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MURDERS WIFE AND FAMILY AND TAKES HIS OWN LIFE

Appalling Act of an Insane Farmer Reported From North of Gananoque.

Gananoque, Ont., May 13. — William Walde, aged 38, a farmer living two miles east of Gananoque, killed his wife and two children with a hammer this morning, knocking their brains out while they slept. The children were aged 1 and 4. He then went downstairs and wrote a note, which he left on the table, then went upstairs, and cut his throat from ear to ear. He told the hired man, Shipman, who went to the factory, if he did not see him when he came back to go upstairs and he would find him. Not finding him on his return Shipman went as requested, when the horrible sight was before him.

In front of the looking-glass is where Walde had stood, while cutting his throat, and then laid himself alongside his wife on the bed. He is supposed to have awakened early, as he had been a great sufferer from nervous af-

fection, came downstairs, secured a hammer, and returned to the bedroom. He tried on Saturday last to sell his farm to a neighbor. He was highly respected by all the residents.

Mrs. Walde is a daughter of Noah Peck, deputy reeve of Leeds and Lansdowne. Walde was always very fond of his wife and children.

The following is a copy of the note: "Upstairs will be found the work of a mental and physical wreck, a mania for the last two years unknown to anyone but myself. Would to God I had never been born. I have killed the dearest woman and unborn baby, and the two sweetest of children. I had intended to kill only myself, but I could not at the last leave them to the scorn of the world. I have been hoodwinked by those who should have been my friends, and can see no future, as I am utterly unable to manage myself or to accomplish my work." (Signed)—William Walde.

THE NEW PRIDE OF THE LAKES BURNED TO THE WATER'S EDGE

MILLIONS LOST IN DOCK STRIKE

Freight Traffic of New York Port Being Rapidly Paralyzed—Gompers Step In.

New York, May 12.—There is no change for the better in the dock situation, caused by the strike of longshoremen. Freight is piling up at an enormous rate at all the docks, and apparently the steamship companies have but few men to move it. The blockade is causing much inconvenience to shippers and transportation companies, and shippers are losing thousands of dollars daily. The loss to shippers alone is said to aggregate \$5,000,000 thus far, while the loss in wages to the longshoremen alone also runs into seven figures. Neither side has thus far shown any disposition to surrender, but the prediction was made that one side or the other must soon give way, as the strike is paralyzing the ocean freight traffic of this port, a condition that merchants cannot long permit to continue. According to the strike leaders 30,000 stevedores are on strike in Manhattan, Brooklyn and Hoboken, and considering the number of men out the strike is remarkable for the lack of disorder. Samuel Gompers, president of the Federation of Labor, has been called upon to endeavor to bring about a peace conference.

SEEKING NEW SITE

Minister Monteith to Relocate Experimental Farm in North.

Toronto, May 12.—On the return of Hon. Nelson Monteith, minister of agriculture, who is confined to his home through indisposition, it is expected that he and Hon. Dr. Reaume, minister of public works, will visit the New Ontario district, with a view to relocating the experimental farm in that locality.

It will be remembered that, accepting the trial survey of the T. and N. O. Railway extension, Hon. Mr. Monteith determined upon a provisional location in the township of Newmarket, in the great clay belt. Since the deviation of the line, however, it has become necessary to abandon the chosen location, and the ministers will seek on their trip to determine the new site for the pioneer farm.

FRISCO STRIKE ENDS

Old Street Railway Employees Now See Reinstatement.

San Francisco, May 13.—The success which attended the efforts of the officials of the United Railway Company to run their cars yesterday, has prompted them to enlarge the service today.

The board of supervisors will now insist that the railroads must operate their lines in the interest of the public, threatening that if this is not done at once, the municipality will restore the traffic.

The company says now that it has enough men to run its entire system, and large numbers of men are arriving daily from the east. Besides these many old employes have, it is said, applied for re-instatement and have been taken on.

