story and the burned part two, and only this portion remains as an entire nucleus of the great car works of the Intercolonial railway, one of the finest equipped establishments in the country. It is this little piece of the remaining building which will be fitted up as temporary quarters for car work during the spring until the new shops can be erected.

It is indeed fortunate that it escaped, as it will minimize the inconvenience and discomfort. Immediately behind this shop in the fourth row of buildings was located the machine shop, which was built about 1870. One-half of this shop was destroyed, including the part used as a brass foundry, master mechanic's office and the boiler shop, all of which were equipped with the finest

machinery and are today reduced to twisted masses of iron.

FIREMEN WORKED HARD.

It was only by a heroic fight on the part of both the I. C. R. and the city fire brigades that the fire was kept from spreading in this department. A brick retaining wall had been erected in the middle of the shop, and a desperate struggle was kept up by the firemen, and although the flames were finally stayed. Had the fire gone beyond this located shops would have been burned and the fire quickly worked its way into the erecting shop, where a score of dismantled locomotives stood, and here within a shorter compass the fire would have found even greater value to destroy than in the area burned over. In the burned portion was the compressed air plant, the destruction of which means a serious inconvenience. Valuable machinery for the locomotive repair is saved and also the erecting shop with its valuable plant, as well as the new and old round houses, each of which were full of valuable locomotives. The new and old blacksmith shops and iron stores department are practically the only parts of the locomotive branch saved excepting the round houses.

WAS FIRE WORK OF INCENDIARIES?

There are many rumors that the fire was of incendiary origin, but it is impossible to verify them. One man says he saw a person sneaking away from the building shortly before the flames broke out; but could not furnish any description of the man. With the I. C. R. of such vital importance to the people of Montreal, the great question is being discussed today whether or not they will be rebuilt and there seems to be every indication that immediate rebuilding will take place, although it is probable that the new shops will be built on a somewhat different site and will be less congested and crowded than before, the I. C. R. having acquired large areas of land further west from the present shops.

MINISTER SENDS TELEGRAM.

The following telegram was received on Saturday night by J. T. E. Burke, from Hon. H. R. Emmerson, minister of railways, with his deputy Butler, is expected in the city tomorrow morning: "Cannot find words to express my deep regret which amounts to sorrow at the very great disaster which comes so inopportunistically, but we must not despair. The employees and citizens can rest assured that no effort will be spared on my part to have the work resumed with all possible speed in all the interests. The Intercolonial will yet triumph. Temporary shops immediately necessary, to be followed by more complete and convenient works."

SHOPS WILL BE REBUILT.

Other government officials are unanimously of the opinion that the shops will be immediately rebuilt, and only a small number of men will be thrown out of work, and that for only a few days.

The shops employ over one thousand men. Four hundred of these are in the car shops, and if any are laid off it will be those employees, but it is believed that many of them can be utilized in cleaning up the debris.

A meeting of the foremen was held this forenoon at the call of G. R. Joughins, mechanical superintendent, and it was decided to have all the employees report for duty tomorrow morning as usual. At the end of two weeks at the very latest all will be again at work.

The newly organized Intercolonial fire brigade did magnificent work. The water supply was very poor early in the evening, and this deficiency was accounted in a measure for the rapidity of the fire's spread. A number of hydrants were located in the interior of the building, and when these buildings were burned, hose was also destroyed and the work of the firemen hampered.

The citizens, officials of the railway and everyone in the work of fighting the flames. General Manager Pottinger was one of the foremost. He worked the greater part of the night into the early morning hours, with his brigade drenched with water, assisting with the hose and helping to push the burning cars out of the danger zone.

All the papers in the office of the mechanical department were saved, and four thousand tracings were saved, and the mechanical offices. The fire came near to catching in the oil storehouse, in which were stored over three thousand gallons of oil, but fortunately did not come near enough to ignite this building.

In all the city churches today references were made to the great loss which the city had sustained.

BLEEDING PILES.

"For two years I suffered from bleeding piles and lost each day about half a cup of blood. Last summer I went to the Ottawa General Hospital to be operated on, but my old trouble returned, and again I lost much blood. My father advised me to use Dr. Chase's Ointment, and two boxes cured me. I have every reason to believe that the cure is a permanent one."

