ORCHARD BROKE DOWN ON STAND

Witness Cried as Counsel for Defence Questioned Him Regarding Confession He Made in Jail.

Boise, June 13.—When the Haywood trial was resumed to-day, Orchard replying to a question by Mr. Richardson, admitted that he had seen Detective McPharland this morning but said the case had been discussed only casually.

Orchard continued his testimony by saying that as a result of his letter to Moyer asking for money he had received from Jack Simpkins $100, which he said Haywood had sent to him. Orchard then proceeded to trace his movements prior to his second visit to Caldwell, which was made in November, 1905. He was accompanied by Simpkins. They attempted to kill Steunenberg, but did not succeed. Simpkins, Orchard said, "got scared and went back to Wallace." This was about December 1, 1905, and Orchard had not seen him since. Simpkins had helped him make the bomb which, with some changes, was used

To Kill Steunenberg.

Orchard also left Caldwell after the failure of the attempt with Simpkins. He telephoned Bill Easterly, of Silver City, asking him if he did not want to come over to Caldwell, and "take part in a contract." Easterly declined, saying he was too busy at home. Orchard then went to Salt Lake to get a man named Shoddy to help. Shoddy, however, could not be found.

Returning to Caldwell alone, Orchard went to the Saratoga hotel, where he made no effort to conceal himself.

Richardson wanted to know why it was that with plenty of opportunities to kill Steunenberg on one of the governor's trips to his sheep ranch, Orchard had decided to use a bomb in the city.

"Well, I got disgusted with myself at not being able to get him, so finally I decided to

Use the Bomb

and get rid of the thing and get away," said Orchard.

"But you took the materials for a bomb when you first went to Caldwell?" "Yes sir."

"And you intended to use a bomb from the first?" "Yes sir, if the opportunity offered."

Richardson picked the witness up at the point where he began to run back to the hotel after seeing Steunenberg approaching the place of his death.

"You were warm and excited when you reached the hotel were you not?" "I was warm; I tried not to be excited."

"You were calm enough to help the bartender tie up a bundle?" "I held my finger on the string while he tied up a parcel."

The cross-examination here digressed to a plan Orchard conceived to ride a short distance on a train with Steunenberg and set the bomb in a grip under the governor's seat. With the paraphernalia all ready Orchard got aboard the train one day, but

Steunenberg Missed It.

The fact that others in the car would have been killed, Orchard said did not appeal to him.

Returning to Orchard's actions after the assassination of Steunenberg, Richardson asked if the witness had not deliberately gone to his room and scattered powder and plaster of paris in the place.

"No," replied Orchard.

He said he came back to the hotel to clean up some things in his grip, cayenne pepper, potash and acid.

"What were you doing with the pepper?" "I had it to put on my shoes when necessary so as to prevent taking up my trail by dogs."

Orchard broke down and cried as Richardson plied him with questions as to how McPharland had talked to him in the jail and told him Bible stories. Richardson plied Orchard rapidly with questions regarding the manner in which McPharland got

His Confession.

Orchard regained his composure and answered the questions in his usual even voice.

The day after the explosion Orchard said he was placed under parole and arrested the next day, Monday. After being in Caldwell jail eighteen days he was taken to the Boise penitentiary and placed in the new cell house.

Richardson's questioning showed an attempt to prove coercion through solitary confinement. Orchard admitted that he had been brought to the pententiary without his consent and without being advised as to his rights. He also admitted that his confinement practically was solitary, his only cell neighbor being Bob Webster, a condemned murderer. Then he told of his first interview with Detective McPharland, to whom he

Complained About His Treatment.

Later, he said, McPharland had talked to him about his past life, and told him about King David, who had been a murderer, but had repented and found forgiveness, becoming "a man after God's own heart."

At this juncture Orchard's heart apparently was touched, tears came to his eyes, and it was some time before he regained control of himself.

