

## STRIKE TIES UP COAST SHIPPING

### Longshoremen Refuse to Work on Ships With Jap and Non-Union Crews.

## VICTIM OF AUTO ACCIDENT

### A Christian Endeavor Convention Rivals a Red Hot Political Meeting.

PORTLAND, June 30.—(Special).—Refusing to work on vessels where Japanese sailors are employed, longshoremen of this city who were loading the steam schooners Northland, Aurelia and Johann Poulsen went on strike today, and it is declared a similar action will be had at all ports on the Pacific coast. It is understood that the strike will involve every steamship company employing non-union men, and the attitude of the longshoremen will have the effect of completely tying up coastwise shipping.

**James Tanner's Body Goes East**  
Helena, Mont., June 30.—(Special).—James Tanner, commander-in-chief of the G. A. R., left today for Washington, taking the body of Mrs. Tanner, who was killed in the automobile accident last evening. The services were held at the Baptist church at noon, and were conducted by two local ministers and the department chaplain of G. A. R., and were largely attended.

**Christian Endeavor Quarrel**  
Leviston, Idaho, June 30.—(Special).—A rumour over the election of officers in Washington and Idaho Christian Endeavor convention, now in session in this city, promises to disrupt preparations for the International Endeavor convention which is scheduled to convene in Seattle next week. Edgar Barth, of Seattle, and Thomas J. H. Brown, of Lewiston, are the principal contestants. Barth, who is the district president, and the session here assembled in the evening. Barth, who is the district president, and the session here assembled in the evening. Barth, who is the district president, and the session here assembled in the evening.

**After Electing Officers**  
The matter was taken out of the hands of the president and turned over to the convention as a whole. The original ticket went through, however, except for the election of a Leviston man for treasurer. The following are the officers elected: F. Edgar Barth, Seattle, president; Minnie A. Gibbons, Puyallup, secretary; George E. Frost, Lewiston, treasurer; Leviston and Spokane delegates charge that delegates from societies on Puget Sound have formed a combination to ignore this section of the country.

**Capitalist Drops Dead**  
Portland, June 30.—(Special).—William M. Graves, vice-president of the Diamond Match company, a resident of New York, dropped dead in a hotel here yesterday. The news of his death did not become public until today. Mr. Graves was touring the Pacific Coast with his son and was on his way to Chicago to join Mrs. Graves.

**Railroad to Gray's Harbor**  
Tacoma, June 30.—(Special).—Articles of incorporation were filed today of the Gray's Harbor and Columbia Railroad company, capitalized at \$1,000,000 to build a railway from Kalama westward through Cowlitz, Kalklam and Pacific counties, to the Pacific ocean, with branch lines to a terminus on Gray's harbor. Chester Thorne, A. F. Albertson, F. A. Rice, D. A. Young and H. H. Seals are named as trustees for the first six months.

**New Trial for Hazard**  
Los Angeles, June 30.—E. L. Hazard, the local real estate man convicted of assault upon Lulu Rowland, the 16-year-old girl who, with her sister Mabel and Roy, a son of Hazard, were lost in the wreck of the Valencia, was today granted a new trial by Judge Smith on the ground of newly discovered evidence. At the former trial the father of the Rowland girls testified that Lulu was under the age of 16. He has since made admit that this testimony was untrue and other evidence along the same line has been adduced.

**THE HENLEY REGATTA.**  
Town Crowded for the Great Carnival Commencing Monday.

Henley, June 30.—This river town is again crowded for the great boating carnival which commences Monday. The entries exceed the average and good conditions are assured in most of the events. The draw occurred today. W. B. West, of Philadelphia, was pitted against Roy Adams of Australia, in the preliminary heat for the diamond sculls. Adams has been showing fine form in practice for the grand challenge cup, the argonauts of Toronto were drawn against first trinity, Cambridge.

## INTERNATIONAL TENNIS.

Wimbledon, Eng., June 30.—In the ladies doubles international tennis championship games today, May Sutton and Mrs. Hillyard beat Miss Carter and Miss Benton by 6-0, 6-3. W. Hillyard and Miss Sutton beat G. F. Steward and Miss Pinckney in the second round of the open mixed doubles by 6-3, 6-1.

