

# SATURDAY WAS A BUSY DAY IN HOUSE OF COMMONS

## Bill to Incorporate the Grand Trunk Branch Line Co. Given a Third Reading - Custom Returns for the Year the Biggest on Record.

OTTAWA, July 1.—The commons closed the month of June with first Saturday sitting of the session. A quorum of members gave their attention to parliamentary business from eleven in the morning until twelve at night. The minister of public works was on the firing line for the government. His estimates committed the business programme of the day. Mr. Hyman proposes exceedingly. When the speaker at midnight announced the adjournment until Tuesday, the House passed public estimates for public buildings all over Canada, and wharves and harbors in Nova Scotia to the amount of \$5,700,000.

During the discussion of the estimates Mr. Hyman said he had not been deceived by the report of the collapse of the west block tower. He said a petition of right would be granted Contractor Goodwin so the responsibility could be decided by the executive court.

The bill to incorporate the Grand Trunk Pacific Branch Line Co. was given third reading. A resolution by Mr. Brodeur to read the Montreal Harbor Commission's report of a million to take up debentures was put through.

The same was done for a resolution fixing a fee of fifty dollars for whaling in Hudson Bay. Fifty thousand dollars was voted for an addition to the parliament main building to increase the accommodation for members and the library.

On a vote of a half million for the site of a new department building in Ottawa, Mr. Hyman said he proposed to offer a price and have all Canadian architects submit designs for the building. The leading board would be chosen by presidents of the Ontario and Quebec societies of architects.

The customs houses of Canada have completed the most prosperous year in history. The collections for the fiscal year ending June 30 amounted to \$46,674,731, which is \$4,689,858 more than was collected the previous year.

For the month of June the collections were \$4,092,421, an increase of \$382,764. As the result of a demand originating in London or New York telegrams have been pouring in asking for confirmation of a report that Sir Wilfrid Laurier was dead. The prime minister is in Ottawa and was never in better health.

# SOMETHING ABOUT THOSE WHO MET DEATH IN THE RAILWAY ACCIDENT

(Associated Press.)

Mr. Barwick was one of the leaders of the Toronto bar and was particularly distinguished in the Bois Des Chateaux case before a committee of the Canadian senate in 1891. He was a Liberal and a prominent member of the Church of England. He was called to the bar in 1877. He was a partner of Postmaster General Aylesworth under the firm name of Barwick, Aylesworth, Moss & Wright. He was a king's counsel. His wife is the daughter of the late Isaac Atkinson of Chicago. Mr. Barwick's son, Charles, is a partner of Trumbull, Conn. Mr. Casler was the editor of two magazines, The Electrical Review and The Engineer. He was 45 years of age and leaves a wife. He was well known in New York trade circles.

Mrs. C. W. Elphicke, of Chicago, Ill. Mrs. Elphicke was the wife of Chas. W. Elphicke, of C. W. Elphicke & Co., vessel and insurance agents, Chicago. The Elphicke home is at Cranston, a suburb of Chicago. Mrs. Elphicke was 62 years of age.

Dudley F. Harding, New York City. Mr. Harding was a prominent engineer and spent but a portion of his time in New York City making his home at 216 West 95th street, in apartment.

Mrs. L. N. Hitchcock, New York City. Mrs. Hitchcock lived in New York at 261 Central Park west, where she had apartments with her daughter, Miss Mary Hitchcock. Mrs. Hitchcock was the widow of Lamen N. Hitchcock, who was a cousin of Secretary of the Interior E. A. Hitchcock. Her daughter was slightly injured in the wreck.

Mrs. Mary F. Howieson, of New York. Miss Howieson was a milliner, whose place of business is at 31 West 31st street, New York. Miss Howieson was 45 years of age.

Rev. Mr. King was pastor of the Davenport Road Anglican Church, Toronto, and until recently was a professor in Trinity College. He was a native of England and had been in Canada about eight years.

Frank W. Koch, of Allentown, Pa. Mr. Koch was one of Allentown's wealthiest and most prominent citizens. He was the senior member of the clothing firm of Koch Bros. and the owner of the Hotel Allen building. Mr. Koch was 54 years of age, a native of Lehigh county, Pa. He was a trustee of Millersburg college and of Allentown hospital, and a director of the Allentown National bank. With his wife he had planned to repeat a European wedding trip taken twenty years ago.

