CONEY ISLAND SWEPT BY FIRE

LOSS IS ESTIMATED AT OVER $2,000,000

Burned Area Equals Eight City Blocks—Many Narrow Escapes

New York, May 27.—Coney Island, the play-ground of New York, suffered the worst fire disaster in its history early to-day. Dreamland, the largest of the amusement parks, was wiped out and about four blocks adjoining, covered with booths, restaurants, hotels, moving picture theatres and resorts of various types, were destroyed.

The fire broke out at 2 o'clock in the morning, and was not under control until 5.30. The loss will amount to $2,000,000 or $3,000,000. In all about 200 buildings were burned down and perhaps 2,000 persons, concessionaries and employees, were turned into the streets homeless and penniless. No lives were lost.

There were several narrow escapes among the employees and performers, who were in their beds when the fire started, but all were accounted for this morning, except a property man connected with Ferrari's animal show.

The burned area represents nearly a third of the entire amusement city, all of which would undoubtedly have gone in the teeth of a strong wind, but for the fact that Coney Island with a high pressure water supply is better protected against a disaster of this kind than any similar resort in the world.

The fire was discovered, a tiny blaze, in the tarred scaffolding of "Hell Gate," a scenic railway close to the entrance of Dreamland. Twenty minutes after a frightened watchman had turned in three alarms, one after another as fast as his thumb could press the key, all Dreamland—ten acres of gaudy, closely packed buildings—was in the blaze. The flames, fanned by a strong wind, were visible for nearly 15 miles. Close to "Hell Gate," where the fire started, was the Ferrari's animal show, and nearer yet the infant incubator, a charity nursery in which were six wee infants and their attendants. The children were taken out in their little glass houses and rushed out of danger by the police.

Then came the work of taking out the animals, a costly collection, including several dangerous man-eaters. The animals were in a panic. Their roars could be heard for many blocks above the crackling of the flames. The trainers lost no time. While policemen with drawn revolvers stood at the entrance to the gate, the attendants drove their charges down the runways into the emergency vans, which are always ready. All went well until the transfer was nearly concluded. Then the biggest of the lions, in panic, broke from his bonds, smashed his way through the barriers and leaped into the street, already packed by the throng of spectators. He dived straight into the middle of the throng. Consternation seized the multitude and the crowd rushed pell mell in all directions. A mounted policeman came at the crouching beast in the centre of the wide avenue with drawn revolver, twice he shot and twice missed, the lion backing away from the glare and noise of the explosions. Then six more mounted policemen lined up in front of the crowd and opened a fusilade. Backing away, snarling and leaving a trail of blood from nearly every paw, the lion made his way across the avenue into the dark wooden tunnels of the "The Rocky Road to Dublin," in a black corner beneath painted "Scenery of Equatorial Africa," he made his last stand. Three final volleys were required to finish him, and he sank to the ground riddled like a sieve. To make sure that he was dead one of the policemen pulled down a fire axe from behind the scenery and knocked the skull in. As soon as the crowd was assured that the lion was no more, they rushed in and literally tore the carcass to bits for souvenirs.

The first man on the scene took a tasseled tail; the three next divided the long mane, and fifty men fought among themselves for the honor of possessing one of his teeth.

Meanwhile the escape of the big lion had cut short the work of releasing the other animals, and fire was already in the menagerie before it was completed. One hundred and five animals were left to die by fire.

Almost before the firemen had their hose connected to the hydrants along the street the great Dreamland tower, with its glare of many thousand electric bulbs, fell into the lake and the fire swept on beyond bounds of fire and to the horde of little booths and concessions which lined the narrow streets beyond. The Dreamland pier, jutting out far into the ocean, with its burden of stands and booths, was swept clean to its steel foundations.

Considering the extent and rapid spread of the blaze, it was little short of miraculous that none of the summer inhabitants of the burned district lost their lives. The only casualties reported by the police were three persons overcome by the smoke, one a fireman and the other two nurses in the incubator hospital. All three were revived without difficulty.

Had the fire started two hours earlier, when the crowd of sight-seers thronged the concession, the disaster would have been an appalling one. Dreamland closed up shortly after midnight and the streets were nearly deserted by 2 o'clock.

