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SALEM, MASS. FIRE-SWEPT, THOUSANDS HOMELESS

Thousand Buildings Burned and Loss Over Twenty Million Dollars.

WHOLE CITY LOOKED DOOMED FOR A TIME.

Hundreds Camp in Public Parks—City in Darkness — No Loss of Life Reported, Although Over Fifty Injured.

Salem, Mass., June 25—Nearly half of the "Old Witch City" of Salem, rich in historic buildings and tradition, was devastated 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 ten thousand of the forty-five thousand residents, homeless.

The fire originated in the Korn Leather factory on the west side of the city about two o'clock this afternoon, swept through the shoe and leather manufacturing district, ruining every building in a curving path two miles long and 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 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-circular 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.

For a time the whole city seemed doomed. Then the firemen concentrated their energies in a single point of defense near the Boston and Maine Rail road 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 though the fire had been checked.

No fatalities had been reported up till midnight, but in the confusion it was impossible to determine the casualities. 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 Beverley, 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.

HON. H. R. EMMERSON NOT LIKELY TO RECOVER

Members of Family Have Been Summoned to Bedside — Is Suffering from Heart Trouble

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

THREE HUNDRED COAL MINERS ON STRIKE

Calgary, June 25.—Three hundred miners in the Brazeau Collories Limited at Nordegg, Alberta, are on strike owing to the fact that the company will not meet their demands in the matter of wages. The trouble originated out of the fact that when in April of this year the miners organized under the United Mine Workers of America the district officers from Fernie were unable to get the company to sign an agreement. However, a verbal agreement was made, according to the union district officers, to the effect that the present scale of wages would be in effect until June 15, and that a new schedule, suitable to both parties, would be drafted by that time. Apparently there is no hope for settlement at present. Both sides to the controversy appear determined to fight until they get their own terms.

BONAVENTURE TO HUDSON BAY NEXT WEEK

Four Others to Follow Soon After— Each Vessel Will Carry 100 Men for Port Nelson Job.

Ottawa, June 25.—The steamer Bonaventure, one of the five vessels which will go up to Hudson Bay next month, arrived at Halifax today under its charter and will sail from that port on July 1. The Bellaventure also under charter, will follow it two weeks later. The Durleychine, another vessel purchased by the department, is also at Halifax fitting out for the Hudson Bay service. The steamers Charon and Sheba, which are now under construction, will be delivered at Halifax early next month. Two lighters being built by the Polson Iron Works, Toronto, are nearly completed.

Each vessel will take up over 100 men for the work at Port Nelson. The work will include the construction of a pier out into deep water so that vessels can discharge and take on cargoes beside it. The pier will extend out into deep water and then run for a mile and a half along the shore at a depth of thirty-five feet at low water. Some dredging will also have to be done but the construction of this pier will obviate a lot of it.

The Marine Department will send up the government steamer Minto in July with twelve automatic gas buoys to render navigation safe in the bay. The buoys will be placed along the bay and Strait and the mouth of the Nelson river will also be buoyed.

HINDUS NOT TO BE ADMITTED

Sir Robert Borden Denies Story Sent Out Wednesday — Likely Order Steamer Out of Port.

Special to The Standard.

Ottawa, June 25.—"The story is absolutely unfounded and wholly contrary to the facts. The provisions of the law in regard to the Hindus will be strictly enforced," said Sir Robert Borden this morning when asked regarding a despatch which appeared in the Liberal press generally yesterday stating that the government had decided to allow the Hindus on the Komagatu Maru to land.

The story which had for its purpose the creation of trouble for the government, caused a good deal of excitement and there were many telegrams received from Vancouver last night asking for the truth of the story. It was plainly intimated that if the Hindus were allowed to land rioting would ensue.

From the first the government has been determined that the Hindus would not be allowed to land in Canada.

It is understood that the mandamus proceedings have been dropped but when the immigration authorities have concluded their inquiry into Hindus individually the vessel will be ordered out of the port of Vancouver. If the skipper of the vessel refuses to go it is understood that the Komagatu Maru will be towed out to sea beyond the three mile limit.

DOMINION'S ACCOUNTS CLOSED YESTERDAY

Statement of Revenue and Expenditure Will be About as Estimated by Finance Minister in Budget Speech.

Ottawa, June 25—Dominion accounts for the last fiscal year, ending March 31st last, were closed today.

The statement of revenue and expenditure will be issued in a couple of weeks, and is not expected to show much divergence from the estimate made by the minister of finance of $163,000,000 consolidated fund revenue; $126,000,000 of expenditure on consolidated account, and $37,000 surplus.

