

The Semi-Weekly Telegraph

VOL. XLII.

ST. JOHN, N. B., SATURDAY, SEPTEMBER 17, 1904.

NO. 101.

\$250,000 FIRE IN HALIFAX BUSINESS DISTRICT

Many Concerns Wiped Out

M. Smith's Loss \$100,000 - Plant Line Warehouses Entirely Destroyed - Men Make Gallant Fight with Wind 70 Miles an Hour.

Halifax, Sept. 15 (Special)—A terrible fire broke out in the business district of Halifax, N. S., on Saturday afternoon, Sept. 15, at about 3 o'clock this afternoon.

The fire started in the storehouse in the No. 7, at Robert Collins Street, 183 and 187 Water Street, at the head of the wharf.

The flames spread both north and south from where the fire started and the entire waterfront from the Plant wharf to the north end of the wharf was a mass of ruins.

The entire city department were called out and Miss Coakley asked for the assistance of the Dartmouth fire department which promptly responded.

The military with hand engines and water from the flagship Ariadne with two steam fire engines were also sent to the scene.

The firemen had many narrow escapes and two of them were sent to the hospital.

The estimated loss is about \$250,000. N. E. M. Smith being the heaviest loser, their loss being placed at \$100,000.

Places Wiped Out. The places burned are: Plant Line offices and warehouses, T. J. Eagan, gunsmith, R. R. Kennedy, dry goods, Dominion Coal Company, N. & M. Smith & Co., India merchants, Robert Collins, groceries and meats, Dominion Packing Company, M. Neville & Sons, camera, I. C. R. camera, French Hous, Captain John Simonds, proprietor, M. Bates, liquor dealer.

Several schooners from Newfoundland laden with dry and pickled fish, which were at Smith's wharf when the fire started, had a narrow escape, and it was with much difficulty they were got away owing to the terrific gale and heavy sea.

While the city water supply proved ample, it was greatly augmented by salt water pumped from the docks north and south of the burning district by the Dartmouth engine, tug boats and military hand pumps.

List of Losses. The following is a list of losses: N. & M. Smith, \$100,000; Plant Line, \$25,000; A. G. Jones & Co., \$500; Dominion Coal Company, \$1,500; Dom. Coal Sheds, \$500; Dom. Packing Co., \$5,000; Hon. W. M. Ross, \$500; Neville's stock, \$10,000; Egan stock, \$10,000; Egan building, \$4,000; R. R. Kennedy, \$40,000; two buildings, \$8,000; R. Collins stock, \$3,000; two buildings, \$7,000; John Glason, \$2,000; E. M. Boutlier, \$3,500.

Insurance Losses. Insurances, as far as can be ascertained tonight, are: Fidelity & Co. agencies in Western Association of Toronto, \$6,000; Wm. Robertson & Sons, stocks, Equitable, \$3,000 on Wm. Robertson & Sons' stock. A. J. Bell's agencies in British Amn., \$2,500 on Wm. Robertson & Sons' stock, and \$2,500 on goods owned by Austen Bros. and stored on Plant wharf. In the National, \$2,500 on Robertson & Sons' stock. National has been absorbed by the Western, and the latter will have to pay. Phoenix, of London, \$1,000 on the Plant. (Continued on page 6, fifth column.)

HALIFAX YOUNG WOMAN KILLED BY FALLING TREE

Miss Florence Ring and Two Lady Friends Were Going to the Fire When Fatality Happened - One Companion Badly Injured; The Other Unhurt.

Halifax, Sept. 15 (Special)—A sad and fatal accident occurred here about 5 o'clock this evening, by which Florence Ring, daughter of Frank Ring, was instantly killed.

The young lady, in company with two friends, Miss Edith Crump and Miss Haliday, were walking along Tower Road on their way to the city to see the water front fire, when a large willow tree uprooted by the terrific gale then in progress fell, striking Miss Ring on the head, knocking her brains out.