Richardson pursued his questioning by referring to McPharland's work among the Molly Maguires in Pennsylvania. Orchard said McPharland had told him much about the lawlessness in the coal mines. McPharland, he said, told him about "Kelly the Bum," who had committed many murders, but had turned state's evidence and has escaped punishment by leaving the country after $800 had been raised for his expenses. Kelly never reformed, McPharland told Orchard. He also had been told of other figures in the coal fields troubles.

In low tones Orchard told of his conversion, how when in the penitentiary in thinking over his past life he concluded to put himself out of the way after

Making a Clean Breast

of it all. He said he had come to feel that the grave did not end it all. The story was told in a hushed court room, broken only by the drone of Orchard's voice. Orchard also testified that he was a Mason when he lived in Canada, and a member of the Colbourne lodge.

Orchard's testimony was concluded this afternoon.

Met Intended Victim.

Former Governor Peabody and Harry Orchard met face to face in the office of J. H. Hawley to-day. Orchard recognized him at once and shrank back and trembled. The former governor smilingly held out his hand, saying: "How are you Orchard."

Orchard broke down completely. He said: "I am ashamed to look at you, sir; I am ashamed to speak to you."

The ex-governor reassured him, and Orchard replied: "I am thankful that I did not kill you and am spared the thought of that crime."

The Bradley Murder Plot.

Boise, June 14.—The prosecution in the Steunenberg murder trial to-day entered in earnest on the corroboration of Harry Orchard's testimony, presented a continuous thread of evidence connecting George Pettibone's store in Denver with Orchard in San Francisco while the latter was occupied in the Bradley murder plot, partly developed the indirect line by which it is hoped to show that Haywood engaged and paid Steve Adams for the same desperate work, and added special evidence corroborative of

Orchard's General Story.

Officers of the post offices at San Francisco and Denver produced original records showing that in August, 1904, a registered letter was sent under the name of J. Wolff from the address of Pettibone's store in Denver to J. Dempsey at the Golden West hotel in San Francisco. Orchard swore that he stayed at the Golden West hotel under an alias that was either "Dempsey" or "Hogan," that Pettibone used the aliases of "Wolff" and "Pat Bone" and that under the name of "Wolff" Pettibone in the month mentioned sent him his excellency the governor-general; Joseph Pope, C. M. G., representing the Canadian government, and W. R. Baker, representing the C. P. R.

The C. P. R. has made unusual efforts to provide for the comfort of His Imperial Highness during his trip through Canada, and has succeeded in placing at his disposal what is conceded beyond a doubt to be far the handsomest train that ever crossed the continent of America. The train consists of one colonist car, provided with sleeping accommodation for the train crews; one baggage car especially equipped with facilities for brushing and pressing clothing and boot cleaning; the sleeping car Kagoshima and dining car Yodogawa, both of which are now making their initial trip, having but a few days ago been turned out of the company's shops. Both the exterior and interior of these cars are of exquisite design, and their appointments are the most advanced in modern car construction.

The remaining three cars, the compartment car and the royal cars York and Cornwall, were especially built for the accommodation of their royal highnesses, the Duke and Duchess of York, during their visit to Canada in 1901, and have a national reputation for beauty and comfort. The beauty of the interior of each of the last five cars is embellished by handsome floor decorations, many of which are distinctly Japanese in character. The royal arms and the personal coat of arms of Prince Fushimi decorated either side of the cars Cornwall and York.

The combined weight of the train behind the engine is 385 tons. The Prince and party are charmed with the beautiful scenery and lakes of the famous Muskoka district. Large crowds have greeted the train at each station. At Gravenhurst a handsome bouquet was presented to the Prince by Mrs. Meikle with her compliments.

The train arrived at and left North Bay sharp on time.

BOAT CAPSIZED.

Two Fishermen Narrowly Escaped Drowning in the Fraser River.

Two fishermen narrowly escaped drowning in the river opposite New Westminster on Wednesday. The men had been in the city purchasing supplies, and were on their way home.

The current was swift, and rowing proving hard wark, they hoisted a sail to aid their progress across the stream. The wind was blowing in a gusty, treacherous manner. Shortly after they spread the canvas, a sudden gust of wind smote it and it capsized, throwing the men and supplies into the water.