John E. McDonald, New York City. "Jack" McDonald had been well known on the American and European turf for a number of years, having owned stable of race horses both here and abroad. Earlier in life Mr. McDonald was a bookmaker. He spent much of his time in England. Mr. McDonald was also quite prominent in the affairs of the democratic club in New York, and had many and varied business interests. He was president and director of the Boston and New York Telephone and Telegraph Co.; president and director of the Knickerbocker Telephone and Telegraph Co.; treasurer and director of the Massachusetts Telephone and Telegraph Co.; and treasurer and director of the Telephone, Telegraph and Cable Co. of America. Mr. McDonald's New York residence was at 216 West Seventy-second street. His wife and daughter accompanied him abroad.

McMeekin, Chas. F., Lexington, Ky. Mr. McMeekin was a prominent breeder of thoroughbred horses in the famous Blue Grass region of Kentucky. He was a member of the firm of Amalgam & McMeekin, owners of

# TWO PROMINENT CITIZENS OF TORONTO, ONT., NUMBERED AMONG THE DEAD

## Going at Enormous Speed, Train Jumped Track Near Salisbury Station and Crashed Into Freight Train—Whole Family Practically Wiped Out—Partly Had Left American Liner New York at Plymouth—Scene at Wreck Was Indescribable—Passenger Cars Smashed to Atoms and Bodies of Victims Horribly Mangled—Friends Who Had Remained on Board Stunned by the News Awaiting Them at Southampton—Mayor McClellan's Narrow Escape.

SALISBURY, July 1.—Driving at a mad pace over the London Southwestern railway, the American Line express, carrying forty-three of the steamer New York's passengers from Plymouth to London, plunged from the tracks just after passing the station here at 1:57 o'clock this morning and mangled to death in its wreckage twenty-three passengers and four of the trainmen. Besides those to whom death came speedily, a dozen persons were injured, some of them seriously. The following is the list of the first cabin passengers dead: Walter Barwick, of Toronto, Ont.; Louis Cassler, of Trumbull, Conn.; Frederick Henry Cossitt, of New York; Mrs. C. W. Elphicke, of Chicago, Ill.; Dudley F. Harding, 216 West 95th street, New York; Mrs. L. N. Hitchcock, 261 Central Park, New York; Miss Mary F. Howieson, 31 West 31st street, New York; Rev. E. L. King, Toronto, Ont.; Frank W. Koch, Allentown, Pa.; John E. McDonald, New York City; C. F. McMeekin, New York City; A. C. Pison, Toronto, Ont.; Mrs. E. H. Sentell, New York City; Miss Blanche M. Sentell, New York City; Miss Gertrude M. Sentell, Chas. E. Sentell, New York City; Mrs. Walter W. Smith, Miss Eleanor Smith, Gerard, Smith, Dayton, Ohio; Mrs. Lillian Hurd, 424 Fifth avenue, New York.

The following second cabin passengers are dead: Louis Goepfinger, address unknown; Jules Keeler, address unobtainable; W. H. Thompson, address unobtainable.

The following are the first cabin passengers injured: G. H. V. Allen, Fairhaven, Vt.; Robert S. Critchell, Chicago, Ill.; Miss I. S. Griswold, address unobtainable; Miss M. Hitchcock, New York City; Mrs. Koch, Allentown, Pa.; Miss Anna E. Koch, Allentown, Pa.; E. H. Sentell, New York.

The following second cabin passengers were injured: W. H. Thompson, address unknown; C. F. McMeekin, of New York; Frank W. Koch, of Allentown, Pa.; Jules Keeler, address unknown; F. H. King, of New York; Rev. E. L. King, of Toronto; Miss Mary F. Howieson, New York; Mrs. C. W. Elphicke, of Chicago; and Mrs. Lillian Hurd, of New York. The following were injured: W. H. Thompson, address unknown; C. F. McMeekin, of New York; Frank W. Koch, of Allentown, Pa.; Jules Keeler, address unknown; F. H. King, of New York; Rev. E. L. King, of Toronto; Miss Mary F. Howieson, New York; Mrs. C. W. Elphicke, of Chicago; and Mrs. Lillian Hurd, of New York.