Miss Crump was caught by the tree and pinned to the ground by the heavy limbs, and they had to be cut away before she could be rescued. Her injuries were serious, but not fatal. Miss Haliday escaped without injury.

CHARLES E. KNAPP DIED THURSDAY NIGHT

Well-Known Dorchester Citizen Succumbed to Injuries Received at Halifax - His Career.

Halifax, Sept. 15 (Special)—Charles E. Knapp, of Dorchester (N.B.), who was run over by a team driven by a man named Frank Morton, while about to board a train car on Tuesday, died at Willow Park sanitarium here tonight from his injuries.

Charles E. Knapp was born at Fort Cumberland on March 15, 1826, and was, therefore, more than 78 years old. His grandfather, Titus Knapp, fought in the revolution and came to this province with the Loyalists. Charles E. Knapp was educated at the public schools and King's College, Windsor, and in 1849 began the study of law with the late E. B. Chandler, of Dorchester, afterwards governor of the province. For some years after being admitted an attorney Mr. Knapp remained in Mr. Chandler's office, but in 1857 began practice on his own account.

He was clerk of the peace, keeper of the rolls and registrar of probate for Westmorland county. He was married in 1848 to Sarah Ann, daughter of Thomas Treaholm, of Point Delisle. She died in 1855, leaving six children: Mrs. H. D. Harper, of Brooklyn (N.Y.); Mrs. Alex. Nicholas, of St. Antonio, Texas; Mrs. Smith, wife of Rev. R. Barry Smith; Miss Julia Knapp, Mrs. Irving Gollner, of Staten Island; Leo Knapp, and Mrs. Theodore Chamberlain, of New York. The late Mr. Knapp was an active and prominent member of the Baptist church, and also took a great interest in all public affairs.

INTERCOLONIAL CARMEN TO GET MORE PAY

It is Reported That Other Reformers Will Be Granted - Machinists Want Similar Treatment.

Moncton, Sept. 15 (Special)—I. C. R. camera who were here interviewing Mechanic Superintendent Joughins, returned home today. It is stated that they received all that they were asking for. They asked for the adoption of a schedule which they submitted to the minister of railways two weeks ago at Moncton. The schedule provided for substantial increase in wages and laid down certain rules for the betterment of the men's condition generally. One rule stipulated that the men should not be discharged without investigation. The minister promised the men when the schedule was submitted if their request was granted the increase would date from July first.

The I. C. R. machinists have been pressing for some time for similar recognition and increase of pay as granted to the carmen.

HEAVY STORM AT FREDERICTON

Rain Fell for Thirty-two Hours, and Big Rise in River Expected.

Washout at Welsford Delayed Trains Last Night - Lumber Operators Offering Lower Wages to Woodmen This Year - Other News.

Fredricton, N. B., Sept. 15 (Special)—The rain storm which set in at 8 o'clock last evening continued without intermission until 4 o'clock this afternoon.

As the storm extended to the upper section of the province a big rise of water is looked for within the next few days. A washout occurred on the line of the C. P. R. near Welsford, consequently no mails or passengers from St. John reached here this evening.

Mr. and Mrs. Alfred Jewett, the survivors of the Douglas horror, are slowly recovering from the effects of their injuries. The administrators accounts in the estate of the late J. D. McPherson were passed before Judge Barry at the probate court this morning. The various assets amounted to \$2,167.36, and the total cost of the administration was \$824.04, leaving a balance due the creditors of the estate of \$1,343.32. The claims against the estate amount to \$6,500. The creditors will thus receive about 15 or 20 per cent of their claims.

A number of lumber operators have been in town the past few days engaging men for the approaching winter's work in the woods. Operations are to be greatly curtailed this year, and this, with the depression in the lumber market is likely to seriously affect wages. Last fall men secured employment at a remuneration ranging from \$25 to \$35 per month, but this season \$25 per month will probably be the maximum wage. One operator said he recently had anticipated paying \$22 per month. Only a few small crews have been sent to the woods so far, but others will likely go forward next week.