The tug Edna immediately started for the overturned boat, to which the two fishermen were clinging. They were rescued and taken to the public wharf on Front street. The supplies were lost, but the oars and tackle were saved.

—Andrew Blygh, of this city, has recently purchased from Mrs. Brown, three cottages on Dallas avenue at a cost of about $12,000. He intends to reside in one of these.

the conditions under which the witness was brought to Boise to testify, Guibbini said the detectives told him he had to come to Boise, and there was no use of him trying not to do so.

"So they were going to kidnap you?" commented Darrow.

"No, sir," said the witness. "Previous to this I had to come."

Guibbini got $500 for expense money. Guibbini said Orchard told him he lived by gambling at night. He slept days.

The prosecution then called Hull McClaughty, assistant postmaster at San Francisco, who was interrogated as to

A Registered Letter

Orchard said he received from Pettibone while in San Francisco. Orchard said he was going by the name of John Dempsey at the time, and Pettibone used the name of John Wolff in transmitting the letter, which contained $100.

NO REST TENT.

W. C. T. W. Will Not Have One at the Fair.

At the regular monthly meeting of the W. C. T. U. which was held in the Yates Street rooms yesterday afternoon with the president, Mrs. S. J. Thompson, in the chair, it was decided that the society would take no part whatever in the work of the fair this year. This step was taken in view of the fact that the women's protest against the sale of intoxicants on the fair grounds had been ignored by the management and other officials connected with the exhibition and the women will consequently have no rest tent on the grounds this year.

In the course of the meeting delegates were appointed to attend the annual convention of the W. C. T. U. of B. C. which is to be held in Vancouver from June 25th to 27th.

The annual report of the corresponding secretary was read, showing a most successful year's work. Mrs. Buckholder, superintendent of missions, presented her report which showed the most prosperous year in the society's history. The financial statement of the mission board also proved most satisfactory.

IS NOW ON THE WAY TO THE COAST

Prince Fushimi Will Arrive at Winnipeg on Saturday--Travelling in Palatial Train.

North Bay, Ont., June 13. — The C. P. R. Japanese royal train carrying His Imperial Highness Prince Fushimi and suite, left the Union station, Toronto at 11.10 this morning for its run across the continent. The Prince was escorted to the depot by a military guard and left for Winnipeg. He will be in Winnipeg on Saturday and Sunday morning. Accompanying the Prince and party are Miles W. Lampson, M. V. O., representing the British foreign office; Captain D. O. G. Newton, aide-de-camp, representing his excellency the governor-general; Joseph Pope, C. M. G., representing the Canadian government, and W. R. Baker, representing the C. P. R.

MEXICO MAKING GREAT ADVANCES

VAST SUMS BEING SPENT ON HARBORS

Conditions in the Republic Set Forth in Advices Received By Steamer Georgia.

Returning from her first trip to Mexican waters, and her inaugural voyage on the Canadian-Mexican Pacific steamship line, the steamer Georgia, Captain Henderson, pulled into port Thursday. Perhaps the most interesting feature in this, the homeward voyage of her first sailing, was that all the cargo which she carried, upwards of 500 tons, was consigned to Victoria.

Captain Henderson describes the trip as a splendid one and says that the weather was delightful throughout, with the exception of strong head winds, when the Georgia was rounding Cape Flattery on the homeward voyage.

The saloon passengers who arrived on the vessel were D. G. C. MacNeill, Thomas Adair and W. P. Worsnop.

According to advices brought by the Georgia there is great activity along the Pacific Coast of Mexico. There are evidences at the present time that the near future will see this coast line a great trading highway. All along the seaboard the harbors are being improved. Wharves are being constructed. During the past five years a sum of $7,000,000 has been expended and it is the intention of the administration which is so ably controlled by President Diaz, to spend a further $21,000,000. Colima, whose port is Manzanilla, is the largest town in the east of the republic, having a population of 27,000. The harbor works along the coast are being carried out by the famous firm controlled by Sir Weetman Pearson, the English engineer, who is responsible for the construction of the Tehauntepec railroad, which is described by passengers who arrived on the Georgia as doing an immense trade.