BOAT GOES TO BOTTOM DAY THAT OWNER DIES

The Byron Whittaker Sunk in Collision on Detroit River.

Detroit, Mich., May 12.—The steamer Byron Whittaker, of Detroit, was sunk in the lower Detroit River last night off Amherstburg in a collision with the steamer John C. Gault. The Gault proceeded on her journey up the river. The Whittaker was going down the river with a load of corn. She was built in Mount Clemens in 1899. The Whittaker's crew were rescued by a tug crew of the tug General. Byron Whittaker, a well-known Detroit vesselman and owner of the sunken steamer, died yesterday, aged 76.

NINETY PERISH IN BURNING MINE

The Interior of a Guggenheim Property in Mexico Ablaze and Workers Cut Off.

Mexico, May 12.—A fire supposed to have been started by a cigarette thrown by a miner into an abandoned drift, caused the loss of 90 lives, according to a special from Toronto, Conchulla, by the Associated Press. The fire started in the Cornethas shaft of the Terrene mines in Velardena, State of Durango, on Friday night. There were 107 men working in another part of the mine, and only seventeen of them are believed to have escaped. Thirty-five bodies have been recovered, according to the latest reports, but as the fire is still raging it is feared that few others imprisoned will be found alive. The part of the mine in which the fire originated, it is said, was extraordinarily dry, and it is believed that the man in throwing away his half-burned cigarette allowed it to drop in a bunch of waste. A blaze was the immediate result, and this quickly conveyed itself to the adjoining timbering.

The fire had gained great headway before it was discovered. The miners feared that all of them would escape had been cut off. Seventeen, however, who were in a good position, made a dash, and reached the outer air. Rescuing parties have been working heroically, but only charred and unrecognizable bodies have thus far rewarded their efforts.

The shaft in which the fire is still raging is one of a mine which is a group of the largest copper producers in Northern Mexico. The Guggenheim interests are said to own the property. Owing to the remoteness of the region it has been difficult to get details.

New Club for Travelers; To Cost at Least \$25,000

Organization Has Outgrown Its Present Building—Work to Start in a Year.

A largely-attended meeting of the members of the Travelers' Club was held at the club house on Saturday night, when some fourteen new names were balloted for and accepted. The membership is now close to the 200 mark, and the continued growth of the club has brought the executive to a realization of the inadequacy of the present headquarters to much longer meet the requirements of the club.

Some time ago a committee consisting of Messrs. Donald Ferguson, H. E. Buttrey, C. W. McGuire, and S. F. Glass, was appointed to look after a new site and report. The committee has been on the lookout ever since, and has at last submitted to the executive an option which they have secured on a property suitable and convenient for the purpose.

This proposition was submitted to the members at the meeting on Saturday night, and was most favorably received. Owing to the fact, however, that the meeting was not called for the purpose of considering a site, no action was taken.

It was, however, decided to call a special general meeting of the members of the club for next Saturday night, when the matter will doubtless be finally decided.

The success that has attended the efforts of the promoters of the Travelers' Club in London is a matter for congratulation. The institution supplies the much-needed home it was intended it should be for the traveling men of London. In the new home, which it is proposed to build, ample accommodation will be made in the way of bedrooms, baths, and such necessary conveniences as will make the club in reality a home to the traveler.

It is proposed to further provide such accommodation in the way of serving meals as will make the club a convenience to the business men of the city, many of whom are now members. Although it is proposed to secure the site which now seems available, it is not likely that the new building will be started for another year, as the lease of the present quarters will not expire till October, 1909. In the erection of their new home care will be taken by the travelers to see that it will include all such modern improvements and conveniences as may be necessary to make it strictly up-to-date in every respect.

The cost, it is said, will run between \$25,000 and \$30,000.

DOLLAR WHEAT IN THE CHICAGO PIT

Prices Take Tremendous Jump Mid Scenes of Wildest Excitement.