THANKSGIVING DAY FIXED FOR NOVEMBER 17

Steamship Service Between Pacific Ports of Canada and Mexico.

Ottawa, Sept. 15 (Special)—At today's cabinet meeting an order-in-council was passed appointing Thursday, 17th of November as Thanksgiving day throughout the dominion.

A contract has been entered into by the dominion government with a Scotch firm and Canadian ports on the Pacific. The service is subsidized by Canada and Mexico. The Canadian government gives \$50,000 and the Mexican government \$50,000 a year. The service will be monthly.

Vancouver is the principal port of call in Canada. If the Mexican government will join, a similar service will be established on the Atlantic.

WAS REPORTED LOST

Second Mate Graham of Sch. Theta, After Fearful Hardships, Arrives in New York.

New York, Sept. 15 (Special)—A man with his body crushed from his arms pits, Edward B. Graham, second mate of the schooner Theta, who drifted for thirty hours on a single stick of wreckage after the Theta was run down at sea Sunday night, arrived today at Perth Amboy (N. J.), on the schooner Cohasset.

Graham had been given up as lost. A short time after the collision all the crew except Graham were picked up by the steamship Mohican and landed at Wilmington (N. C.) Reports were then sent out giving Graham as the only one lost. He was picked up Tuesday by the Cohasset.

Safe Stolen and Found Unopened. Monticello, Sept. 15.—The general store of James Gray was entered last night, the safe rolled out, loaded into a wagon, stolen from Mr. Gray, and taken some distance into the woods. Wagon and safe were followed by a large number of persons. When they rushed upon the bridge one of the spans fell, throwing twenty people into the water twenty feet below.

RUSSIAN CRUISER KOREA NEARING ESQUIMAULT

TUGBOAT SINKS EIGHT DROWNED

Waves Ten Feet High Engulfed the Craft in a Terrible Gale

WIND BLEW 70 MILES

Only Two Saved and They Had a Hard Battle for Life in the Inky Darkness. Disaster Occurred in Delaware River near Wilmington.

Wilmington, Del., Sept. 15—Eight men were drowned early today by the sinking of the tug Israel W. Durham, in the Delaware river opposite this city. The tug was swamped during the heavy storm. Her captain and crew of five men and four employees of the American Dredging Company were aboard when the tug sank.

The Durham was utilized in carrying coal from Philadelphia to the dredgers of the American Dredging Company, four of which are at work in the Delaware Bay. The tug left Booby Island at 11 o'clock last night, bound for Philadelphia, after the storm had apparently subsided. At 6 this morning, when off Newcastle, the storm broke again with unabated fury. The tug went down and probably drifted on the New Jersey shore. No one was aboard the barge.

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Suddenly when a half mile from the mouth of the Christina river the waves broke in her front cabin. She began to fill at once and all hands made for the boat. The tug went down with the exception of Jackson and Williams reached the life boat which after being loosened from the tug quickly filled, but the eight men who were aboard were saved.

Jackson and Williams were in the cabin when the heavy sea broke over the tug. The wind blew seventy miles an hour, but came to the surface and swam to the stern, where they held on until the pilot house was washed away. This position of the boat saved by near them and they grasped the sides. While they were hanging to the pilot house the lifeboat was overturned and both were severely bruised.

Before he left the boat Williams held the wheel as long as he could for help, and this attracted the attention of the crew of the sand schooner, but as it was pitch dark, with the storm raging wildly, they could not locate the unfortunate vessel.

WORST STORM IN THIRTY YEARS AT SYDNEY

At North Sydney Two Fishing Schooners Were Blown Ashore.