## MOTO BOAT RACES.

College Point, L. I., June 30.—The motor boat Sule was the first of twelve similar craft which started in the race of the Knickerbocker Boat Club of New York from Marblehead, Mass., last Thursday, to cross the finish line here today. She was followed by the Thomas, Miss May, Davy Jones and Gertrude in the order named.

## HOT TIME OVER ICE.

Toledo, O., June 30.—There was a sensational scene in common police court yesterday when attorneys for two of the convicted ice men argued a motion to set aside the sentence and the ground that defendants pleaded guilty on the promise of the court that leniency would be shown, that the court is prejudiced in passing sentence and that the law is unconstitutional. Judge Kinkade threw the motion out of court and from the bench vigorously assailed the attorneys for the defendants. Both sides used every legal device in a court room. The court has reduced the fines and imprisonment of each of the five ice dealers to \$2,500 and six months in the workhouse. All the men are in jail and are not permitted to give bonds.

## MUTINY IN TURK'S ARMY.

Fort Open Fire on Mutineers and a Few Hundred Are Killed.

Rodida, Turkish Arabia, June 30.—Another mutiny has been started among the Turkish army reserves in Yemen province. Sixteen battalions demanded that they be repatriated, and the commander-in-chief, Marshal Fakhri, ordered the fort to open fire on the mutineers, who surrendered after a few hundred of them had been killed. The rebel Arab forces are advancing in Amran and an important engagement is reported to have been fought, both sides sustaining heavy losses.

## TRUST TO CONTROL ALL FARM PRODUCE

Twenty Million Dollars Subscribed to Do Away With Middlemen's Profits.

NEW YORK, June 30.—The Herald says: "Backed by unlimited capital and supported by many prominent financiers of the country, an organization known as the American Farm Products Company has been established for the purpose of taking control of all dairy products, chickens and eggs. It is asserted by those at the head of the company that it will bring about an increased and uniform price to the consumers. The commission merchants' profit will be eliminated and the great corporation will take the responsibility of delivering butter and milk from the hands of the farmer to the hands of the consumer. At the head of the concern are a score of the wealthiest men in America, who have already put in \$20,000,000 and are prepared to furnish additional millions as they are required. Among Eastern capitalists interested in the trust are Levi F. Morton, Thomas F. Ryan, Harry Payne Whitney, Anthony Brady, E. J. Berwind, Kuhn, Loeb & Co. and several other large banking houses and individual capitalists."

## U. S. BATTLESHIP LAUNCHED.

Warship New Hampshire Given the Water at Camden.

Camden, N. J., June 30.—The battleship New Hampshire was launched today at a complete belt of the New York Shipbuilding company in this city. Miss Hazel McLane, daughter of Governor McLane, of New Hampshire christened the battleship.

The battleship New Hampshire will be a powerful addition to Uncle Sam's navy. She is of 16,000 tons burden, with a length of 450 feet and extreme breadth of 76 feet 10 inches. She will be required to steam 18 knots for four consecutive hours. The main battery of the New Hampshire will consist of four 12-inch breech-loading rifles and twelve 7-inch breech-loading rifles. In the secondary battery will be twenty 3-inch rapid-fire guns, twelve 3-pounder semi-automatics, four 1-pounder semi-automatics, two 3-inch field pieces, two 30-calibre automatics and two 30-calibre machine guns.

The hull of the battleship is of steel throughout. It is protected at the waterline by a complete belt of magazine, from which point the thickness is gradually decreased to four inches at the stem and stern. The 12-inch barbettes extend from the protected deck to about four feet above the main deck, and consist of ten inches of armor in front and seven and one half in the rear above the gun deck.

The engines are of the vertical twin-screw, four cylinder, triple-expansion type, of a combined horse-power of 15,500. Four are above the boiler, and placed in six water-tight compartments. There are three funnels, each 100 feet high above the base line.

# NOTABLES DEAD IN GREAT TRAIN WRECK

## A Terrible Collision on the London and Southwestern Railway Early Yesterday Morning.

## 23 KILLED OUTRIGHT—MANY INJURED

### List of the Victims Contains the Names of a Great Many Prominent in North America

SALISBURY, Eng., July 1.—Driving at a mad pace over the London and Southwestern railway, the American line express, carrying forty-three of the steamer New York's passengers from Plymouth to London, plunged from the track just after passing the station here at 1:57 o'clock this morning, and mangled to death in its wreckage twenty-three passengers, who sailed from New York June 23, and four of the trainmen. Besides those to whom death came speedily a dozen persons were injured, some of them seriously.