Chicago, May 13.—Wheat took a tremendous jump at the opening of the board of trade today, initial prices for the leading options showing a gain of 1 1/4 to 8 cents. The latter advance was on the December delivery which sold at \$1.03.

The opening on the board was the wildest and most excited that has been seen in several years. Predictions made by the bulls on Saturday night that "dollar wheat" would soon be a reality were brought about within a few calls after the opening, both September and December swinging above the predicted prices, December going as high as \$1.03. The trade was too big and too broad to follow exactly, but every commission house was stacked up with buying orders. The orders, as a rule, were to take wheat at the market price.

Feeling in the country that the winter wheat crop has been badly hurt was even stronger than on Saturday, and the demand came from all parts of the United States.

Many traders realized heavily on the enormous bulge at the opening, but the demand continued, and the selling apparently had no effect. Prices continued to advance steadily.

At 10 o'clock July wheat was selling at 95 1/2, September at 97 1/2, both having dropped back somewhat under selling pressure.

The scene during the first half-hour was turbulent. Brokers made frantic efforts to fill orders for wheat, but in many cases were unable to do so. At 10:45 the buying pressure was less urgent. Long wheat was being thrown upon the market in large quantities, and prices were much steadier. The excitement had so far subsided that it was possible for traders to execute orders with some degree of certainty. The market at this time had reacted considerably. December wheat was down to 99 1/2 cents below the high market price. September was 98 1/2. The May option was nominally 96 1/2.

New York, May 13.—The public ran away with the wheat market here this morning, and scored one of the biggest advances ever seen outside of a corner. On first sales New York jumped 4 cents a bushel from the regular close of Saturday, making 10 cents a bushel advance since the Government report released last Friday. Liverpool shared the excitement by advancing 3d, but the continental markets were indifferent.

SAVED BOYS FROM INJURY IN A RUNAWAY

Plucky Deed of a Commercial Traveler on Sunday Afternoon.

Shortly after noon yesterday, a horse which was being driven eastward along Queen's avenue by two little boys took fright at an automobile and ran away. Try as they would, the boys could not stop the frightened animal. Several attempts were made by pedestrians to halt the runaway, but none were successful, until the Memorial Church was reached. There Mr. Jasper Rogers brought the animal to a standstill.

Seeing that the boys in the rig were in an extremely dangerous position, Mr. Rogers stepped onto the pavement and attempted to stop the horse, but it was traveling at too rapid a rate, so he stepped to one side and caught the back of the rig as it passed. Quick as a flash he was up in the seat, and taking the lines, he eventually managed to stop the runaway.

Mr. Rogers is a commercial traveler, lives at 581 Waterloo street.

BLACKHANDERS SENTENCED

Wilkesbarre, May 12.—The eleven Italians who were last Monday convicted of "black hand" crimes, after a trial lasting two days, were today sentenced to one year in the Luzon county jail and to pay a fine of \$25 each and the cost of the prosecution.

THE WEATHER.

TOMORROW—SHOWERS.

Toronto, May 13.—8 a.m. Fresh to strong south to southwesterly winds; fair and warmer today; local showers or thunderstorms during the night or on Tuesday.

Stations.	8 a.m.	Min.	Weather.
Calgary	30	24	Clear
Winnipeg	30	24	Clear
Port Arthur	38	30	Cloudy
Toronto	56	40	Fair
Perry Sound	54	34	Cloudy
Ottawa	42	36	Fair
Montreal	42	36	Fair
Quebec	36	34	Rain
Quebec Point	40	34	Cloudy

The first column in the above table shows the temperature at 8 o'clock this morning, and the second column records the minimum temperatures during the 24 hours previous.

LOCAL TEMPERATURES.

The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 8 p.m. Saturday were: Highest, 44°; lowest, 26°. Sunday: Highest, 55°; lowest, 24° above.

WEATHER NOTES.

A warm wave is moving into the lake region from the Southwest States, but the weather is still cold in the Western Provinces.