Sydney, N. S., Sept. 15 (Special)—The storm this afternoon was the worst experienced since the Ang. gale of 1873. It was particularly severe on the southern coast but no damage to the shipping is reported. At North Sydney the Gloucester fishing schooner Golden Hope, and the Gloucester schooner Mary Helen, were driven ashore and both are leaking badly. Telegraph and telephone service everywhere is practically demoralized.

TERRIFIC STORM ON NEW ENGLAND COAST

Wind Attained a Velocity of Eighty-Four Miles an Hour

GREAT PROPERTY LOSS

Most of Marconi Station at Nantucket Blown Down - Many Vessels Blown Ashore - Heaviest Rain Fall in a Short Period for Many Years.

Boston, Sept. 15.—The centre of what might rightly be called an equinoctial storm passed so close to the New England coast today that the shift of wind which followed its rapid progress to the northeast was accountable for many marine disasters.

The wind attained the velocity of a hurricane at many exposed points, such as Block Island, Nantucket and Highland Light. All of these points reported velocities of more than 60 miles an hour from the southeast, followed by a shift, inside of a few minutes, to the northwest, from which direction the wind blew with even greater intensity.

After straggling Vineyard Sound, Nantucket, Cape Cod and the Maine coast with many wrecks, the storm kept on to the province, where this afternoon it was the cause of a big fire in Halifax. It is believed that the disturbance will be accountable for a property loss east of New York, amounting to more than \$1,000,000, and several lives.

The storm was also accompanied by the heaviest rainfall that has been experienced in New England in a short period, for many years.

The storm centre passed a little west of Block Island, where it caused a wind velocity of 84 miles an hour, keeping on it out across Buzzard's Bay and southeastern Massachusetts about Sunday, causing great havoc in Vineyard Sound.

Anchored in Menemsha Bight was the North Atlantic squadron which was obliged to put to sea, while the Porria and Porra came up the sound. The wind at Woods Hole shifted from southeast to northwest in ten seconds at 8.30 this morning, showing the close proximity of the storm centre.

The former cup defender, Volunteer, was saved from being thrown on Naushon Island by the skill of her captain and the assistance of a steam launch.

The telegraph line on the Elizabeth Islands, connecting with the cable to Vineyard Haven, was wrecked. Many houses on Vineyard Haven were unroofed and the steamer City Head narrowly missed being wrecked in Vineyard Harbor.

The storm was also very severe in Narragansett Bay where many small boats were thrown ashore.

The storm reached Nantucket with its greatest intensity about 9 o'clock. The mast of the Marconi wireless station was destroyed and several houses unroofed. The steam yacht Aquilo, of New York, which left the harbor before the storm broke, had not been heard from at a late hour tonight. Three barges anchored in the bay last night had disappeared this afternoon.

The storm passed over the end of Cape Cod shortly after 9 o'clock and the wind, which had been blowing 72 miles an hour from the southeast, suddenly changed to the northwest and blew a little geyser steamer which was lying under the lee of the Cape, to destruction on Peaked Hill Bar. Fortunately every one of the 25 members of the crew, through the efforts of Captain Cook and his life savers, of the Peaked Hill Bars station, was landed in safety.

It is feared that today's record does not complete the entire list of disasters caused by the storm.

Likely Looking for Harbor

Roosevelt Holds Up the Lena at Frisco Till the War is Over - Japanese Said to Be Planning Another Assault on Port Arthur.

There has been no renewal of fighting since the retreat of the Russian army under General Kurapatkin to Mukden. Conditions there, both within the Japanese and the Russian lines, indicate that a month may elapse before the great armies in central Manchuria again enter upon a general engagement.

At St. Petersburg the expectation is that the next conflict of moment will occur at Port Arthur, where there had been a respite from heavy fighting for several weeks. The spirit of the Russian troops at Mukden, which was greatly depressed and bordered upon panic following the reverse at Liao Yang, has been restored, and business in the city is reported to be recovering.

The Japanese are said to be entrenching on the Taishan river and the bridge over that stream, which the Russians wrecked as they retreated from Liao Yang, has been rebuilt.