The Georgia has at present a Chinese crew which was brought out from the Old Country. The crew will be relieved by other chinese who are at present en route to this port on board the Monteagle. The Georgia will remain in port for a few days and then proceed to Vancouver and New Westminster to load with cargo for her next trip on the line.

The following cargo brought by the Georgia is now being discharged at the outer wharf: 500 tons of salt, consigned to Simon Leiser; 100 cases of tomatoes for F. R. Stewart & Co.; a shipment of ore for the Tyee Smelter and sample shipments of the other kinds of Mexican fruits.

PAID OVER MILLION DOLLARS FOR TIMBER

The Nimkish Deal is Largest Ever Carried Out in This Province

Vancouver, June 14.—Particulars regarding the deal for timber on Nimkish river, Vancouver Island, shows that it is by far the largest every carried out in British Columbia. Three billion feet of timber, estimated to be on fifty thousand acres of land, are included in the property. The timber is to be sawed up in Vancouver, where a special mill will be erected. The buyers are Michigan people, the vendors being McLean Bros., of Vancouver; M. McDougall, George Carmody, of Seattle. The consideration is $1,200,000, of which $50,000 is paid in cash.

The same buyers are getting a lot of other timber on the coast from California to Alaska.

HANDCAR DITCHED.

Struck By a Freight Train—Section Man Killed.

An accident occurred early Tuesday morning in the vicinity of Beavermouth when a handcar conveying a number of section hands to work was ditched by a freight train, resulting fatally for one of the men, says the Golden Star.

At the time of the accident the section men, six in number, were on their way to Beavermouth and were just about to cross a bridge when one of their number espied a freight train bearing down upon them from the rear and just a short distance behind. Thinking they could reach the other end of the bridge before the train, they speeded up the car. They had just gained the other end and had time to jump before the freight, now gradually slowing down, collided with the hand car. All were fortunate in saving themselves save one man, Alex. Bosrick, who in some way did not get away so luckily. Whether the unfortunate man was struck by the engine before leaving the car, or whether he slipped in front of the engine after jumping, is not known. The injured man was placed on a stretcher and taken to the caboose where he was conveyed by train to Golden to receive medical aid. The injured man was conveyed to the hospital where everything possible was done to save his life, but without result. He died the following morning.

Coroner Buckham decided an inquest was necessary. The evidence adduced thereat attaches no blame to anyone and a verdict was thus accordingly given.

—Yesterday was the 21st anniversary of the big fire of Vancouver, and the pioneers of the Mainland city celebrated the occasion at a most successful banquet.

ORCHARD'S CONFESSION.

Detective McParland Denies Having Made Any Promises to State Witness.

Boise, June 14.—Capt. James McParland, the famous detective who has figured so largely in the testimony given in the Haywood case, and who has been attacked by the counsel for the defence, prefers not to be interviewed at length on the subject of Orchard's confession.

"It would be superfluous for me to relate it," he said yesterday. "Orchard has told the literal truth about the confession, and the way it was given to me. I made him no promises. I never made a promise to a criminal in my life. Orchard first confessed to me, but said he was not quite ready to give it to me finally. I promised to hold it for some time, and I did so. He told me that when he was ready to tell the whole story that he would let me know, and some time later he again told me the incidents of his life, leaving out nothing. Every word that he has said on the stand as to confession is the truth, and there is nothing to add."

The state expects to close its case in ten days or two weeks. Clarence Darrow, for the defence, says their case will take about four weeks, though it is possible it may be concluded in less. It is generally conceded, however, that a verdict will not be reached before August.

There will be an adjournment tomorrow until Monday afternoon or Tuesday morning, as Judge White will have to hold court on Monday morning at Caldwell. The case of Harry Orchard, charged with the murder of Frank Steunenberg, will be called in Caldwell and be postponed until next term.

Orchard, who reached the climax of his testimony yesterday, and whose sensational story came to an end in a dramatic manner, counsel for the defence leaving him pleading for the life of a fellow murderer, returned to the penitentiary after he left the court room. Warden Whitney said the prisoner appeared to be in better spirits than he had before for many months. He shows not the slightest evidence of fatigue or nervousness, and ate a hearty meal after he reached the penitentiary.

