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$20,000,000 FIRE SWEEPS SALEM, MASS.

HALF OF "OLD WITCH CITY" DESTROYED

Ten Thousand People Homeless

One Thousands Buildings Laid in Ashes by Conflagration

Devastated Area Two Miles Long and Half Mile Wide—Manufacturing District in Ruins—Fashionable Residential District Also Swept—Dynamite Saved Rest of the Town.

(Canadian Press.)

Salem, Mass., June 25—Nearly half of the "Old Witch City" of Salem, rich in historic buildings and tradition, was devasted today and tonight by a fire that caused an estimated loss of $20,000,000; destroyed one thousand buildings, including a score of manufacturing establishments, and made 10,000 of the 45,000 residents homeless.

The fire osignated in the Korn leather factory on the west side of the city about 2 o'clock this afternoon, swept through the shoe and leather manufacturing district, ruining every building in its course. It then crossed the business section and spread over a territory more than half a mile wide.

Burning embers, carried by a strong northwest wind, started fires in two other sections, the fashionable residential district, adjacent to Lafayette street, and a manufacturing and tenement house district on the peninsula bounded by Palmer's Cove, South River and the waterfront.

"The House of Seven Gables" was also in the danger zone. The fire burned a semi-circle path, originally driven in a southeasterly direction from the foot of Gallows Hill, the place where witches were hanged two and a half centuries ago, it spread to South Salem and then changed its course and crept steadily in a northerly direction toward Town House square, the centre of the city's retail business life.

DYNAMITE SAVED REST OF TOWN.

For a time the whole city seemed doomed. Then the firemen concentrated their energies in a single point of defense near the Boston & Maine railroad station. Several buildings in this vicinity were dynamited, every available line of hose was directed against the approaching flames, and late tonight it looked as thought the fire had been checked.

No fatalities had been reported up till midnight, but in the confusion it was impossible to determine the casualties. Some fifty injured persons were received at the hospitals.

Thousands of the homeless were camped on Salem Common tonight, with such household goods as they could save piled around them. Long lines of refugees, most of them on foot, and others in wagons, carriages and automobiles crowded the road leading to Beverly, where hundreds spent the night in the parks.

Early in the evening the electric light plant was burned out, throwing the city into darkness.

The High school, police station, state armory, churches and other public buildings were thrown open to the homeless ones and the city was policed by militiamen.

The great destruction was due to poor water pressure.

"Everybody's Wearing 'Em"

More shoes and stockings are worn than any other article of attire.

Their use is universal. Their variety is infinite. They come in all shades of the good, bad, and indefferent.

Many wise makers have standardized these articles and are producing brands that are staples.

A most helpful guide to the best of these is the advertising columns of this newspaper.

Dealers and manufacturers from time to time set forth the merits of particular brands, thus making it possible for the public to buy with confidence.

Keep posted for the benefit of your own pocketbook.

BIGGEST CAMP EVER IN SUSSEX

3,400 Men and 1,000 Horses Are Under Canvass

RAIN MARRED DRILL

"Dry" Conditions Among Soldiers Conducive to Fine Order—Barrel of Suspicious "Wet" Goods Seized by Scott Act Inspector—Sunday Parade Expected to Draw Crowds.

Camp Sussex, N. B., June 25—As far as the eye could reach within the lines of the big militia encampment today, on the lower field, on the plateau, in the hollow and away to the rear, the various units composing the strength of Camp Sussex could be seen busily engaged in drill. About noon the sun came out again after being hidden all during the morning under dark, rolling clouds, from which rain fell at intervals. This afternoon was very hot, and there was almost no wind, so that the activities of drill were most tiring.

3,400 Men In Camp.

Colonel W. M. Humphrey, camp commandant said today that this was the largest encampment ever held at Sussex. There were 3,400 men under canvas and about 1,000 horses. He was greatly pleased with the deportment thus far, and expressed his satisfaction at the manner in which the militia men carried out his orders.