The closing up of accounts has this year been retarded by the delay in passing the supplementary estimates last session.

NOTHING SENSATIONAL YET IN VALLEY RY. CHARGES

B. Hal Brown Continued on the Stand Yesterday.

MONTREAL LAWYER SCORED MR. CARVELL

Made Effective Protest Against Abusive Manner of Prosecution Leader — Witness Gives Evidence Regarding Financial Transactions.

B. Hal Brown, manager of the Prudential Trust Company, Montreal, was on the stand all day yesterday in the investigation by Royal Commission into the charges preferred against Hon. J. K. Flemming and Hon. H. F. McLeod in connection with the St. John Valley Railway. Again the evidence was largely of a technical nature, if that term is permissable in referring to financial transactions. In his evidence on Wednesday Mr. Brown showed that his company handled the proceeds from the sale of the St. John Valley Railway debenture stock, and the evidence yesterday was altogether concerned with explaining transactions in connection with the disposition of those funds. So far nothing has been shown in the way of irregularities to prove the charges made.

Aside from that portion of the evidence which may have bearing on the matter as the case develops, the day was particularly notable for clashes between counsel. At times Mr. Carvell was particularly overbearing and nasty in his demeanor toward the witness and on one occasion Mr. Markey, counsel for the Prudential Trust Company, interposed in heated terms with the remark that Mr. Carvell's course was an abuse.

On another occasion when Mr. Brown had said he did not remember some incidents in connection with transactions upon which Mr. Carvell was questioning him Mr. Carvell asked the witness if he were serious in his answer. Mr. Brown half rose from the stand and asked the lawyer if he wanted to insult him. On several occasions the commission ruled against evidence Mr. Carvell was trying to bring out.

Summed up, the evidence of Mr. Brown was to the effect that his company had received $4,069,362.54 from the proceeds of the sale of debenture stock and had paid on progress estimates to the construction company the sum of $3,188,203.58, leaving a balance of $881,158.96. All the transactions were shown to be orderly and proper and Mr. Carvell himself declared he had no wish to insinuate that the Prudential Company had been guilty of any diversion of funds.

Mr. Brown's cross examination will be taken up today and it is not likely the commission will sit on Saturday. Next week they will probably go to Fredericton for a day or two.

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EX-SENATOR IS SHOT BY MAYOR MITCHELL'S GUN

Shooting Purely Accidental and Wound Not Serious—Mayor's Revolver Discharged When it Fell.

New York, June 25—William H. Reynolds, a former state senator, may be confined to St. Luke's Hospital for a week or more by the wound inflicted Saturday by the accidental discharge of Mayor Mitchell's pistol. The bullet entered Mr. Reynold's left thigh passed through and in coming out shattered the bone of a finger. It was said at the hospital today that though Mr. Reynolds had had a restless night, he was doing well and would soon recover unless complications set in.

The mayor expressed keen regret for the unavoidable accident, and has been a frequent visitor at the hospital. He explained that Mr. Reynolds, Mrs. Mitchel, a friend of Mrs. Mitchell and himself had returned from the Mitchell farm at Croton, where the party had been shoting at a target.

"When we reached the house here," said Mayor Mitchell, "the senator alighted first, carrying several of the revolvers and a coat and started for the door. I had assisted Mrs. Mitchell to alight; then I picked up a revolver that was inclosed in a leather holster and turned to follow the senator.

"A motor coat that I had thrown over my arm caught on some metal projection of the auto, dragging me around and throwing my arm upward. The movement tipped the holster upward and the revolver slipped out. It struck the sidewalk in a peculiar way, breaking the safety mechanism and driving the trigger point against the cartridge which exploded."

Weather Man Kind to Soldier Boys in Camp

Threatening Yesterday Morning, but Afternoon Was Ideal for the Day's Programme —A Busy Day for the Soldiers Today—No Accidents or Serious Illness to Date.

Special to The Standard.

Sussex, June 25.—This morning the weather was rather threatening, and for some time it was doubtful as to what uniform the troops should drill in, but by noon the weather had cleared and the weather man produced a specimen of the best article he could produce, much to the satisfaction of all who found the service straw hat a very comfortable substitute for the hot and heavy regulation drill order headpiece.

By a miss print yesterday it was announced that Major Ford was in charge of No. 8 field ambulance; this should have read in charge of No. 2 clearing hospital CAMC and is at the clearing hospital that the practical medical aid is administered. This is a Nova Scotia unit. No. 8 field ambulance is the St. John detachment and are only doing training in camp.