Mr. Arthur Lepine, School Teacher, Granite Hill, Muskoka, Ont.

When advertising is judiciously and persistently done, I believe it will always pay.—Geo. P. Bent, Chicago.

CANADIAN NEWS

George E. Foster Gives His
Views on Temperance

Narrow Escape of Cape Breton
Family From Burning House—
Dead in Bed After a Spree.

TORONTO, Feb. 25.—There are just two ways by which evils of the liquor traffic are to be diminished, said Hon. Geo. E. Foster, addressing the Massey Hall meeting of the Canadian Temperance League Sunday afternoon. "They are old-fashioned ways that had been often named, first, the removal of temptation; second, the diminishing of the desire for drink. The latter end," said Mr. Foster, "was to be accomplished by constant education on the value of total abstinence in the home, the Sunday school, public school and personal example. I am a prohibitionist in principle," continued Mr. Foster, "but if entire prohibition cannot be obtained, then my view is to accept any reasonable measure that will help to diminish the traffic. I am a firm believer in the desirability of taking a part and pressing for that. This may be accomplished by a diminishing of the number of places where liquor is to be sold, the lessening of hours, and self-guarding the young, weak minded and chronic drinker."

Mr. Burke left the house to go to work at midnight. A fire was left burning in the stove, and it is supposed that from this the fire started. About one o'clock Mrs. Burke, who sleeps up stairs with her children, was awakened by a strong smell of smoke. She at once got up, aroused the children, and all made their escape with much difficulty.

TORONTO, Feb. 25.—When James McGinnis woke up on Sunday morning he found that his room-mate, James Vallancourt, carpenter, was dead in beside him. The two lived at 61 Bathurst street, a boarding house. Vallancourt was doubled up in such a peculiar position that apparently he could not breathe. He had been drinking the night before, and a bottle was found in the room. The chief coroner was notified, but decided an inquest was unnecessary.

FOOD AND STUDY.

A College Man's Experience.

"All through my high school course and first year in college," writes an ambitious young man, "I struggled with my studies on a diet of greasy, fatty foods, being especially fond of cakes and fried meats. In a few weeks my strength was restored, my weight had increased. I had a clearer head and felt better in every particular. My work was simply up to what it was formerly."

"My sister's health was badly run down and she had become so nervous that she could not attend to her music. She went on Grape-Nuts and had the same remarkable experience that I had. Then my brother, Frank, who is in the postoffice department at Washington city and had been trying to do brain work on greasy foods, cakes and all that, joined the Grape-Nuts and I showed him what it was and he had from a broken-down condition he has developed into hearty and efficient man."

"Besides these I could give accounts of numbers of my fellow-students who have made the visible improvement mentally and physically by the use of this food." Name given by Postum Co., Battle Creek, Mich.

There's a reason. Read the little book, "The Road to Wellville," in pigskin.

Grand Manan.

GRAND MANAN, Feb. 24.—On Monday, the 24th inst., the 42nd anniversary of the institution of the great order of Knights of Pythias, the members of Southern Cross Lodge entertained their lady relatives and friends by a nicely arranged programme of speeches and music, followed by a banquet and other amusements. The programme consisted of speeches by D. I. McLaughlin and Lincoln Harvey and an oration by Rev. Dr. William Hunter, chairman of the evening. The musical part of the programme was a duet by Dr. and Mrs. Hunter, a song by Mrs. Hunter, a duet by Mrs. Gardner and Miss Louise Martin, a song by Mrs. G. P. Newton, a duet by Misses Louise Martin and Tina McLaughlin. The caterer was done by Knights Coleman and Edison Ingalls. All enjoyed themselves and it was the warmest hours of the night when the ladies and their guests took their way homeward wishing the order many prosperous returns of its natal day.

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To cure Headache in ten minutes use Kuntort Headache Powders, 10 cents.

CENTRAL RAILWAY LEASE IS NOT DECIDED YET.

FRIDERICTON, N. B., Feb. 25.—In the house this afternoon Hon. Mr. Sweeney in reply to an inquiry by Mr. Clarke, said the government has no means of knowing how scalars are employed after the duties cease as lumber scalars for the government. No change has been made in the manner of appointing lumber scalars since 1890.