CONDITIONS ON THE WEST COAST

Steamer Tees Arrived in Port To-day--Activity Continues in the Whaling Industry

Having been as far as Cape Scott and way ports on the West Coast of the Island, the steamer Tees, Captain Townsend, arrived in port shortly before noon. She experienced good weather during her trip and brought over a hundred passengers to this port.

The steamer brings news that the new whaling station at Narrow Cut Inlet is, as far as building goes, complete. The machinery is now being rapidly installed. The ground covered by the site is about three times as large as that at Sechart, and from reports brought to port the station well deserves its name as the largest in the world. The first shipload of material and workmen were brought to Kyuquot on the 7th of March, and Narrow Cut Inlet was at that time a wilderness, whereas now the ground has been cleared, buildings have been run up within the last few months, the place has assumed an entirely different appearance, and it is fully expected that the St. Lawrence will operate from there during the second week in July.

The hunting at Sechart continues to prove as successful as at any time during the present season. On Wednesday five whales were captured, and yesterday morning when the Tees arrived there a huge sulphur bottom had been towed to the slip. This is reputed to be the largest ever captured on this Coast. As far north as Cape Cook the Tees saw large schools of whales, and the future of this industry along the coast line would seem to be assured.

From Sechart the Tees brought 200 barrels of whale oil and 75 tons of fertilizer, which will be landed at the outer wharf to-day for transhipment to Glasgow.

Among the passengers who were landed at this port were: Mr. Thorne, an American capitalist from the East, who is interested in the resources of Quatsino; Mr. MacCauley, who has large interests in copper mines at Quatsino; Mr. Duryee, who was accompanied by W. M. Brewer, of this city, and who was investigating mining propositions at Sidney Inlet; the three Misses Dawley from Clayoquot, who have come here on a visit; Mr. and Mrs. Woods, of Alberni; Mr. Tromp and Mr. Fellman, both American capitalists, who were investigating timber limits at Clayoquot, and were greatly impressed with the prospects there; Miss Rollings, on a pleasure trip from Alberni; Mr. O. Steel and party, the former being an American capitalist who has an option on timber limits at Nootka Sound, and who intends buying the property and commencing work at once.

The majority of the other passengers who had come down were loggers. Many of the logging camps in connection with the Sutton Lumber Company have closed down to enable the mill to cope with the large amount of lumber which it has on hand. A party of Americans also came down from the mill anticipating the revels consequent upon Independence Day.

THE FULL COURT.

Snow vs. Crow's Nest Pass Company Still Being Argued.

The full court is still sitting, although the end of the list of appeals is approaching.

To-day the appeal in Snow vs. Crow's Nest Pass Coal Company is being argued.

S. S. Taylor, K. C., for the defendant appellant company, finished his argument this morning, and J. Martin, K. C., for the plaintiff respondent, is presenting his side.

The action is one for $2,000 damages for the loss of an arm by the plaintiff. It is argued that the company did not exercise sufficient care in protecting the machinery which caused the accident.

Judgment was delivered this morning by Mr. Justice Irving in the appeal of Fleming vs. Hutchinson.

The appeal, which was taken by the defendant, was dismissed. The case was a Vancouver one, involving the question of commission in connection with a real estate deal.

New York city's water reservoirs hold a sufficient supply to meet the usual needs of the city for 14 weeks.

POSSIBILITIES OF TRADE ROUTE

ARRIVALS ON GEORGIA ARE VERY SANGUINE

British Mexican Vice Consul Optimistic of Prospects of New Steamship Line.

Seldom have the possibilities of a new trade route been spoken of so glowingly as the terms in which passengers who arrived at Victoria Thursday on the steamer Georgia discussed what is known as the Canadian Mexican Pacific Steamship Company's line. Among these passengers were two who spoke ex-cathedra and who have been for some time past here in commercial contact with Mexico. One of them was D. G. C. MacNeill, British vice consul in Mexico with headquarters at Colima, and also holding the position of president of the street railway company of that Mexican city; the second was W. P. Worshop, Mexican consul at Vancouver, and a member of Porter Worsnop & Co., export and import merchants in the Terminal city.