Another Russian Cruiser on Pacific Coast. Victoria, B. C., Sept. 15.—Members of the crew of H. M. S. Grafton, just arrived from Comox, report the presence of the Russian armed auxiliary cruiser Korea in the Pacific off the northern coast of Vancouver Island, slowly steaming southward. They expect that the Korea will come to Esquimault, where she is described as a larger vessel than the Lena and is commanded by an officer of high rank in the Russian navy.

The news that caused much excitement at Esquimault, where preparations to deal with her case, should she enter, are now being made.

Roosevelt Orders Lena to Lay Up. Washington, Sept. 15.—Acting secretary of state Adee today gave out the following statement regarding the Russian ship Lena: "The president has today issued an order, through the acting secretary of state, directing that the Russian armed transport Lena, now at San Francisco, be taken in custody by the naval authorities of the United States and disbanded. The main features of the conditions prescribed are that the Lena be taken to the Mare Island navy yard and there disarmed by the removal of small guns, the breech blocks of large guns, small arms, ammunition and ordnance stores and such other disarming as may be prescribed by the commandant of the navy yard and the captain give written guarantee that the Lena shall not leave San Francisco until peace shall have been concluded; that the officers and crew shall be paroled not to leave San Francisco until some other understanding as to their disposal may be reached between United States government and both the belligerents; that after disarming the vessel may be removed to a private dock for such reasonable repairs as may be necessary and preserved there in good condition during her detention and may be so repaired at the navy yard if the Russian commander should so elect; that while at a private dock the commandant of the navy yard at the Mare Island station shall have custody of the ship, and the repairs shall be overseen by an engineer officer to be detailed by the commandant, and that when so repaired if peace shall not then have been concluded, the vessel shall be taken back to the Mare Island navy yard and be there held in custody until the end of the war."

"This action has been taken on the written request of the commander of the Lena addressed to Rear-admiral Godrich, setting forth that as the vessel is incapable of putting to sea without needful repairs, she must disarm, and asking that needful repairs be permitted after disarming."

The secretary of the navy has telegraphed the president's order to San Francisco and given instructions to Admiral Godrich and to Capt. McCall, the commandant of the Mare Island navy yard, to carry out the instructions."

INCREASED PAY FOR MILITIA INTO EFFECT

Substantial Increases from Colonels to Privates Granted.

Ottawa, Sept. 15 (Special)—An order has been promulgated increasing the pay of the militia as follows: Colonels per day from \$1.85 to \$5.00; majors, \$3.00 to \$4.00; captains, \$2.80 to \$3.00; lieutenants, \$1.58 to \$2.00; provisional lieutenants, \$1.28 to \$1.50. Recruits, first year, will receive 50 cents, and if conduct is good will get 70 cents the second year, and the third year 90 cents, and if conduct is good, \$1.00.

Lord Aylmer leaves Monday for Altdorff (N.S.), and Sir Frederick Borden goes to Glasgow on Tuesday.

Japanese Terms of Peace. London, Sept. 15.—The Daily Telegraph's (Times) correspondent telegraphs that he has from a trustworthy source that the Japanese foreign minister has issued a circular announcing that it is Japan's intention to turn Port Arthur, when it is captured, and the whole of the Liao Tung peninsula over to the Chinese, who, the correspondent says, it is understood, will declare Port Arthur an open port.

On the same authority the Daily Telegraph's representative says: "I am told that Japan will be prepared to entertain peace proposals after she has taken Mukden and Szechuan on the following basis: "First, that an international syndicate take over the Manchurian railway and run it as a strictly commercial enterprise; second, that Russia pay \$100,000,000 in demerit and third that Russia is to hand over all her ships in Chinese waters to Japan. Japan will be prepared to lease Szechuan to an American company for \$5,000,000."



GENERAL KURAPATKIN'S HEADQUARTERS JUST OUTSIDE MUKDEN.