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the tender when an officer of the steamer whom Mrs. McClellan had been asking to urge her husband to accompany her to Cherboung, told the mayor I could remember London long time to keep his appointment if he went on to Cherboung and thence to Southampton.

Just before the tender left the ship's deck, Mayor McClellan, who had his mind and the ship's steward threw his baggage back on board the New York as the tender was casting off her lines.

John E. McDonald, the New York railroad's best known as "Jack" McDonald, who is among the dead, was given the compartment on the special train which had been reserved for Mr. McClellan, and so the mayor's escape was infested the most.

Relatives of Walter Barwick, who went to Salisbury this morning upon learning of the accident, and who returned to London tonight, say the scene at Salisbury upon their arrival was one of indescribable confusion. Their greatest difficulty was in identifying the dead, as the bodies had been frightfully mangled. Mr. Barwick's body was barely recognizable, being covered with wounds.

**STORY OF SURVIVORS.**

"I had been accustomed," said Geo. A. Strachan, of Boston, who with his aunt, Mrs. J. H. Whitton, was on the wrecked special, on the bridge guard van and buffet. The passengers were soon entrained and at 11.30 the express pulled out. It was given a clear track right of way on the run of 230 miles to London, on which the express maintains an average speed of a mile a minute. Driver Robins quickly gave the engine its head and the express was soon speeding swiftly through the night. It ran on safely and without incident until it entered the long viaduct above us was the reflection of flames, and feared the carriage was being swayed from side to side. Suddenly at the end of the long platform, where the track begins to curve towards the main avenue of the city, the giant engine leaped from the track to the destruction of itself, its trailing coaches and their occupants. The engine leaped across the adjoining track, striking with terrific force and destroying the guards van of a milk train that was slowly steaming in the opposite direction, killing a guard occupying the van. Lurching forward and crashing into the wreckage of the bridge, the locomotive plunged against the standards and girders of the bridge. The bridge withstood the impact.

**THE WRECK.**

The wrecked engine rebounded and crashed into the engine standing on another track, overturned and stopped, the wreckage of the two engines interlocked in a great mass of twisted steel and iron. Through the wreckage of the engine Driver Robins, it is not known whether alive or dead, remained in his cab. Hours afterward his charred body was found grilled over the fire box.

The first coach shot over the engine and careened onward until it was hurled against the parapet of the bridge and smashed into fragments, killing the man who was shot through the chest, clearing the parapet and fell dead in the street below. The second coach lurched forward and rolled towards a stationary train and practically destroyed itself before its wild flight was ended.

The third coach dashed forward with the rest, left the rails and encountered some obstruction, overturned and collapsed.

The guard's van and buffet, the rear-most car of the train, was saved by the courage and quickness of the guard, Richardson. With the first shock he jumped forward and worked the brakes and saved himself and his comrades. The van ploughed forward injuring some of its occupants, but practically maintained its equilibrium.

**LIKE HEAVY CANNONADE.**

The surviving passengers and trainmen describe the sound of the wreck as like the discharge of a series of heavy guns of varied calibre, and when the crashing of the wreck was past there came the calls of the injured, some shrieking with pain and fear and others moaning as if bewildered by the shock.

**RELIEF CAME QUICKLY.**

Relief came quickly, although it was an hour before the last body was dragged from the wreck. The police, attracted by the noise, called ambulances and surgeons and warned the hospitals to prepare to receive the injured. The railway yards quickly filled with police, doctors, nurses, trainmen and rescue exceedingly difficult. Lamps and torches were brought to light the desolate scene. The station was converted into a surgery and the platform was made a mortuary. Several of the dead and injured were imprisoned in compartments and it was necessary to cut away the partitions in order to effect their release. Others were caught under heavy wreckage.