Girl Attacked by Two Men On a Lonely Country Road

WILL RUN FACTORY ON SPANISH METHODS

Novel Ideas To Be Introduced in Concern About to Start Here.

A cigar plant, to be run strictly according to Spanish methods, is to be started in London shortly. Thirty hands are to be employed at the outset, but this number will be increased to one hundred.

The promoter of the factory is a Spaniard, now of Chicago, and he was in the city this morning looking for a site. Manufacturing is to be started in two weeks.

The promoter stated to a representative of The Advertiser that the wages paid will range from \$8 to \$30 per thousand more than is being paid in London now.

Everything will be run on the free and easy principle. The employees will be allowed to converse with one another while at work, and will be given many other liberties, including that of smoking, while at the bench. Men will be employed to read to the employees during working hours, and also to give lectures on different topics of current interest. These readers and lecturers, will occupy elevated platforms, from which they can easily be heard by all the workmen.

This custom is followed in all Spanish factories, and is found to be very successful, as a means of educating the workmen and improving their social condition.

Only the most expert cigarmakers are to be employed.

MR. SING SEES A REVOLUTION

Predicts Downfall of the Indian Government and Autonomy for Hindustan.

Mr. Saint N. Sing, the brilliant young Hindu journalist, well known to Londoners through his sojourn here last winter, has written to the Toronto Globe his opinion of the rebellious outbreaks in the Punjab. Mr. Sing's home is in Rawalpindi, where the first rioting occurred, and which is in the heart of the disaffected district. Mr. Sing's nationality, training, and scholarship gives his views considerable weight.

He declares that the native Indian, especially the Bengalee, desires self-government, and a policy of India for the Indians. There is no desire to cut away from the British Empire, but the reformers are determined to secure autonomy as practiced in Canada, and the present disturbances are the means used for notifying the Government.

Mr. Sing blames the Indian Government for all the troubles, claiming it is autocratic, despotic and bureaucratic. He declares it is doomed, but that the coming revolution is to be a bloodless one.

OHIO RAILWAY WRECK

A. T. and O. Train Derailed and Twelve Passengers Injured.

Columbus, Ohio, May 12.—In the wreck of a passenger train today on the Toledo and Ohio Central railroad, at Toledo, near this city, a number of passengers are said to have been badly injured. The engine jumped the track and carried some of the cars along. The engineer is reported killed. The number of injuries is reported at 12. The train, known as the West Virginia express number 2, left here soon after 8 a.m. today.

The injured are being brought here in a special and taken to hospitals.

BAD FIRE AT HEPWORTH

Outbuildings of the Royal Hotel Destroyed Early Sunday Morning.

Hepworth, Ont., May 13.—The barns and several adjacent buildings of the Royal Hotel were completely destroyed by fire early on Sunday morning. Three horses, one cow, two pigs and about seven chickens perished in the fire. The loss will be about \$1,000, with no insurance. The cause of the fire is unknown.

LADY GREY THERE

Takes Part in Celebration of English Landing at Jamestown.

Norfolk, Va., May 13.—The celebration today on Jamestown Island, forty miles up the James River, of the 300th anniversary of the landing there of the first permanent English settlers under Sir Christopher Newport, John Smith and others, was held under fair skies and auspicious conditions.

The exercises were directly under the auspices of the society for the preservation of Virginia antiquities. The opening address was delivered by Governor Swanson, of Virginia and British Ambassador Bryce, followed with "Greetings from the old world to the new."

Among the distinguished persons who are to attend the ceremonies of the day is Lady Grey, wife of Earl Grey, of Canada.

MYSTIC SHRINERS DIE IN CRASH

Twenty Perish in Appalling Railway Disaster.

S. PACIFIC SPECIAL WRECKED

Many Prominent Easterners Killed or Fatally Injured in Accident Near Honda, California.

Santa Barbara, May 12.—Twenty-nine dead and a score injured tonight comprise the casualties due to the wreck at Honda yesterday of the Ismailia special train of New York and Pennsylvania nobles of the Mystic Shrine, who were returning home from the annual meetings of the Imperial council of the nobles of the Mystic Shriners at Los Angeles.