The cause of the fire will probably never be determined. The firemen have no information except the first blaze at the "Hell Gate" scenic railway, where workmen with tar paints were smearing the causeways to protect the scaffolding against the weather. It is suspected that the fire somehow had its origin from the hot tar.

William H. Reynolds, a former state senator, is said to be the principal owner of Dreamland. When notified of the fire at his apartments in the Hotel North Nassau, Long Branch, said: "We have been afraid of this for several years and have been doing our best to ward it off. Dreamland is worth $2,500,000, and there is less than $500,000 insurance."

Coney Island has been swept more or less by fires ever since it became a great popular amusement place. The most disastrous blaze was one which started in the "Cave of the Winds" in Steeplechase park on the morning of July 28, 1907. The fire swept some 35 acres clean and caused a loss of $1,500,000. The last big fire at Coney Island was on July 18, 1908, which destroyed two hotels with a loss estimated at $200,000.

The burned area extends from Third to Tenth streets, and from Surf avenue to sea, and equals about eight city blocks.

The management of Dreamland Park place their loss at $2,000,000, and that on the other buildings and amusement enterprise at about $1,000,000 more. The animals burned to death were valued at fully $100,000. The Baller baths were destroyed. Twenty-four individual shows were burned, besides a number of restaurants and smaller enterprises. The only animals saved from Ferrari's shows, formerly Bostocks, were two lions, a leopard, two llamas, two monkeys and six ponies. The others, including six lions, twenty-four monkeys, eight leopards, a baby elephant, ponies, bear cubs and llamas were so terrified by the flames that they refused to let their keepers drive them into cages kept on hand for shifting them.

In addition to "Black Prince," the lion that died pierced by a hundred bullets, a leopard and baboon escaped from their cages and ran among the crowd. Policemen shot them both before they had done any damage.

MADERO HAS RESIGNED POSITION

RELINQUISHES POST OF PROVISIONAL PRESIDENT

Insurrecto Leader Will Be Entertained on Journey to Mexico City

Juarez, May 27.—Relieved of the dignity of office of provisional president, Francisco I. Madero, jr., in the new character of private citizen, walked merrily in his spacious home last night at the first social function celebrated since the revolution was commenced.

The ball was given by the women's club of the city in honor of the successful outcome of the insurrection and was attended by Senor Madero, his military staff and scores of his other officers. From now on it is expected Senor Madero will participate in a continuous round of festivities.

Madero, in a manifesto to the people of Mexico, last night resigned the position of provisional president conferred upon him by a convention of revolutionists at the city of San Luis Potosi last October, and called upon all Mexicans to support Senor De La Barra as the sole executive of Mexico. Senor Madero places his forces at the disposal of Senor De La Barra, and pays a high tribute to the character of the new executive, pointing out that he may well be considered "one of us."

The manifesto was Senor Madero's last act as provisional president, and he will now refer all inquiries of insurrecto forces or insurrecto civil authorities to Senor De La Barra. The manifesto is intended to pacify all elements in Mexico, and will be published broadcast.

Already messages have been received by Senor Madero from various points in Mexico along his line of travel to Mexico City asking what time he will pass through certain towns, as preparations are being planned for a celebration. It is said he will leave Wednesday night via San Antonio and Laredo.

An owner of a large railroad and lumber syndicate in Chihuahua cabled from London to-day to his agent here to employ as many of the discharged insurrectos as wanted jobs, whether there was work enough for all or not, the syndicate owner pointing out the necessity for getting employment for those who might create trouble if they remained idle. He suggested, too, that if the duty on corn and beans were removed by the government he would arrange to have the railroad transport it to the interior and sell it to the inhabitants at cost.

Madero to-day received a long message from President De La Barra urging him to come to Mexico City as soon as possible. He also inquired concerning Dr. Gomez, who is already in Mexico City.

Senor Madero was advised early today that the legislature of Coahuila still refused to name Carranza as governor, the advices suggesting Oscar Garfza in his stead. Madero replied that Carranza was his choice and demanded that he be named forthwith lest an advance on the town of Saltillo, the capital of the state, be ordered. Compliance with the wishes of the president and Senor Madero is now expected.

ENGINE KILLS MOOSE.