**MAYOR McCLELLAN'S NARROW ESCAPE.**

LONDON, July 1.—By the merest chance Mayor George B. McClellan of New York was not on the wrecked American line special train. He had an appointment to keep in London today, and although the steamer was late in arriving at Plymouth he decided to come direct to London instead of going to Cherboung, with Mrs. McClellan, who was killed in the Paris. His hand baggage had been transferred to the tender to land at Plymouth, and he was going on board

**A SAD CASE.**

NEW YORK, July 1.—Frederic Henry Cossitt, who was killed in the wreck of the American line express at Salisbury, England, today, was a nephew of Mrs. George Eggleston

**EMPERESS OF BRITAIN BREAKS THE RECORD.**

MONTREAL, July 1.—A cable yesterday announced the arrival of the C. P. R. str. Empress of Britain on the other side. The new boat established the western trans-Atlantic record for the run between Rimouski and Montreal, doing the distance in 24 days and 50 minutes, or one hour and 25 minutes better than the record.

**WHOA, PET.**

MISS PRIM—In Siberia do they have reindeer?  
MR. NERVEY—Yes, but often they have snow, darling.—Cleveland Leader.

# KILLED IN DASH FOR FREEDOM

## Convicts Met Death While Trying to Break Jail

### Five Dead and Twenty Badly Wounded Result of a Desperate Conflict—Warden's Throat Cut

SHANGHAI, July 1.—A desperate attempt to escape was made yesterday by the prisoners of the Wayside convict station, and five men were shot dead and twenty badly wounded before it was quelled.

W. D. Blennerhasset, one of the English prison officials, and several Indian wardens were seriously injured. The plot had been carefully planned while a gang of the convicts were at work in the tailor's shop. Van Mao, a notorious criminal, undergoing a life sentence, sprang at the Indian warden in attendance and cut his throat with a sharp knife.

The other convicts joined immediately in the attack, but the warden, in spite of his wound, dashed through the door of the workshop and closed and locked it upon his assailants. The convicts, however, broke down the door with a mighty rush, and poured out into the open.

By this time the news of the attempt had spread, and the convicts found themselves face to face with the entire prison staff, headed by Messrs. Blennerhasset, Weatherhead, Sims and Anderson, four Englishmen, armed with rifles and revolvers.

The convicts divided into two parties, one lot attacking the wardens in the main compound, while the others made for the ironworks to obtain weapons.

For half an hour a desperate conflict ensued. Volley after volley was fired as the convicts made repeated assaults. Van Mao, who shot Mr. Blennerhasset a blow with a stone mason's hammer which cut open his head, and also stabbed him in the thigh with a knife.

Van Mao was aiming another blow when a warden shot him dead.

When the prisoners finally submitted the compound resembled a shambles, with dead and wounded lying everywhere in pools of blood.

**GREAT DISAPPOINTMENT.**

SOUTHAMPTON, July 1.—On the arrival here of the str. New York, with her remaining passengers on deck leaning over the rail and chatting gaily, looking for friends ashore to meet them, the company's 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 a supposed personal bereavement, and learned with horror-stricken, blanched faces 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 soon spread over the whole ship and cast a gloom on the landing and entraining for London of the passengers, though the officials were only able to supply the barest outlines of the disaster.

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

Sir Thomas Lipton, 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 splendid care that is being taken of the injured at Salisbury hospital. I have been to the hospital today with the mayor of Salisbury, have seen the head doctor and can assure you that everything humanly possible is being done to alleviate suffering."

**A SOLE SURVIVOR.**

Walter Geerson, of London, was the sole survivor of a party of five occupants of one compartment. He attributed his safety to the fact that, returning from dinner, he placed his arm in a swinging rest and when the accident occurred and the carriage was overturned he was left suspended by the arm in the rest, while his less fortunate fellow travellers were mangled in the ruins at his feet.

Only a few of the passengers on board the wrecked train came to London, most of those who escaped death being too badly injured to be moved or having relatives or friends among the injured who required their assistance.

Among those who came up to London was H. S. Brooks, who escaped with slight injuries to his mouth and tongue. He is suffering from shock and is unable to give a connected account of the wreck.