This year's camp has been remarkable for the excellent order prevailing amongst such a host of men from all parts of the province, and spoke well for the splendid discipline.

It also showed, he said, that there was an entire absence of liquor. Colonel Humphrey has been most strict in this connection. There have been reports that "pocket peddlers" from St. John were at work in Sussex, but if this is true, the result which should naturally follow the sale of their wares, have not as yet been observed. Even though they did attempt such a risk in bringing liquor here, in camp time especially, so stringent have been made the regulations regarding intoxicants amongst the troops, that it is doubtful if they could successfully dispose of the "wet goods" to any extent. The penalty for the men offending is severe and the officers in charge of units have been advised that they must strictly enforce the rules of camp.

Seize Suspicious Barrel.

An instance of how watchful are those in authority against liquor being smuggled into camp, was furnished tonight. During the day it was reported that a barrel at one of the express offices just arrived from St. John, was filled with bottles of liquor, though otherwise labelled. Wilmot Asbel, Scott Act inspector, decided to investigate, but on opening the seized goods found that while the barrel was filled with bottles, they contained only a very mild drink slightly stronger that the so-called temperance liquids. The percentage of alcohol was mostly a minus quantity, but Inspector Asbell is holding the consignment which was addressed to some men in the camp, until the opinion of the camp commandant is had regarding its entrance to the grounds.

It has not been generally realized that the camp this year was so large but a glance at the staff sheet will show a total approximately 3,400. The camp staff comprises 39; the 8th Hussars, 317 officers and men; 28th Dragoons, 318; 10th Field Battery, 106; 12th Battery, 103; 19th Battery, 108; 1st Field Co. Engineers, 108; 67th Regt., 586; 71st, 492; 73rd, 485; 74th, 881; R. C. R., 41; Canadian Ordnance Corps, 9; Signalling Co., 50; Army Service Corps, 103; No. 8 Field Ambulance, 74; No. 2 Clearing Hospital, 50; and instructors, and various detachments and other men will carry the total strength to the figures stated and making the camp of 1914 the largest on record.

Already, after only two days' drill, a vast improvement is noticeable in the men, in their bearing, dress and general recognition of the ways of camp life.

Prizes for Rifle Shooting.

In order to stimulate an interest in rifle shooting it was announced today that a prize of $3 would be given to the man scoring highest marks at the range and $2 to the second best to those of the militia carrying out musketry training during the season ending December 31, 1914. Officers will not be eligible to receive a prize. There are many good shots amongst the men in camp and the competition will be made all the keener with the announcement of prizes in each unit.

The inspection of the several branches of service will take place next week, probably beginning on July 1, when the inspector of cavalry is expected to reach camp. Next week also will see the execution of a tactical scheme on a broader plan of active service conditions even than was the case last year, when a general bivouac of the troops was establish-

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SOME ASTONISHING FINANCING TURNS UP IN VALLEY R.R. INQUIRY

Mysterious Loan of $350,000 to the Gould Circle Repaid Out of Funds Intended for Construction

The Loan was Arranged for Before Bonds Were Converted, and Made the Moment the Trust Company Got the Money—Gould, Thompson, Lisman and Macdonal the Recipients—Other Transactions Indicate How Easy Gould Found it to Utilize Provincial Funds for Company Purposes—Government Was Complaisant—An Interesting Day.

Friday, June 26.

Some astonishing financing was the feature of yesterday's evidence before the Royal Commission on the Dugal charges.

It developed during the testimony of yesterday that no sooner had the proceeds of the bonds been deposited with the Prudential Trust Company than a loan of $350,000—which had been arranged for previously—was secured from the trust company by A. R. Gould, Ross Thompson, H. E. Macdonel and F. J. Lisman. This was before serious construction work was under way.

It was shown that $207,000 of this as yet mysterious loan was subsequently repaid out of money given to the railway company on progress estimates. In other words, portions of the money provided by the province for construction work from time to time was apparently used to pay off a great part of this $350,000 loan the purpose of which has not yet been made clear.