Ottawa, May 27.—At Woodstock there is a Canadian Pacific railroad locomotive to-day with a badly broken front. When the night express from St. Stephen was en route to Woodstock the engine struck the monster bull moose, which had apparently been driven out of the woods by forest fires. The moose was killed and the repairs to the engine will cost the railroad nearly a thousand dollars.

FIRE AT PHOENIX.

Phoenix, B. C., May 27.—Fire Wednesday night destroyed the Finn hall, a two storey structure, which was being used as a schoolroom pending the erection of the new school building, which will be completed in about a month. The loss was about $2,500 with $1,200 insurance. The cause of the fire is unknown. Several smaller buildings were consumed.

—Washington Star.

THE WAILING PLACE OF THE GRANGERS

AIR RACE FROM PARIS TO ROME

TWENTY-ONE BIRDMEN HAVE ENTERED CONTEST

Distance is 1,300 Miles—Precautions Against Accidents at Start of Flight

Paris, May 27.—In order to prevent all possibility of a repetition of the fatality last Sunday at the start of the Paris-to-Madrid race which caused the death of Minister of War Berteaux, no spectators will be allowed on the aviation grounds during the commencement to-morrow of the great air race from Paris to Rome and thence to Turin.

The flight which has been organized by the Paris Petit Parisien will mean to the winner prizes aggregating $100,000. The start will be made from the aerodrome at Buc, two miles from Versailles. Officials were busy to-day examining and stamping the machines of the competitors, of which there are 21.

First and foremost among the contestants is Pierre Vedrine, who distinguished himself yesterday by winning the 721 mile Paris-to-Madrid race, in the actual flying time of 12 hours, 18 minutes, or at the average rate of 60 miles an hour. The other entries include such flying experts as Jean Bielovucci of Peru; Maurice Labateau, who won the Michelin cup for 1910; Henry Weymamn, the American, and Roland Garros, who after making plucky efforts to finish in the Paris-to-Madrid flight, was forced by a series of mishaps to abandon the race. In addition to the actual participants of to-morrow's flight, Lieut. Fequant and eight other officers of the French army are under orders from the minister of war to fly over the first stage of the course from Paris to Nice.

The event, strictly speaking, is not a race as the aviators have from May 28 until June 15 to accomplish the distance of 2,095 kilometers (1,300 miles.) The airmen are at liberty to start when they please and to land as often as they deem it necessary, provided they report at certain fixed points.

In the first stage, Paris to Nice, a distance of 865 kilometers, (537 miles), the recording stations are the cities of Dijon, Lyons and Avignon. The registering stations in the second stage—Nice to Rome—a distance of 372 miles, are Genoa and Pisl. In the last leg—Rome to Turin—391 miles, the official stopping places are Florence and Bologna.

KILLED BY TRAIN.

Blaine, Wash., May 27.—James Bristocke was run over and killed by the Great Northern Seattle-Blaine local in the yards here Thursday night. He had been riding the "blind baggage," and as the train pulled up at the water tank he jumped to the ground. The man's foot slipped as he struck the ground and he fell backwards under the wheels. His face and head were crushed to a pulp.

The means of identification was a letter written last February by a young woman who signed the initials C. K. She said she was working at the time at the Clifton cafe at Vancouver, B. C. The Vancouver police telephoned yesterday saying that the girl's name was Cecilia Kirby and that she was now in Blaine.

Mrs. Kirby acknowledged having written the letter and later identified the man as James Bristocke.

Asparagus is the oldest known plant used for food.

MANUEL WILL NOT LEAD MONARCHISTS

Remains Deaf to Appeals That He Head Movement Against the Government

London, May 27.—Manuel remains deaf to monarchist appeals to lead the revolt in Portugal, predicted to take place in a fortnight. He was told that his presence would insure success in two days. He awaits an invitation from the representative assembly. His mother, remembering assassinations, supports his course.

Manuel is also influenced by sickness and the impending visit of Gaby Des Lys, the dancer, with whom he is infatuated.

A Portuguese Socialist band is planning to kill Manuel and the Marquis of Soveratia, his adviser, should the revolt start.

BRITISH WARSHIPS IN COLLISION

Cruiser Inflexible Badly Damaged Off Portsmouth—No Casualties

London, May 27.—The British cruiser Inflexible is reported to have been badly damaged to-day in a collision with another warship off Portsmouth. There were no casualties.