Seventy-five Treated at Hospital.

At the clearing hospital about seventy-five cases have been treated; for the greater part these are only trivial, and with the exception of half a dozen men the patients have been dismissed to their respective unnits with carefully adjusted badages in some cases, and in others as good as new. The most severe case is that of Sergt. F. Goddard, R. C. R., Halifax, who was brought into camp last night, being completely run down.

This morning B and C squadrons of the 28th Dragoons, and the men of the 8th Hussars, who had not fired yesterday marched to the range where, after being taught how to aim, they took up their places at the butts and had musketry practice till noon, shooting for their efficiency pay. The majority of the men proved good shots and had little difficulty in scoring the necessary 42 out of 50.

This afternoon the mounted troops were out in strength as well as the infantry, and from two till five the field was a scene of activity. Field artillery galloped from position to position; cavalry to the number of 700 under the troop leaders performed their work excellently, walking, troop and cantering like old war horses and then forming into line of troop column, or in less military jargon in a lone column four horses abreast and parading to water in the best of order.

The officers of the day were:

Field officer—Major G. S. Kinnear, 8th Hussars; Next for duty—Major J. W. S. Black, 8th Hussars; O. M. O. tomorrow—Captain A. J. Losier, M. O. 73 Regt.; Next for duty—Captain J. L. Duval, M. O. 28th Dragoons; Range M. O. tomorrow—Major L. R. Murray, M. O., 5th Hussars; Next for duty—Lieut. S. R. Johnson, M. O., 74th Regt.

The following officers and men have reported for duty:

Captain G. B. Peat, M. O.; Captain H. H. Hopkins, Lieut. S. W. Smith, Lieut. Hawkins, Pay Sergt. Hatfield, Bandsman E. Smith, 67th Regt.; St. B. Sergt. Biggar, Col. Sergt. W. McKenzie, 74th Regt.

The 74th regiment furnished the guard, picket and duty band. The 67th regiment will perform these duties today.

The following appointments and attachments appear in general orders:

Appointments—To be acting regimental musketry instructors during camp: 67th regiment—Major J. J. Bull, 67th Regiment; 73rd Regiment—Lieut. A. S. Merritt, 73rd Regiment.

Attachments—Captain W. A. McKee, 19th Bty. C. F. A., to be attached to the 12th Battery for training; Lieut. J. W. Price, 4th Bty., to be attached to the 10th Battery for training.

The following are the prizes and conditions governing same to be competed for by each unit:

A prize of three dollars ($3.00) to the best shot and two dollars ($2.00) to the second best shot in each squadron of cavalry, field troop or company of engineers, and company of infantry of the active militia, (non-permanent), carrying out musketry during the training season ending 31st December, 1914, is authorized.

The prizes will be awarded in accordance with the results of the annual target practice of the squadron, field troop or company, as shown on duly certified returns, but officers will not be obliged to receive a prize, and in the event of the scores made by the two best shots being considered undeserving of a prize, the O. C. may withhold any reward in such cases. Results of the awards are to be published in Regimental Orders and reported at once to headquarters, 6th division.

Claims for prizes from each regiment or unit will be prepared on M. F. D. 840 (General Allowance Claim) showing the name of the N. C. O. or man awarded a prize, the squadron or Comp. to which he belongs, scores obtained and the amount of prize. Claims are to be certified by the O. C. unit and forwarded to the paymaster, 6th division, for payment.

Empress Enquiry is Nearing Conclusion

Recommends Changes in Order to Give Further Protection

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. 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 usual in modren 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 Storstad'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 recomendation 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 ofr the men who were most likely to be left on the ship after the boats had got away.

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 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.

In his testimony Mr. Reid stated plainly that he thought the collier only injured one watertight compartment and that any water that got into the other parts of the ship must have gone through watertight doors and portholes. He also gave the opinion that the liner's rudder area even after it was added to in 1908, was not large enough to make her a good steering ship. He thought the Storstad only penetrated 8 or 10 feet measured at right angles from the Empress' side. Mr. Reid said that the area of the Empress' rudder was not enough. She had 1.53 per cent. of rudder after it was enlarged in 1908 to the submerged plan of the ship. This was not enough, he thought, to make her a good steering vessel. She should have had two per cent. Vessels being built with cruiser effect sterns now had 2.4 per cent. of rudder space.