The late hour of the New York's arrival at Plymouth saved many lives. She carried more than 60 travelers for London, but many of them elected to travel on comfortably to Southampton, in preference to the late landing at Plymouth, and the long night ride across the country. If the New York had made a faster passage the sombre roster of the dead and injured would have been larger.

The big American liner reached Plymouth at 9:35 o'clock Saturday night and half an hour later there was a tender alongside to receive passengers for England. Several who had planned to embark and packed their baggage decided at the last moment to remain aboard. It was

A Fatal Decision  
though not dictated by any fear. The run across the Atlantic had been pleasant. There were cheery partings when the passengers for London transferred to the waiting tender, which waited them in the Devonport landing, where the express was being made up.

The train consisted of a powerful express engine, three first class corridor coaches and one combination guard's van and buffet.

The passengers were soon righted and at 11:30 the express pulled out. It was given a clear track and right-of-way on the run of 230 miles to London, on which the express generally maintains an average speed of a mile a minute.

Driver Robins quickly gave the engine her head and the special was speeding swiftly through the night. It ran on safely and without incident until it entered the long railway yard at Salisbury when the passengers noted that from side to side.

Suddenly, at the end of the long platform, when the track begins to curve towards the bridge spanning Fisherton street, the main avenue of the city, the giant engine leaped from the track to the destruction of its trailing coaches and many of its occupants.

The engine leaped across the adjoining track, striking with terrible force and destroying the guard's van of a milk train, that was slowly steaming in the opposite direction, killing a guard occupying the van.

The railway yard quickly filled with police, doctors, nurses, trainmen and volunteers. The darkness and incredible destruction made the work of rescue exceedingly difficult. Lamps and torches were brought to light the desolate scene.

Morning at Salisbury  
Salisbury, a small town, built two hundred years before Columbus discovered America, rings its chimneys tonight for a score of American citizens who met their tragic end under the very shadow of its beautiful spire, when the boat train from Plymouth, freighted with people wealthy and well-known, who were hurrying with great speed to the world's capital, collided with a milk train at 2 o'clock this morning. One searches in vain for eyewitnesses who met their tragic end under the very shadow of its beautiful spire, when the boat train from Plymouth, freighted with people wealthy and well-known, who were hurrying with great speed to the world's capital, collided with a milk train at 2 o'clock this morning.

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Pathetic Scenes  
Southampton, July 1.—On the arrival here of the steamer New York with her remaining passengers on deck leaning over the rail had occurred, looking for friends ashore to meet them, company officials stepped aboard with letters and telegrams.

Suddenly a lady passenger on the promenade deck was seen to fall with hysterical sobs on the deck, holding a telegram in her hands.

Instantly her fellow passengers flocked around to offer sympathy in supposed personal bereavement, then turned with horror-stricken, blanched faces at the terrible fact that had overtaken their companions on the voyage from New York and whom they had expected to meet in London.

The news spread rapidly over the whole ship and cast a gloom on the landing and on the entraining for London of the passengers, though the officials were only able to supply the barest outlines of the disaster.

American Consul Swain, addressing the passengers, said: "You had no opportunity of going to church this morning, but you can thank God that you remained aboard."

Sir Thomas Agton, who left his yacht Erin at Southampton, to visit Salisbury, sends the following telegram to the Associated Press: "I am sure it would interest Americans to know the

Evanson, a suburb of Chicago. Mrs. Elphicke was 62 years old.

HARDING, DUDLEY P., New York City—Mr. Harding was a traveling salesman and spent but a portion of his time in New York city, making his home there at 315 West Ninety-fifth street, in apartments.

HITCHCOCK, MRS. L., New York—Mrs. Hitchcock lived at 261 Central Park West, New York, where she had apartments with her daughter, Miss Fay Hitchcock. Mrs. Hitchcock was the widow of Lumen Hitchcock, who was a cousin of Secretary E. A. Hitchcock of the interior department at Washington.

HOWESON, MISS MARY, of New York—Miss Howeson was a millionaire, whose place of business is at 31 West Thirty-first street, New York.