The armored cruiser Inflexible, which was launched in 1907, has a displacement of 17,250 tons, is 530 feet long, has 78½ foot beam, and drafts 26 feet of water. She carries eight twelve-inch and sixty four-inch guns, and is fitted with five torpedo tubes.

INVESTIGATING THE STEEL CORPORATION

Special Committee of U. S. House of Representatives Opens Inquiry

Washington, D. C., May 27.—Hearings before the special commission elected by the house of representatives to determine whether the United States steel corporation is operating in violation of the Sherman Anti-Trust law, the Interstate Commerce alws or the National Banking laws, began today.

Representative Stanley, of Kentucky, author of the resolution and chairman of the committee, urged a similar inquiry in the last congress unsuccessfully. The first witness summoned by the committee, John W. Cates, was called especially to enlighten the committee regarding the amalgamation of the United States steel corporation and Tennessee Coal and Iron Company. The committee also proposed questioning Mr. Cates concerning the steel corporation's relations with the American Steel and Wire Co.

The senate finance committee, however, still had before it the Canadian reciprocity bill. A number of farmers from South Dakota may oppose the measure.

AUTONOMY OF OVERSEAS STATES

LONDON COMMENTS ON MINISTERS' DELIBERATIONS

Chronicle Says Time is Not Ripe for Imperial Council

London, May 26.—The Standard, regarding the proposed Imperial Council, says that although it sympathises with the views of Sir Joseph Ward, it confesses its inability to see how the Imperial Conference could fail to avoid the conclusion that the time was not yet ripe for the establishment of such a scheme as Premier Ward suggests. Nevertheless, concludes the Standard, the day may yet come, sooner, in fact, than some people expect, when it may be needed.

The Daily Chronicle, anent the proposal laid before the conference for the establishment of a standing committee, says: The opinion of the premiers taking part in the conclave is somewhat reserved. The fact is, asserts the Chronicle, the governing motive in the minds of the premiers is the maintenance, or even the extension of the autonomy, of their respective states, and from this viewpoint they regard every proposal submitted to them.

The Daily News, anent the Imperial Council, says the course of the colonial policy of the Empire depends solely upon its naval and foreign policy, or the conflict between the Imperial parliament defence committee and the parliaments of the various states which would arise inevitably would shatter the Empire.

The Daily Graphic says that the premiers attending the Imperial Conference, having shared the secrets of the foreign office defence committee, it is obviously necessary that the dominions be kept in close touch with the evolution of these secrets. Right Hon. Lewis Harcourt's advisory committee should hold the same relations with the foreign office as it is proposed to extend with regard to the colonial office.

WANT SENTENCE COMMUTED.

Calgary, May 27.—Friends of Thomas Mitchell Robinson, recently sentenced to hang for complicity with John Fisk, who also is awaiting the death penalty for the murder of Tucker Peach, the Gladys rancher, are circulating a petition to be forwarded to the minister of justice asking that the death sentence be commuted to a term of imprisonment.

ADVANCE IN WAGES.

Montreal, May 27.—Beginning July 18 conductors and motormen employed by the Montreal street railway will receive an increase of one cent per hour in all three classes, into which the men are divided. The present rate is 19 cents, 20 cents and 21 cents per hour.

EXPULSION OF JEWS.

St. Petersburg, May 27.—The Social Democrats yesterday introduced an interpellation in the Duma regarding the action of the government in ordering the expulsion from Riga of 300 Jewish artisans.

WORK OF FIREBUG.

Dubuque, Ia., May 27.—A large tract of the yards of the Standard Lumber Co. was destroyed by fire last night The loss will aggregate $300,000. The fire followed three other fires earlier in the evening, all apparently incendiary.

RAILWAY BUILDER DEAD.

Israel M. Ross Passes Away at Prairie Capital.

Winnipeg, May 27.—Israel M. Ross, the railway contractor, who, with Donald Grant, built many railroads in the west, including the C. P. R. from Winnipeg to the mountains, died here yesterday. Deceased, who leaves a widow, was born in New Brunswick in 1840.