In reply to another question from Mr. Clarke, he said an investigation was held under the supervision of the general on the 15th day of December, 1905, at Moncton, into complaints against Cliff Atkinson, lumber scaler in the county of Kent, in connection with the collection of stumpage from crown lands. It appeared from investigation that some minor irregularities had occurred, but not of a serious nature as to require the dismissal of the scaler. He was cautioned that he must look more carefully personally after the work in his district.

Hon. Mr. Sweeney in reply again to Mr. Clarke, said that under authority of the act, Edward VII, chapter 18, the surveyors had been found necessary for the purchase of three tracts of land in different localities, amounting to 66,000 acres. But further survey and investigation had been found necessary to see if the lands were suitable for settlement purposes. As soon as practicable the matter will be attended to and purchase completed.

In view of this answer no answer is required for the second part of the inquiry.

Hon. Mr. Tweedie placed on the table the valuations of the town of St. George and the county of York.

Hon. Mr. Sweeney presented the petition of the city council of Moncton in favor of the Moncton bill, also the petition of four aldermen of Moncton against said bill.

Mr. Lowell presented the petition of the municipality of St. John in favor of the bill relating to sewerage.

On motion of Hon. Mr. Pugsley, a special committee, consisting of Messrs. Tweedie, Pugsley, Hazen and Allen, was appointed to consider the jurisdiction bill.

Hon. Mr. Pugsley presented the petition of Alexander Palmer and others in favor of a bill to incorporate the I. O. G. T. of Norton.

The house went into committee of the whole, Mr. Tweedie in the chair, and the bill to incorporate the St. John Real Estate Co. was agreed to.

The order of the day being called Mr. Oaman resumed his speech on the budget. He supported the educational and lumbering policy of the government and criticized the auditor general.

He was followed by Mr. Hart, whose speech was as critical as Mr. Oaman's was complimentary. Referring to the agricultural survey, he recommended the establishment of a training school for farmers' sons. He said:

"The needed buildings are there as well as the land and the school could be established on only taking up the rudiments essential to a farmer and best of all by fitting the youth to acquire further information later on, in short to teach him how to study. This he could not assimilate a large staff and the cost at the present time is more than the expense of keeping up a lieutenant governor. It is almost out of the question now for the several provinces to send him to an agricultural college. I am, therefore, in favor of a school for many years, but he would find it possible to acquire a strong supporter of the government in this house. He has served them well and I should have thought he would be entitled to receive from them any position which he desired and which was open. There was a time when I thought he would be surveyor general, but that hope has passed away. Then the position of registrar of probate for St. John became vacant and that office was given to another person who had not served the government half so well as my hon. colleague. And now the premier in his own right is giving the position to a young man who has not served the government half so well as my hon. colleague. And now the premier in his own right is giving the position to a young man who has not served the government half so well as my hon. colleague."

The premier has given no hint of his intentions towards it, but in my opinion the education question is just as important as lumbering. I believe that the greatest advance in education that has taken place has been the addition of the science building for engineering for the colleges. Indeed, it is the only province where a school of the kind we have had in thirty years. The time has come when it devolves on this government to carry out the recommendation of the chief superintendent of education both with respect to the country school funds and in an increase in the government allowance to the teachers. The smallness of the salaries is driving men out of the teaching profession. A few years ago the male teachers numbered 25 per cent. of the whole. Now they are not more than 15 or 16 per cent. Without reflecting at all on the young women who teach I wish to say that a school of boys of the 7th and 8th grades cannot be taught properly by a young woman.

The premier in introducing his budget speech spoke of the loan of \$500,000 from the Credit Foncier, and led us to believe that this was one of the greatest loans that had ever been made, almost equal to the one he floated in 1898. He quoted the letter of a financial gentleman, Mr. Stavert, in his praise, but it seems to me that this was unnecessary, for the loan should speak for itself if it was such a good one. He borrowed \$500,000 at 4 per cent. for a few months, but since January 29th he has been paying 5 per cent. to the British bank on the money which was taken to pay off that loan.

Hon. Mr. Pugsley—What did the city of St. John pay for its temporary loan last summer?