KING, REV. E. L., of Toronto, Ont.—Rev. Mr. King was pastor of the Devonport Road Anglican Church, Toronto, and director of the Boston and New York Telephone & Telegraph Co.; treasurer and director of the Massachusetts Telephone & Telegraph Co. and treasurer and director of the New York Telephone & Telegraph Co. of America. Mr. McDonald's New York address was at 216 Seventy-second street. His wife and daughter accompanied him abroad.

McMEECKIN, CHARLES F., Lexington, Ky.—Mr. McMeekin was a prominent breeder of thoroughbred horses in the famous Bluegrass region of Kentucky. Mr. McMeekin had accompanied Mr. McDonald abroad and both were killed in the wreck. One of the horses killed in the wreck was a PIPON, C. A., of Toronto, Ont.—Mr. Pipon was the agent of the American Line at Toronto, where he had been prominent in shipping and financial circles for some years. He was 53 years of age and leaves a wife and child.

SENTELL, CHARLES E., New York City; SENTELL, MISS BLANCHE, New York City; SENTELL, MISS GERTRUDE; SENTELL, MRS. E. W., New York City—Charles E. Sentell was a lawyer with offices in the financial district of New York and residence at 271 Decatur street, Brooklyn. The only survivor of the family party of five is young E. W. Sentell, whose wife was killed.

SMITH, MRS. WALTER W., of Dayton, O.; SMITH, MISS ELEANOR W.; SMITH, GERARD, Dayton, O.—Mrs. W. W. Smith, who with her daughter, aged 25 and son Gerard, aged 21, was killed in the wreck, was the widow of the former senior partner in the turbine wheel manufacturing firm of Smith & Waite, which was some years ago incorporated. The son Gerard would have graduated from Yale next year.

WAITE, MRS. LILLIAN HURD, New York—Mrs. Waite was a fashionable milliner with a shop at 425 Fifth Avenue and was a native of Springfield, Ill.

GOEPPINGER, LOUIS—Address unobtainable.

KEELER, JAMES—Address unobtainable.

## A STRANGE STORY.

Woman Writes From Bellingham Telling of Alleged Murder.

New Westminster, June 27.—(Special).—The Columbia has received a letter from Mary Evans, Bellingham in which the woman alleges that both she and her husband were recently kidnapped from here and taken down the river in a boat, and her husband was tied, weighted with shot and thrown overboard. She says she was beaten and released on condition that she left the country. The woman is unknown, but to judge from the letter was apparently one of easy virtue, and the latter expresses the belief that she was mistaken for another who had left her husband. The kidnapers are, she states, a band of self-styled protectors of lawfully married men, who are determined to get rid of such women as the writer. The provincial police are investigating.

Two hundred acres of land at Blockley Spit, one of the headlands of Mud Bay, has been purchased by C. M. Beecher of the British Columbia Mills; and Great Northern Railway surveyors have been running lines through the property. As there is very little timber on the land, J. Hendry of the Vancouver-Westminster branch of the Great Northern is head of the purchasing company, the matter is causing much speculation.

## WEALTH IN BULKLEY.

A Company Formed to Work Claims in the Northern Valley.

Indications point to the early development of a large mineral belt situated near the well known Bulkley valley and about 50 miles from Ootsa lake, says the Columbia. Two miners named Lampan and Gregor were in town yesterday, en route to the northern district, after having formed a company in Everett, Washington, for the purpose of developing their claims there. They state that ore taken from the lodes realized, when assayed from \$720 to \$17, and that there is an unlimited quantity of the ore in sight. They will take in a crew of men to work on the claims during the balance of the summer.

## CONGRESS ADJOURNS AFTER STRENUOUS SESSION

Many Important Matters Finally Settled During Last Hours of House.

WASHINGTON, June 30.—The first session of the fifty-ninth congress adjourned today. It has been a strenuous session from the start. The measure which caused the greatest debate is the railway rate bill, begun with the session. Its consideration continued throughout. The pure food enactment and the meat inspection provision are also important changes in the attitude both towards the producers and consumers of the country. A uniform and more strict method of naturalizing aliens was enacted. The immunity of those from prosecution who gave evidence for the government was made the subject of a bill. The bill removing the internal revenue tax on alcohol was also passed. The type of the Panama canal was fixed, thus settling a question which has perplexed both the professional and lay mind. The President's lock level canal was adopted.