The men who constituted the company, it was proved at every turn, put in no money of their own. They didn't have to. There was an easier way.

Not only did they get this $350,000 loan before doing any serious work on the railway, but they failed to put up out of their own pockets the $30,000 paid by the province for surveys. The legislature specified that the railway builders—the Gould interests—should repay this to the province before any bonds were guaranteed or converted. They did not do so. They retained it out of the bond issues when they floated the money upon them.

Also, the legislation provided that the bonds were to realize not less than 98 per cent. They were sold at about 95. The Gould interests were to pay the difference—some $95,000—out of their own resources. They didn't. In time they made a demand draft on the Prudential Trust for this $95,000. They knew what they were doing evidently, for subsequently the Flemming government amended the legislation and by a retroactive clause it was made legal to sell the bonds (already sold) at 95. It was easy.

The company was to meet the interest on the bonds in London out of its own funds. It did not do so, but met the interest in one case at least out of the proceeds of the bonds on which the interest was payable.

It was an interesting and significant days testimony. In addition to these sidelights upon Valley Railway or Gould finance some of the objections of counsel, the withdrawal of the withdrawal were rather striking. The evidence in detail is given below.

It was definitely announced at yesterday's hearing that no session of the commission would be held in Fredericton this week.

When the court convened for the morning session B. Hal Brown, president and general manager of the Prudential Trust Company, Montreal, again took the stand.

Before continuing Mr. Carvell asked if it were the intention of the commission to resume the timber lands inquiry on Monday. It was decided that the Valley railway charges should be continued instead and the land charges further adjourned.

Mr. Fowler objected to this course and Mr. Carvell said: "It is not necessary to disguise the facts. What we want is to get Mr. Berry back and will do it if it is humanly possible.

Mr. Carvell then proceeded with the examination of the witness taking up first the St. John and Quebec subscription account and questioning the witness regarding various payments.

The witness explained that the Dominion Steel Company would not supply the rails until a draft was accepted. The draft was not paid until the rails were delivered. The drafts were made in December and January and were due in April and March.

Mr. Carvell pointed out that the drafts bore no evidence that interest was to be paid.

Witness: That was a banking arrangement with the railway company.

Q.—Is that a usual arrangement, to pay a manufacturing company large sums of money for rails before they are even manufactured?

Q.—That was the arrangement which had to be met.

Mr. Carvell read the order-in-council of April 9 setting forth that the railway company had applied for a further bond guarantee and the report of Provincial Engineer Maxwell to the effect that the work completed to Feb. 28 would justify a further guarantee of $900,000 and recommending that an advance of $40,000 be made on account of work done in March. The effect of the order-in-council was to authorize the additional guarantee.

An order in council dated April 30, was taken up. It showed authority for the payment of $110,000 to the railway company and the subsequent payments, on account of this amount, to the railway company were traced.

On May 15, $94,600 and on May 27 $15,400 was paid to the railway company.

The next payment discussed was one of $60,000 which the witness explained was accumulated interest which was transferred to the Bank of Montreal to the credit of the witness.

Mr. Carvell questioned the next payment of $1,628.92 and the witness produced a check showing that it was paid to the Royal Bank of Canada for the railway company.

The witness said interest was payable half yearly. The first interest payment was in November when they tr

$67,000 and in May they paid over $60,000 for interest on the debentures. The payment of $1,628.92 represented the difference between the interest earned by the funds on deposit with them and the amount they had paid out for interest on the debentures.

On April 9 an order in council authorized the payment of $18,868.10 and this amount was transferred to the Dominion Bridge Company and charged to the railway company. A similar course was followed with $8,840.87 authorized on June 16.

On May 27, 1913, $120,000 was authorised. From this payments were made to the railway company, through the Royal Bank, $108,200 on June 16, and $16,800 on June 27.

Mr. Carvell pointed out that the order-in-council dated May 27, showed that the $120,000 was an advance on account of work estimated to be done during May and asked if the money was being paid before the work was done. The witness said that he did not know.