Mr. MacNeill stated that he had been the recipient of numerous letters from Victoria and Vancouver merchants inquiring into the commodities which Mexico had for export and also inquiring into the possibilities of placing various kinds of goods in that country. And the interest in the new line he said was not confined to British Columbia but was one of the outstanding features of discussion in commercial circles in Mexico and especially in Mexico City, the capital of the state.

When asked what Mexico had to give to this province, Mr. MacNeill pointed out that the staple commodities which would reach this coast would be salt, ore and various kinds of fruits. Of these products, large quantities of ore would come by every vessel. This would be in its raw state and would be sent here for the purpose of smelting. The mines lying along the western seaboard of Mexico were in no instance within easy reach of smelting localities. There were smelters on the east coast of the country, but miners had found that it would be cheaper to send the ore to Vancouver Island as the freight rates were considerably less by steam than by train. What the trade in salt would be was illustrated by the fact that on this initial, and to some extent experimental, voyage of the Georgia, she had brought to this port 500 tons of that commodity. In fruits the trade must be large and growing as the tropic climate of the southern country was especially adapted to the cultivation of fruits which were looked upon as delicacies in this country. By the new trade route the exotic fruits would become comparatively cheap.

Mr. MacNeill could not speak of the prospects of Canadian goods in Mexico until such time as he had viewed the land and found what Canada and British Columbia had to offer.

The British vice consul pointed out that the commercial growth of Mexico during the past few years was of an unprecedented character. At present, he said, the great bulk of the trade lay in the hands of the United States and this was doubtless due to the contiguity of that country. Recent trade returns showed an increase of 20 per cent and of this America had gained 65 per cent and Germany 35 per cent. England although holding third place was very far behind. He pointed out, however, that the latter country was making strenuous efforts to regain some of the lost ground in the commercial race. British firms were waking up to the expediency of sending their representatives to Mexico, and also to the necessity of more steamship lines. It was the latter factor which had enabled Germany to oust her great trade rival as far as Mexico was concerned. For Canada, however, he predicted, that on account of her geographical position and her almost unequalled natural resources, huge and ever increasing trade with the southern state.

W. P. Worsnop, the other passenger mentioned above, was returning from a tour through the United States and Mexico in the interests of his firm. He had boarded the Georgia at Mazatlan, after visiting all the larger cities in the southern republic. Reviewing the prospects of the new trade route, he said, "It will necessarily be some time before strong commercial relations can be established with Mexico, but there can be no possible doubt of the ultimate success of the present venture."

"As a merchant," he continued, "and one personally interested in the future of Mexico, I have been most painstaking in reviewing the situation and sizing up the prospects for the future. Without doubt I can say that a short period of time will see a brisk traffic between Victoria, Vancouver, and Mexican ports. The harbors planned by the administration in Mexican now under construction at the principal seaport towns on the West Coast will be completed within a few years. The railroad development in the interior will be far advanced and the trade of Canada through its western gate with Mexico, will, I feel sure, be greater than even the most sanguine in the commercial world expect."

Mr. Worsnop who is incidentally a brother of Captain Worsnop, the general manager of the new steamship line, spoke of the Georgia's fine run from Carmen Island. The distance was accomplished in nine days against strong head winds. It was through Mr. Worsnop's agency that the shipment of 500 tons of salt was procured for the Georgia's return trip to Victoria.

THREE WOMEN PERISHED.

Cincinnati, O., June 14.—Three women were burned to death and two men seriously injured in a fire that destroyed four houses in the Whitewater settlement, near Harrison, Ohio, to-day.

"JOURNALISM FROM JAMESTOWN"

Address Delivered Before Editorial Association by C. S. Noyes, of the Washington Star.

Norfolk, June 13.—"Journalism since Jamestown" was the subject of an address delivered before the National Editorial Association at the Jamestown exposition to-day by Crosby S. Noyes, editor of the Washington Star.