Mr. Maxwell—The premier also negotiated a loan for \$250,000 from the N. B. Ry. and Coal Co. for which he paid 4-1/4 per cent. He stated that he can pay a little over 4 per cent. on the bonds, and I say that he is derelict in his duty if he pays 5 per cent. for a temporary loan when he can sell 4 per cent. bonds at par.

Hon. Mr. Pugsley—What, 40 years bonds?

Hon. Mr. Tweedie—I stated that it was better to pay a higher rate for a temporary loan than to sell forty-year bonds at 4 per cent. when there is every prospect that in a short time they will be able to float 3-1/2 per cent. bonds at par.

Mr. Hazen—Do you see any indication of a lower rate of interest?

Hon. Mr. Tweedie—Yes, these high rates will not always prevail.

Mr. Maxwell—I say the government would be derelict in their duty in not issuing a loan at 4 per cent.

The debate was adjourned, Mr. Maxwell having the floor.

Mr. Hazen—Will the premier inform the house when he will tell us something more of his offer for the Central railway.

Hon. Mr. Tweedie—If the government should decide not to accept the offer we will inform the house and if we accept it we will bring down all the papers.

SHIPPING NEWS.

PORT OF ST. JOHN.

Arrived.
Feb. 25.—Conservative—Str. Springhill, Cook, with barge No. 1, Nickerson, from Farnborough.

Domestic Ports.
HALIFAX, N. S., Feb. 25.—Arrd, 24th, str. Southark, from Liverpool, and proceeded for Portland; Me., Bonaventure, from Louisbourg, C. E., and old to return; 25th, str. Evangeline, from London; Seniac, from St. John, N. B. Sailed, 24th, str. Fomenian, Harrison, for London and Havre.

British Ports.
TORR HEAD, Feb. 24.—Passed, str. Dunmore Head, from St. John for Belfast.

MANCHESTER, Feb. 23.—Arrd, str. Manchester Shipper, from St. John.

LIZARD, Feb. 25.—Passed Str. Mount Temple, St. John and Halifax for London and Antwerp.

LIVERPOOL, Feb. 24.—Sailed, str. London City, St. Johns, N. F., and Halifax.

LIVERPOOL, Feb. 25.—Arrived, str. Coelina, Boston.

QUEENSTOWN, Feb. 25.—Arrived, str. Cyrmic, Boston for Liverpool (and proceeded).

GLASGOW, Feb. 24.—Sailed, str. Caladonia, New York via. Mobile (and sailed from latter port 24).

LIVERPOOL, Feb. 24.—Sailed, str. Winifredian, Boston (and passed Kinsale 25).

QUEENSTOWN, Feb. 25.—Sailed, str. Carmarthen, from Liverpool, New York.

GLASGOW, Feb. 24.—Said, str. Tritonia, for St. John.

BELFAST, Feb. 24.—Arrd, str. Dunmore Head, from St. John.

GLASGOW, Feb. 24.—Arrd, str. Salacia, from St. John and Halifax.

MALTA, Feb. 26.—Arrd, str. Arabic, from New York via Funchal, etc.

LIVERPOOL, Feb. 26.—Arrd, str. Cyrmic, from Boston.

GIBRALTAR, Feb. 26.—Arrd, str. Konig Albert, from New York via Fayal for Naples and Genoa.

GLASGOW, Feb. 24.—Said, str. Ontario, for Portland.

LIVERPOOL, Feb. 26.—Arrd, str. Armenian, from New York.

Foreign Ports.
PORTLAND, Me., Feb. 25.—Said, str. Fremont, for London.

BRETON, Mass., Feb. 25.—Arrd, str. Iberian, from Manchester; Bethania, from Hamburg; Consuelo, from Hull; Eng. Boston, from Yarmouth, N.S.; Charles F. Mayer, from Baltimore, towing two barges; bark Harrison G. Hunt, from Philadelphia, towed here by tug Pelican.

NEW YORK, Feb. 25.—Said, bark Carrie Winslow, for Philadelphia and Matanzas, in tow tug Bluebell; schs Mary J. Baird, for Charleston; Henry H. Grant, for Providence; Emma F. Angell, from Providence, for Baltimore.