Mr. Carvell read an extract from the order-in-council showing that $50,000 was on account of progress estimated number 8 and the balance of $70,000 on account of work done during the month of May. Mr. Carvell pointed out that the progress estimates were not made up until the end of the month and asked how it would be possible to estimate the work for May before the estimates for that month had been made up.

Mr. Carvell asked if any part of the order for $120,000 was applied on the loan made by the trust company to the railway company of $350,000, and the witness said that he did not think so, that it was paid to the railway company in the usual way.

Another order-in-council dated May 27, authorized the payment of $50,001.13 on account of rails purchased. This amount was credited to the company.

On June 4, $32,951.86 was authorised by order-in-council. This was transferred to the Canadian Bank of Commerce. Other payments during June were $33,763.95, $15,114.54 and $9,515.37, all of which were charged up to the railway company.

The witness said that there was an agreement that his company should deduct ten per cent from the amounts due the railway company and credit the ten per cent to the loans made by the trust company to the railway company. From April 30 to July 10 various loans had been made to the railway company, totalling $945,625.

Mr. Carvell—Was this a loan to the railway company?

Witness—Yes.

Q.—But the account is in the name of the construction company?

A.—The loan was made to the railway company, secured by the assets of

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REPEAL SCOTT ACT FOR LAW MORE DRASTIC

Four Counties in Nova Scotia Vote to Go Under Provincial Temperance Law by Large Majorities.

Halifax, June 25—Voting on the repeal of the Scott Act in the counties of Hants, Kings, Cumberland and Pictou took place today and the act was voted out in all of the counties by majorities ranging from 2,000 to 3,000. As a result the Nova Scotia Temperance Act goes automatically into force in these counties.

The campaign for the repeal of the Canada Temperance Act which is a dominion law, was inaugurated and carried by the Nova Scotia Temperance Alliance with a view to bringing into operation the provincial law, which they claim is a more drastic and effective measure of prohibition that the Scott Act.

LIBERALS WIN A TORY SEAT IN ALBERTA

Also Carry Saskatchewan Bye-Election by Increased Majority.

Regina, June 25—In the provincial by-election in North Qu'Appelle, necessitated by the resignation of J. A. MacDonald, Conservative, polling today gave J.-G. Gardiner, Liberal, a majority of 804 over W. E. Read, Conservative, a gain for the Scott government. In the last general election the Conservative majority was 44.

Liberal Victory in Saskatchewan.

Saskatoon, June 25—Complete returns from Rosthern by-election give W. B. Bashford, Liberal, a majority of 271. In the general election of 1912 the Liberal majority was 120.

TRIPLE TRAGEDY IN KANSAS TOWN

Man Kills His Baby, Father-in-Law, and Fatally Wounds Wife, Then Suicides.

Fanning, Kan., June 25—Sam Brown fired into a buggy in which were his wife and little baby and father-in-law, near here last night, killing his father-in-law, Robert Jenkins, his seven-months-old child and probably fatally wounding his wife. He then killed himself. Brown lay in wait on a road and when the buggy came along he opened fire with a revolver. Brown and his wife separated two weeks ago. In Brown's pocket was a note which stated that he had decided upon the deed "for the sake of my baby."

HON. MR. EMMERSON CRITICALLY ILL

Moncton, N. B., June 25—Reports from Dorchester tonight are that Hon. H. R. Emmerson is in a critical condition and the end a matter of only a few weeks, posibly days.

The ex-minister is suffering from heart affection from which recovery is said to be very improbable. Members of the family have been summoned to his bedside.

Ottawa, June 25—A private letter received in the Capital today from New Brunswick states that Hon. H. R. Emmerson, ex-minister of railways, is so seriously ill at his home in Dorchester, N. B., that his life is dispaired of.

$30,000,000 NEW YORK FAILURE

EMPRESS INQUIRY NEARING AN END

Evidence Finished Yesterday and the Addresses Begin

DIVERGENT OPINIONS

Naval Expert Disagrees With Builder of the Ireland Regarding the Collision—Commission's Decision Expected in a Fortnight—Weather Prevents Attempt to Raise Bodies Yesterday.