The train, carrying 145 Shriners and friends from Ismailia Temple, Buffalo, N. Y., Temple, Reading, Pa., and neighboring cities, was running north at 50 miles an hour on the Southern Pacific coast line, when the locomotive struck a defective switch at the sand-sweep siding at Honda, near the Pacific Ocean, along which the railroad runs for a hundred miles north of Santa Barbara.

Coaches Afire.

The locomotive turned a somersault into the sands. The cars landed on the wrecked locomotive and the coaches were crushed and took fire.

The flames were soon extinguished by uninjured persons from the two rear coaches.

As Honda is isolated, it was not till late today that definite information of the wreck could be obtained.

The bodies of 25 victims are now at Santa Barbara and four more at San Luis Obispo.

Fatally Injured.

The injured, many of whom are terribly hurt, and some of whom may die in the two sanatoriums at San Luis Obispo.

The wreck occurred at 2:30 p.m. That the train was making terrific speed when it struck the defective track is borne out by the fact that it covered the 61 miles of crooked track from Santa Barbara to Honda in 101 minutes. The locomotive, in leaving the rails, tore up the track, badly twisting the steel rails. The baggage car half buried itself in the sand beside the locomotive. It was smashed almost to kindling wood.

The dining car, in which 32 persons were eating lunch, was hurled into the air and fell directly on the demolished locomotive. Nearly every person in the dining car was instantly killed. Scores were scalded by steam escaping from disconnected pipes.

The wreckage, killing or injuring those who might otherwise have escaped. Several persons, plucked in the debris were roasted alive.

Engineer Frank Champlain was pitched with the cab 25 feet beyond the engine. He got up and ran a mile, seeking help, before he discovered that his arm was broken and that he was severely scalded.

Only two of the nine men composing the dining-car crew were dead. The remainder, though cooped up in the narrow kitchen and pantry, suffered only cuts and bruises. The last call for luncheon had been called but a few minutes before the disaster.

Dead Are Easterners.

Rajah Temple, of Reading, Pa., had the last car of the train and its members were the last ones to get away from the dining-car. Thus the car was filled almost entirely with Reading people when the wreck occurred.

An instant later after the disaster those who were incapacitated jumped from the train to render aid, but they were unable to do much beside extinguish the fire, and they had to wait long hours before relief arrived.

Frightened women, peering through the windows of the undamaged sleeping-cars, fainted when they saw the bodies of their friends strewn along the roadside, blood from the wounds staining the sand-drifts all about. Men who toiled hard at the task of rescue collapsed.

Under Tons of Baggage.

Mrs. John W. Cutler, of Birmingham, N. Y., was in the baggage car at the time of the accident, rearranging the contents of her trunk. Her body was driven through the car floor and the wrecked car had to be jacked up before her body could be released.

Mrs. Fred Grammond, of Birmingham, N. Y., was with Mrs. Cutler, and also went down with the tons of baggage and broken wood and iron, but an arch of trunks saved her from death.

When rescuers burrowed their way to where the two women lay, Mrs. Grammond grasped the foot of one of the men and shouted:

"I'll not let you get me out!"

The steam enveloped her and she was terribly scalded. She was rescued, however, and was among those taken to San Luis Obispo. When Miss Cora Young, of Cleveland, was taken from the shattered dining car she was still alive, but frightfully injured. Her entire body had been showered with boiling water.

George Hagerman, of Reading, Pa., refused aid of his brother nobles after he had dragged him, fatally hurt, from the wreck.

"I am dying," he said. "Go help women."

Sander Deabold, of Cleveland, worked heroically, but unavailingly, to save the lives of two women plucked beneath the burning dining car. Burrowing his way down into the smoldering wreckage, Deabold, with a hose which he had wrangled from the coach connection, poured water from city safely.

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