Mr. Reid said the Empress' stern effect was new when she was built. The extra fullness of the stern was made to accommodate the steering machinery. The same effect was now secured but in a different way.

Mr. Aspinall had just begun his cross-examination of Mr. Reid when court adjourned for lunch.

WORST BUSINESS CRASH IN HISTORY OF STATES

H. B. Claflin Company of New York Fails Up For About Thirty Millions.

WALL STREET BANKERS REFUSE TO LOAN

Crash Came After Vain Efforts to Induce Morgan and Other Bankers to Lend Enough to Tide Over Embarrassment.

New York, June 25—The biggest mercantile failure in the history of the United States was precipitated today when receivers was 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, 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 dry goods 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.

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 Habilities. These notes are said to have been by the various Claflin stores, endorsed by H. B. Claflin and Company, and the proceeds used, when discounted, in financing their needs.

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.

The crash came today after vain efforts had bene made by Mr. Claflin to induce J. P. Morgan and Company and other Wall street banking interests to loan him money to tide over his embarrassment. These bankers, it was learned, advanced the company several million dollars about two weeks ago, but the hundreds of note holding 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 failure today marked the fourth financial crisis of the H. B. Claflin Company since it was first established in this city in 1843.

TEN THOUSAND ASK CLEMENCY FOR KRAFCHENKO

Petition Reaches Department of Justice Asking Bank Manager Arnold's Murderer Be Dealt with Leniently.

Ottawa, June 25—Ten thousand signatures appear upon a petition received by the justice department today from Winnipeg asking clemency in the case of John Krafchenko, the Plum Coulee murderer. Among them is the name of Evelyn Thaw, though this is of doubtful authenticity.

The grounds on which celemency is asked are that public feeling against the accused prevented his getting a fair trial, and that, in any case, the murder of Arnold, the bank manager, was not premeditated, but was rather the result of an attempt to frighten him.

SIXTY-FIVE, HE WALKED FROM COAST TO COAST

W. H. Adams Arrives at Yarmouth — Across Continent Afoot, and Beats His Schedule by Two Months.

Yarmouth, N. S., June 25—The longest walk on record with Yarmouth as its terminus ended this evening at 6.35 when W. H. Adams arrived on foot from Vancouver, B. C. Mr. Adams left the western city on May 1, 1913, and has covered the whole distance, 4,509 miles on foot, not riding a single mile of the way and only resting eight days in all. He was sent out by the Vancouver Athletic Association under a contract to cover the distance before August 31, 1914. Two dollars a day was allowed him for travelling expenses and he was to be paid $3,500 if he completed his task before the stipulated date. He stuck to the roads except in the mountain sections of the C. P. R. when he took to the track and also in the province of Quebec because in the latter province he was at a loss because he could not talk French. Mr. Adams is sixty-six years old and left Vancouver in company with James Jameson, aged thirty-five. The latter could not stand the strain and dropped out at Winnipeg. He has certificates from Mayor County and municipal officers and others in the different places he has visited. He is a son of the first settler in Vancouver, as at the time of his birth there was only one house on that site and that belonged to his father, Martin Adams, formerly of Aberdeen, Scotland.

BOILER BLOWS UP, PART OF IT TEARS DOWN HEDGE FIFTY YARDS AWAY

Oshawa, Ont., June 25.—The boiler of a gas well drilling outfit at the home of J. W. McCutcheon, exploded this morning about nine o'clock and landed on the lawn of T. H. Everson, fifty yards away, tearing down his hedge and several shade trees as it landed.

Young Arthur McCutcheon was struck in the face by some of the flying debris and removed to the hospital in an unconscious condition. The extent of his injuries have not yet been determined.

SCOTT ACT VOTED OUT IN THREE COUNTIES IN NOVA SCUTIA

Defeated by Majorities of Over Two Thousand—Nova Scotia Temperance Law Now in Force.

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 in 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 than the Scott Act.

HON. S. H. BLAKE BURIED YESTERDAY, IN TORONTO

Members of Bench and Bar and Large Concourse of Prominent Citizens Attend Funeral.

Toronto, June 25.—A remarkable testimony to the place Hon. S. H. Blake filled in the community was the large and representative concourse that filled St. Paul's church, Bloor street, at the public funeral service this afternoon. Members of the bench and bar, men eminent in the church, civic dignitaries and representatives of the Ontario government joined in a tribute to his worth. A private service was held at the home, 46 Maple Ave, at two o'clock.

At this service only the immediate members of the family were present. This was followed by the public service at St. Paul's.