(Canadian Press.)

Quebec, June 25—After a day spent mostly in the consideration of technical evidence from John Reid, a naval architect from Montreal, the Empress of Ireland wreck inquiry this morning exhausted the long list of witnesses summoned to give testimony before it concerning the ramming of the liner by the collier Storstad on May 29 off Father Point, and heard the address of one of the counsel, George Gibson, Quebec, representing the National Sailors and Firemen's Union of Great Britain and Ireland.

This morning the first and only lady to give evidence before the commission, Miss Townsend, of Australia, was called.

Mr. Reid, called by the Storstad lawyers, gave testimony consisting principally of flat contradictions of that put forward by Mr. Hillhouse, connected with the Glasgow shipbuilding firm which constructed the Empress. He contended that the angle at which the ships came together was forty degrees, instead of the eighty degrees angle laid down by Mr. Hillhouse, and that only one watertight compartment was penetrated by the collier's nose, against two claimed to have been opened up by the Glasgow naval expert, while he frankly admitted that he believed the water reached other parts of the ship through open watertight doors and portholes.

Open Portholes Blamed.

That portholes admitted water was claimed in statements of passengers read during the day. Mr. Reid suggested that even the enlarged rudder of the Empress was not adequate, and Mr. Hillhouse was put into the box again to show that the liner's rudder was of a greater percentage to her submerged area than is usually in modern liners.

Mr. Reid also gave an ingenious explanation of the bending of the Storstad's bows to port, instead of to starboard, as would have appeared more likely, seeing that she was hit on the starboard side while on a ported helm and reversed engines by the Empress, claimed by the Storstad officers to be crossing rapidly from port to starboard. Mr. Reid claimed the Stodstad's nose was hooked in the hole she made while she was swung round and liberated by the Empress.

Needless to say, this explanation was not accepted in the C. P. R. legal camp, where it is held the damage was done the collier by her hitting the thick steel plates and decks of the Empress nearly at right angles.

Mr. Gibson asked the commission to consider a recommendation to the British board of trade to change the regulations so as to make the number of able-bodied seamen on a passenger ship two to each boat, to make boat drills more effective, and to provide rafts and floats for the men who were most likely to be left on the ship after the boats had got away.

A Speedy Inquiry.

The Empress of Ireland inquiry looks like creating a record for investigations of its character, being much shorter than the Titanic and a number of other probes into big marine disasters. Lord Mersey commented on the speed with which the inquiry had been carried on and also on the fairness with which counsel have acted towards each other in a talk with reporters today.

When the counsel addresses have been made the commission will hold conferences in Quebec in private; when all the evidence will be sifted by the aid of the assessors, and admiralty experts appointed by the dominion and British governments. It is expected these sessions will last about two weeks. The finding of the commission may also be delivered here, though this does not appear to have been decided yet.

With the exception of Captain Kendall, First Officer Jones and Engineer Brennan, all the C. P. R. witnesses were allowed by the commission to go home on the Virginian which sailed for Liverpool this afternoon. The Storstad witnesses were given similar permission yesterday.

The divers, who are to make another attempt to recover the bodies still held by the hull of the sunken liner, reached the scene of the disaster this morning but were unable to make a descent today on account of the bad weather conditions prevailing.

H. B. Claflin Co., Goes to the Wall

Greatest Mercantile Smash in United States History

From 3000 to 5000 Banks the Principal Creditors—Many Other Concerns Involved in the Crash—Concern Claims to Have $44,000,000 Assets—Receivers Appointed.

(Canadian Press.)

New York, June 26—The biggest mercantile failure in the history of the United States was precipitated today when receivers were appointed for the H. B. Claflin Company of this city. The company, it is estimated, owes more than $30,000,000, which, at the present time, it is unable to pay. Its assets are said to be $44,000,000.