As a young man he began as contractor, taking sections of the Intercolonial railway. In 1879 he came west and built the North Shore line of the C. P. R. Several sections of the same road between Winnipeg and the mountains were also built by him. He became associated in partnership with Donald Grant. They built the Great Northern railway from Lethbridge, Great Falls, Montana, and double-tracked the Chicago Great Western from St. Paul to Chicago. The firm was the fastest track-laying concern the west ever saw. The late Mr. Ross quit railroad work in 1894.

FALL PROVES FATAL.

London, May 27.—Mrs. Sybill Burnaby, a sister of Baron Le Lamoe, who was injured by a fall from a third storey window of her home in Wilton Place two weeks ago, died yesterday.

IRELAND'S POPULATION.

London, May 27. — Ireland has a population of 4,381,951, according to the census returns made public to-day. This is a decrease of 76,824 since the last census was taken ten years ago.

IMMIGRATION IN PAST DECADE

NEARLY TWO MILLIONS ARRIVED IN CANADA

Western Provinces Got 300,000 More New Settlers Than the East

Ottawa, May 27.—During the past ten years Canada has received nearly two million immigrants, of whom 750,000 were from Great Britain and 700,000 from the United States. An immigration bulletin just issued gives the actual figures up to the end of the fiscal year, March 31, 1911, as 1,714,326 for the decade. Since then nearly 200,000 more have arrived, divided about equally between British and American.

According to occupation, about 65 per cent. of the immigrants arriving from the United States have been farmers or farm laborers, who for the most part have settled in the prairie provinces. Thirty-eight per cent. of the total number now across the line made entry for homesteads in the west.

About 30 per cent. of the British and Continental arrivals were farm or farm laborers, while 25 per cent. were classed as general laborers, and nearly the same percentage were classed as mechanics.

The influx of negroes has totalled only a little over 400, while 5,200 Hindus have come.

Of the British immigrants, approximately 560,000 have been English and Welsh, 150,000 Scotch, and about 45,000 Irish. Figures for other nationalities include the following: Austria-Hungary, 121,000; Italians, 63,810; Hebrews, 48,675; Russians, 38,950; Swedes, 19,349; Germans, 21,145; French, 16,236; Norwegians, 13,798; Syrians, 5,223.

The distribution of immigrants by provinces gives a good idea of the latter's respective population and growth. Saskatchewan and Alberta got a little over half a million during the decade, Ontario came next with 403,897, Manitoba got 309,623, Quebec 258,829, British Columbia and the Yukon 188,599, the Maritime Provinces only 73,902. Western Canada, therefore, got 300,000 more new settlers than Eastern Canada.

NOT PROFITABLE.

Shoe-Shining Stand With Women Employees Only Forced to Close.

Kansas City, May 27.—After being open one month, a shoe-shining stand with women employees only, closed last night on account of slack trade. Men would not patronize the place and the women customers were too few to make the business profitable.

Before the stand opened the following sign was placed in the front window of the room the shiners were to occupy: "Pretty girls will shine your shoes here." There came a protest and an occupation license was refused the manager of the stand, but it was permitted to open on probation. At no time were there more than three women employed.

NEW U. S. BATTLESHIP.

Philadelphia, May 27.—The new battleship Wyoming was launched at the yards of the Cramp Shipyard & Engine Co. in this city. The launching took place before a distinguished company, including the Governor of Wyoming, Secretary of the Navy Meyer and other naval officials. The Wyoming's length over all is 550 feet, breadth at the water line 93 feet, displacement 26,000 tons.

The big ship will have a speed of 20½ knots an hour. The coal capacity will be 2,500 tons, and the ship will carry oil burners in case of emergency. The Wyoming will ca[illegible] 54 officers and 1,039 enlisted men.

ACTING CHIEF JUSTICE.

Quebec, May 27.—Hon. F. X. Lemieux, one of the judges of the superior Court of Quebec, has been gazetted as acting chief justice of the court for Quebec district, the chief justice of the court, Sir Melbourne M. Tait, being at Montreal. Chief Justice Lemieux has been on the bench since November, 1897. He had a distinguished career at the bar, among his many noted engagements being that of chief counsel for the defence of Riel in 1885.