Reviewing the history and struggle of Captain John Smith, Mr. Noyes deplored the fact that Captain Smith did not have an energetic independent press to back him up in his great work. Mr. Noyes compared the achievements of Captain Smith in planting and sustaining an English colony with the deeds of President Roosevelt in this generation, and declared that they "were as worthy of glorification, but lacking the aid of the newspaper press that has greatly helped the latter in his upward career." The newspapers, the speaker declared, have given Mr. Roosevelt their vigorous support in his reform policies, have exploited all his sayings and doings through the 24 hours of the day, glorified the man and his work and made his name a household word in every home in the land. "Mr. Roosevelt has seemed somewhat slow in acknowledging his indebtedness to the press," Mr. Noyes said, "but perhaps he will think of it some day when he is not too busy. Captain John Smith had no such newspapers and his great deeds have therefore gone unhonored and unsung."

Mr. Noys traced the history of journalism from the publication of the Weekly News, started in England in 1622, down to metropolitan journalism of the present day. Discussing the journal of the present day, Mr. Noyes referred to the modern up-to-date "penny dreadful," which he said was so sensational as to require for each five sets of job type head lines. He said the front page and several inside pages were lurid depictions of great scandals, murder cases and spaced out minor horrors of considerable sensational value. There was nothing hopeful nor inspiring in it.

In discussing the attitude toward the press of "our rulers, state and national," the speaker declared that they have with two or three exceptions, been on friendly terms with newspapermen. In discussing President Roosevelt's attitude, he said: "He has declared himself in favor of 'clean, healthy newspapers with clean, healthy criticism, which shall be fearless and truthful,' but when it comes to the test, it is seen that he does not relish these 'fearless and truthful criticisms' when they are at his expense; and whether Mr. Roosevelt is elected by acclamation for a third term or rules by deputy in shape of a president designated by him, or whether, after an interval of four years, he shall again take the presidency, he will receive the cordial support of the press in all his great efforts for public good and national welfare. At the same time the press will reserve the right to 'fearlessly and truthfully' criticise his acts when they are unjust. Newspapers have nothing to ask of him but fair treatment, but the press, like, Tennyson's Brook, goes on forever."

HICCOUGHS CAUSED DEATH.

John Waldie Passed Away After a Few Days' Illness.

Toronto, June 13.—The many friends in the West of John Waldie will learn with deep regret of his death, which took place yesterday at Glenhurst, Rosedale, after a few days' illness.

Mr. Waldie occupied a position among the captains of industry of the Dominion, and was one of the best known men in the Canadian financial world. He was president and founder of the Victoria Harbor Lumber Company, which is one of the largest lumber concerns doing business in Ontario. He was also associated as a director with a number of financial institutions in Ontario, as well as some of the leading trust and loan companies. He was on the directorate of the Bank of Toronto and other concerns doing business in the West.

Entering commercial life at the early age of 13, Mr. Waldie showed great foresight, coupled with confidence born of his knowledge of the financial situation, and, pushing himself to the front, he made himself one of the most successful men in the Dominion. Some years ago his knowledge of conditions caused him to be chosen as a Liberal candidate, and he was elected as the member for Halton, and sat in the Commons for several years. Of late he had entered into so many business enterprises that he could not spare the time for politics, and he withdrew from public life, deserting opportunities that promised to place him in the front as a statesman. He was taken with hiccoughs, which for over a week did not stop their irritation, and his heart gradually grew weaker until last evening, when he died.

—The annual garden party given by the ladies of the Knox Presbyterian church will be held this year on the grounds adjoining Major Dupont's estate and fronting on Belmont avenue. The date has been fixed for Wednesday next, the 19th inst. During the party Mr. Longfield's orchestra will perform. Afternoon tea will be served, while in the evening strawberries and cream and other light refreshments will be provided. An enjoyable day is foreshadowed, and it is expected that there will be a large attendance.

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FOR SALE—Four fresh one team heavy hor hundred each, four-inc harness, cheap. Apply carriage shop, corner streets.