John Claflin, head of the concern, and its chief individual stockholder, is the owner of a chain of nearly thirty other drygoods enterprises throughout the country which are involved in the failure. Receivers for several of these were named today and similar action, it was announced, would be taken in the case of the rest. Their business will be continued under receivers' management until their financial affairs have been adjusted.

Thousands of Banks Creditors.

From three thousand to five thousand banks, in all parts of the United States, compose the bulk of the Claflin creditors. They hold notes aggregating the major part of the liabilities. These notes are said to have been by the various Claflin stores, endorsed by H. B. Claflin & Company, and the proceeds used, when discounted, in financing their needs.

The United States Dry Goods Company, a $51,000,000 corporation, finalized several years ago by J. P. Morgan & Company to take over other Claflin interests, is not involved in the failure. Neither is the Associated Merchants Company, owned by the United States Dry Goods Company, and which in turn owns one-half of the H. B. Claflin Company, and a number of other large stores, principally in New York.

Mr. Claflin, who was president of both the Dry Goods and Associated Merchants companies, resigned those positions today, and it is understood that when the H. B. Claflin Company is reorganized its connection with both the former companies will be permanently severed. Cornelius N. Bliss, son of the late New York dry goods merchant of that name, was elected to succeed him.

According to Mr. Claflin the failure was due to unprecedented shifting of trade centres in New York city, which compelled the concern to rely mainly upon its retail stores in other cities for its profits.

Vain Effort to Raise Money.

The crash came today after vain efforts had been made by Mr. Claflin to induce J. P. Morgan & Company and other Wall street banking interests to loan him money to tide over his embarrassment. These companies, it was learned, advanced the company several million dollars about two weeks ago, but the hundreds of noteholding banks throughout the country continued to press their claims until it became evident that practically the whole $30,000,000 would have to be raised to save the company from failure.

The bankers believed that a receivership and a re-organization of the H. B. Claflin Company, which would include its separation from the United Dry Goods Company and the Associated Merchants Company was the wisest course to pursue. At this meeting Mr. Claflin is said to have announced his intention to resign from the two latter concerns.

Company's Fourth Failure.

The failure today marked the fourth financial crisis of the H. B. Claflin Company since it was first established in this city in 1843. It was tided over financial difficulties during the civil war, when southern debtors refused to meet their northern obligations; again in the panic of 1873, and again in the panic of 1907, when it is understood J. P. Morgan & Company came to the rescue.

From its humble beginning of seventy years ago the concern grew to be the greatest dry goods enterprise in the country and was the nucleus, together with other enterprises which John Claflin promoted, of the Associated Merchants Company and subsequently the United Dry Goods Company organized in 1909 with its $51,000,000 of capital stock. Its commercial notes, it was remarked in Wall street today, were accepted throughout the country almost as the equivalent of currency, so popular was its credit.

CAMP SUSSEX IN FULL SWING BY WEDNESDAY

Army Service Already Encamped and Militiamen Go in Tomorrow

ORDERS FOR DRAGOONS

Major C. H. McLean Commanding, With Full Staff of Officers—Local Artillery Makes Plans for Field Work at Home.

Monday, June 22.

Camp Sussex will be fully pitched by tomorrow, the advance party of the Army Service Corps having got to work on Saturday. Members of the Canadian Ordnance Corps, under Major Anderson, and the men of the H Company, Royal Canadian Regiment, Frederictin, are already there, the latter body from Aldershot where they have been training for some weeks. It is expected that by tomorrow 3,000 men will be under canvass.

Col. W. M. Humphrey, A. A. G., 6th Division, Halifax, will be in command, and will be at the camp today with his staff. On Saturday all the usual preliminary work of pitching the tents, fixing up the stores, and the making of the canvass city that is to be the home of the men for a fortnight, was done. They had a busy day but as the weather was fine the advance party was able to make good progress.