The President has issued a set of important regulations, at the instance of Secretary of State Root, governing appointments and promotions in the consular service. These regulations provide for promotions based entirely upon efficiency records, while original appointments are to be made only in the two lower grades of service.

## LIGHTNING OPERATORS.

Champion Knights of the Key Contest For Prizes.

Boston, June 30.—David J. Ellington, of New York, won the title of world's champion telegraph operator and the silver trophy offered by Andrew Carnegie at the international tournament of telegraphers held at Tremont Temple this city yesterday and last night. Ellington won first place in four of the classes. The decisions were announced this morning.

## MRS. THAW TO BE PRINCIPAL WITNESS

Will Appear in Her Husband's Defence and Tell Startling Tale.

## A DETECTIVE'S STORY

Strange Woman Makes Sensation by Fainting at White's Funeral.

NEW YORK, June 30.—The declaration attributed to counsel for Harry K. Thaw that Mrs. Thaw will be the principal witness for the defence at her husband's trial for the murder of Stanford White and that she will tell a "thrilling and tremendous story, opening the eyes of New Yorkers and people all over the world," attracted the greatest attention of any of the published developments in the case today. Second in interest was the statement of a private detective that he and others had been hired some time ago by White to learn the identity of several men whom he believed to be shadowing him. The detective says he found the men were employed by Thaw to watch White. When he reported these facts to his principal, he says Mr. White exclaimed: "I suspected it all along. This man Thaw is crazy. He imagines that I have done him some wrong." Mr. White talked along in this strain for some time, denying that he had wronged Thaw in any way and declaring that his early friendship for the man ended before she became Mrs. Thaw, practically a fatherly interest. The detective said White talked of applying to the authorities to have Thaw's detectives taken off his trail.

Thaw spent a restless time in his cell last night owing to the intense heat in the city prison. He was visited early today by Mrs. Thaw, who remained with him for an hour and a half.

## Strange Woman Fainted

At the funeral of Stanford White, victim of Harry Thaw, in St. James, Long Island, a strange woman made a scene by fainting. White's widow and kinship sat at the front of the little church, and this woman slipped into a back pew. During the short services she wept bitterly. As the body was being carried from the church she collapsed altogether. It is the intention of the district attorney's office to establish, if possible, that instead of White pursuing Mrs. Thaw, the pursuit was on the other side. Friends of the dead architect say he avoided the woman and that there are notes in existence to prove she invited him to meet her, and sought his company. Mrs. Thaw, it is charged, met White by an appointment of her making, at the Hotel Marlin on Wednesday night last, when she was shot and died with him. The meal lasted three hours.

The present notoriety of Mrs. Thaw recalls the fact that while Evelyn Nesbit was in the clutches of the man who seduced her, she was mentioned in a complaint for a divorce suit brought by the second Mrs. George W. Lederer, formerly Adele Rice, which is now pending in the courts. Mrs. Nesbit was frequently in the company of a theatrical manager who, it is said, introduced her to Stanford White.

## Police Investigation

As the proceedings in the grand jury are secretly in announcement of the testimony is expected. The district attorney's office completed the examination of the more important witnesses so far discovered, and it directed its attention to the investigation of the relations existing between Evelyn Nesbit and Stanford White prior to the girl's marriage and the attitude assumed by Thaw after he had made her his wife.

"If an investigating every story regarding the life of the parties to the tragedy," Mr. Nott said. "There are many of them. I get a new tale every minute, and I direct my attention to the force of this office has been able to substantiate one of them.

"The report that White made an insulting remark about Mrs. Thaw on the night of the shooting which was overheard by her husband is 'groundless so far as I have been able to learn. "I am perfectly satisfied nothing that happened Monday night and anything to do with the shooting. The deed was planned before that time."

## MACARONI FACTORY BURNS.

Youngstown, O., June 30.—The large building occupied by the Youngstown Macaroni company was burned last night. The company's loss is placed at \$210,000.

## OXFORD COACH CONDEMNED.

Daily Graphic Strongly Disapproves of Fletcher's Stand.


London, June 30.—The Daily Graphic today expresses strong disapproval of the proposition of Mr. Fletcher, the Oxford rowing coach, to exclude all Americans from competing in the Henley regatta and says that it would be wiser to organize some joint association between the United States to establish and popularize the common definition of an amateur athlete.

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