WILL TRY TO TIE UP TOWN

VANCOUVER UNIONS DECIDE ON WALKOUT

There Will Be General Cessation of Work on Saturday, June 3

Vancouver, May 27.—The Vancouver Trades and Labor Council, which is composed of delegates from 52 labor unions, last night decided to tie up the town. Their slogan, according to the statement of one labor leader, is to "beat the bosses or bust." The plan is to follow the system tried in France and other European countries to declare a general holiday, which has been selected to be June 3, and from that time to have a cessation of work throughout the city. It is against the law to strike in Canada unless all mediation provided by a federal law has been found to be unavailing.

The word strike has been carefully suppressed in making the plans, but the labor people declare that they have a right to individually stop work and discontinue until they feel like starting again.

The cause of the strike arose out of a row between the Master Builders, and behind them the Employers' Association, on one side, and the carpenters union on the other. The carpenters struck on May 1 for $4.50 per day, an advance of 50 cents.

There was a great building boom going on and the matter was important. The builders agreed to a 25 cents raise. Many scores of carpenters were coming in from Seattle and other places, and the master builders found it comparatively easy to fill the places of the strikers, who admit that they have been beaten.

Now the building trades have appealed to all trades unionists in the city, declaring that it is a finish fight, that the Employers' Associations all along the coast are behind the builders here, and that the whole affair is being engineered by General Otis of Los Angeles. What the unionists now propose is to force the city council or the government to in turn force the employers to come to time or else every union workman will quit. They believe that by calling out the workmen at the electric power houses they will shut down the power and light services, and put street cars and industrial plants out of business.

There was some question last night as to what stand members of the typographical union would take, because the newspapers have international agreements with these unions. It was claimed that in event of the cutting off power and light the newspapers would have to go out of business in any event, and it would not matter much whether or not the typos worked.

The labor leaders declared that the chief thorn in their flesh is F. W. Nicholson, manager in Vancouver for the Norton Griffiths Construction Co. Nicholson is an Englishman, but has been through several strikes in New York and knows every wrinkle of the fighting game. Until he came the builders lacked staying quality; now the fight against the builders is directed largely against Nicholson, personally. The Norton Griffiths Co. is an English concern, headed by a member of the Imperial House of Commons. He is immensely wealthy, and the firm recently has taken several contracts in Vancouver aggregating millions of dollars, agreeing to complete them in full without drawing a cent while the work is in progress.

Curiously enough, the firm is contractor for Vancouver's new labor temple, and the anomaly now exists of the labor building being erected by non-union workmen.

TRIAL OF WAPPENSTEIN.

Jury in Case of Former Chief of Seattle Police Will Be Completed To-day.

Seattle, Wash., May 27.—When the trial of Charles W. Wappenstein, former chief of police, arrested on a charge of accepting a bribe, was resumed to-day, seven jurors had been accepted and it was expected that the jury would be completed to-day. The defence has six peremptory challenges, and has indicated that it will reject two men now in the box and who signed the Gill recall petition. The prosecution has three challenges and has shown that one will be used to eliminate a saloonkeeper who has passed muster. The jurors are not permitted to separate. It is expected that the taking of testimony will be begun on Monday.

BANK CLEARINGS.

Toronto, May 27.—The bank clearings for the week of May 25, 1911, including five days only, follow:

	1911.	1910.
Montreal	$37,901,059	$28,129,01[illegible]
Toronto	31,948,327	21,332,686
Winnipeg	18,600,902	12,656,150
Vancouver	8,933,159	6,772,581
Ottawa	3,652,559	2,767,458
Calgary	3,361,647	2,599,392
Victoria	3,137,150	1,272,710
Hamilton	2,030,961	1,958,851
Quebec	1,551,769	1,933,161
Halifax	1,301,944	2,130,472
St. John	1,325,491	1,469,01[illegible]
Edmonton	1,745,494	1,941,8[illegible]
London	1,067,845	978,9[illegible]
Regina	1,134,968	587,78[illegible]
Brandon	397,091	350,552

SNOW AT REGINA.

Regina, Sask., May 27.—There is nearly six inches of snow on the ground to-day. It started falling at ten o'clock yesterday morning, but melted quickly. In the early hours to-day there was a heavy fall and about six inches remained. It is still snowing hard.

In several European countries, including France and Belgium, elections are always held on Sundays.