The main body of the troops will reach the camp tomorrow in trains arriving from daybreak until midnight, and all will be in readiness by Wednesday morning for the active work of annual training. Today advance parties from the various units will encamp to prepare for the later arrivals, which will include two regiments of cavalry, the 8th Hussars and 28th Dragoons; three batteries of artillery, the 10th, 12th and 19th; Royal Canadian Engineers; four regiments in the infantry brigade, 67th, 71st, 73rd and 74th; No. 8 Field Ambulance; No. 6 Signalling Corps; Army Service Corps, and No. 2 Clearing Hospital.

Lieut.-Col. A. E. Massie left on Saturday for Camp Sussex, where he will be on the camp commandant's staff in charge of the divisional train.

The following extract from the regimental orders of the 28th New Brunswick Dragoons, of which Major C. H. McLean has assumed command, as Col. Hugh H. McLean has been appointed to command the Provisional Mounted Brigade, may be taken as typical of all the others except where the orders obviously refer to a mounted body:

N. B. Dragoons' Orders.

In accordance divisional order No. 198 of June, 1914, the regiment will assemble at Sussex (N. B.), on Tuesday the 23rd day of June, 1914. Officers commanding equardons will be responsible that only horses in every way fit for service are to be allowed to proceed to camp. The following articles of kit will be carried by each N. C. O. and man: Spare shirt or jersey, pair drawers, towel, pair spare socks, pair boots, clothes brush, tin cup, shoe brush, piece of soap, knife, fork and spoon, razor and brush, rubbing, currey comb and brush and a horse blanket. Captain of the day, Tuesday, June 23, Major Colin MacIntosh, next for duty, Maor Don Fisher, subaltern of the day, Lieut. Bruce Hay, next for duty Lieut. J. W. Wilson. The quartermaster will see that an order board is erected in front of each squadron. Mess and everyone must make themselves familiar with all orders issued.

Officers commanding squadrons will have a complete nominal roll.

The O. C. squadron will see that all passenger cars are provided with an ample supply of drinking water, and that no liquor is in possession of the men. O. C. squadrons will read to their men on parade such portions of the "Memo for camps of Instruction" and of standing orders as they consider necessary. The sale of liquors within camp limits is strictly prohibited, also the use of same. O. C. squadrons will be held responsible that the hair of N. C. O.'s and men under their command is closely cut.

Men and horses leaving from St. John must be at railway station by 7.30 Tuesday morning, June 23. Lieut. E. A. Thomas will be in charge of the entraining. Squadron Sergeant Major J. W. Corey has been granted leave of absence from the training 1914 with permission to retain his rank. Lieut. G. S. Grimmer has been granted leave of abence from annual training 1914.

Artillery Plans.

While in no way connected with Camp Sussex, the mounted men of the 3rd Regiment, Canadian Artillery will also get a taste of work under service conditions this week when they will parade for field manoeuvres. The scene of operations will be somewhere on the outskirts of the city and the work will consist of taking up positions for direct and indirect firing. This will give the officers training in the proper selection of the most advantageous positions and the non-coms in the work of carrying out the orders and obeying the signals.

On Sunday next, June 28, the regiment will parade to St. Mary's church for divine service which will be conducted by the chaplain of the regiment, Ven. Archdeacon Raymond.

The dates for the annual inspection of the regiment have been changed as the dates previously fixed will conflict with the arrangements for the Canadian Medical Congress, which will meet in the armory. In order to prevent any inconvenience to the big convention the inspection dates have been fixed for the following week, on July 13 and 14.

Rev. V. M. Purdy, financial agent for the Maritime Girls' Home, on his return from Fredericton spent a few days in the city continuing a canvass for funds. In an interview with The Telegraph he said that he found a deeper interest and a greater sympathy as was evidenced by a more ready and generous response. Mr. Purdy expressed himself as quite confident, that with a little effort the amount subscribed here, nearly $2,000, could be doubled. He desired to convey his thanks to the people of St. John for the general kindness and courtesy accorded him in his visit. Any who decide to contribute can forward subscriptions to him at the Y. M. C. A. Building, Halifax, N. S.