BOSTON, Feb. 24.—Arrd, str. Mystic, from Louisbourg.

Old, schs Beatrice, for Meteghan; Capachia, for Riverport, N.S.; Morau, for La Have, N.S.; Collector, for do; Lila D. Young, for Lunenburg; S. S. Sid, bark Belmont, for Buenos Ayres.

CALAIS, Me., Feb. 24.—Arrd, sch. Nellie, from St. Andrews, N.B.

VINEYARD HAVEN, Mass., Feb. 25.—Arrd, sch. W. R. Hunter, from Yarmouth, N.S., for New York.

Foreign Ports.
CHATHAM, Mass., Feb. 25.—Light northwest winds, cloudy at sunset.

Montreal will sail from Bristol on Feb. 27th, and the Montfort will take the Montreal's place on March 6th, the steamer Montclair again sailing from Bristol on April 3rd, as now advertised.

CHILD LION TAMER
FATALLY MANGLED.

PARIS, Feb. 24.—Reports received from Aubrey indicate that there is great indignation among the natives there because of an incident which occurred in connection with the exhibition of a menagerie a few nights ago. Crowds were drawn together, attracted by the announcement that a little girl ten years of age would dance in the lion's den. The child had hardly entered the cage and begun to dance than a cry of horror arose from the spectators. A lion sprang on the girl and after knocking her down with a stroke of its paw, carried her in its mouth to a corner of the cage and attempted to tear her limb from limb. The trainer, armed with red hot irons, sprang into the cage and rescued the girl who died soon afterwards of her injuries. The proprietor of the show was arrested and held for manslaughter and if public sentiment is any criterion he is likely to receive a long term of imprisonment.

DEATHS.

BROWN.—In this city, on February 22nd, after a lengthy illness, Denis L. Brown, youngest daughter of Thomas and Sarah Brown, aged 75 years.

FULTON.—Thursday, Feb. 22nd, in the 62nd year of his age, Robert Fulton, stroke of the Paris crew. He leaves a wife and six children to mourn their great loss.

HENRY.—In this city, on the 23rd inst., after a lingering illness, William Henry, in the 83rd year of his age, leaving a wife, two sons and eight daughters to mourn their sad loss.

MULCAHEY.—In this city on the 23rd inst., at her late residence 99 Sheriffs street, Margaret, beloved wife of Edward Mulcahey, in the 34th year of her age, leaving a husband, four sons and three daughters to mourn their loss.

RANKIN.—At Huntley Lodge, Grafton, Carleton County, N. B., on Tuesday, Feb. 20th, Catherine Jane Reid, wife of Francis Rankin, Esq., and daughter of the late Rev. Wm. Donald, D. D.

STEVING.—In this city, on the 23rd inst., Sarah E. Steving, beloved wife of Cyrus D. Steving, aged 57 years.

PRIMOSE.—At Pictou, Saturday, Feb. 24th, Rachel, widow of the late John Charles Primrose.

KEARNEY.—Died on February 25th, Eliza, wife of John Kearney.

BARRY.—In this city, Feb. 25th, John Barry, aged 80 years.

IN MEMORIAM

SMITH.—In loving memory of Tom C. Smith, who died at Milltown, Feb. 24th, 1906, aged 60 years.

One year has gone, but still we miss him; Never shall his memory fade, Loving thoughts shall always linger Around the spot where he is laid.

WANTED

"If you want work, or if you desire to increase your income during spare time, write us now, and we will give you profitable work in your vicinity. We pay well for services rendered. FLEMING NURSERY CO., Toronto, Ont."

FOR SALE—Single shot Ballard Rifle, 46 long calibre, suited for either cap rim fire cartridges, plain stock; lengths of barrel 26 inches, walnut stock, steel butt-plate, Globe sight. Suitable for big game shooting or target practice. Price \$40.00. Apply Sun Office.

WANTED—Teacher second class, for School District No. 12 (poor district special aid), Peel and Aberdeen, Carleton Co., N. B. Term April 2nd to Oct. 12th. Send applications stating salary expected to W. H. ARNOLD, Trustee, Enderbun, N. B.

MEN WANTED — Reliable men in every locality throughout Canada to advertise our