W. Bellati of Jacksonville, Ill., is another passenger who came to London. Beyond the shock to his nerves he is uninjured. Mr. Bellati said he was in the rear of the train, and was in common with other passengers just finished a late, as he claimed.

All government emblems and arms have been effaced from the municipal coat of arms and the council has changed the name of the street and called them after Nass and his family.

An attempt was also made to board a torpedo boat to haul down the national flag, but the boat left the port in haste to prevent trouble. The French flag was, however, hoisted on the council buildings, and a post wagon was wrecked and thrown into the sea.

Groups were hurried to the spot, but it is difficult to ascertain what has happened, and at present all telegrams on the subject are stopped by the censor.

A supper. He heard a loud crash and felt a tremendous shock, and the next moment found himself sprawling on the ground. The front part of the car was completely smashed and the rest fell over on its side. The part in which he was riding was crushed by colliding with another engine on a side track, and then turned over on its side. Mr. Bellati immediately started to assist the other passengers, and remained at the scene until morning, but was unable to do much for those who had been buried in the wreckage until railway hands arrived, when the injured were quickly relieved. Mr. Bellati's escape was miraculous, the greater part of the car in which he was riding being broken into kindlings.

The death of Mr. Cossitt today has a peculiar significance in that he was the second person present at his wedding to lose his life in two sensational tragedies in the past week. Stanford White, who was shot to death by Harry K. Thaw in the Madison Square Garden last Monday night, was one of the guests at the wedding.

ALLENSTOWN, Pa., July 1.—Frank W. Koch was one of Allentown's wealthiest and most prominent citizens. He was senior member of the clothing firm of Koch Bros. and owners of the Hotel Allen building on Centre square.

Mr. Koch was 54 years old. Mr. Koch was a trustee of Muhlenberg College and Allentown Hospital, and director of the Allentown National Bank. He was married twenty years, and he and Mrs. Koch were repeating their wedding trip to Europe when the accident occurred.

**SIR WILFRID IS IN EXCELLENT HEALTH**

But Cablegram From London Last Night Stating That He Was Dead Caused Excitement

Some consternation was caused to those who happened to visit the newspaper offices late last evening by bulletins received through the Associated Press from London stating that Sir Wilfrid Laurier, prime minister of Canada, had died there during the night. As it was well known that Sir Wilfrid Laurier had been in Ottawa on the Sunday observance bill in the house of commons Friday night, it was evident that some mistake had been made. The mistake was soon rectified by the Associated Press, which stated that Sir Wilfrid Laurier, liberal member of parliament, was the man who had died.

A telegram from Ottawa later in the evening stated that as a result of the London cable telegrams had been pouring in asking for confirmation of a report that Sir Wilfrid Laurier was dead. Sir Wilfrid, it went on to say, was in Ottawa and was never in better health.

**SICILIAN TOWN IN OPEN REVOLT**

King's Portrait and Royal Emblems Removed by Adherents of Signor Nasi

ROME, June 30.—The people of Trepani, in Sicily, have pulled down the portrait of King Victor Emmanuel, which stood in the municipal council chamber, and supplanted it by a marble bust of Signor Nuncio Nasi.

Nasi was indicted recently for embezzlement of public moneys as minister of instruction, and fled the country. The people of Trepani, which is Nasi's birthplace, believe him to be innocent, and have taken this means of protesting against the decision of the court of Cassation that Nasi must be tried by the ordinary court, and not by the sen-

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**GOLF CHAMPIONSHIP**

OTTAWA, July 1.—As a preliminary to the Canadian golf championships, which begins Monday and lasts through the week, the annual match between Ontario and Quebec was played on Saturday. Ontario won by five to four, Lyon, the Canadian champion, was nearly beaten by Ruth, a Montreal player. F. H. Martin of Hamilton made the best score of the day, making the 18 holes in 82, which is bogey. H. H. Hansard played with Quebec and won from W. A. H. Kerr.

**MEMBER UNJUSTLY**

Many Stay Away from the Time and to Lord's Middle of

**GARIBOLDI**

In Fifty Foot L...  
1-2 and 3-4 inch...  
Five Ply...  
Cover...

**The Wire Bound**

Kinds, V...  
T...  
H...

**W. H. THORNE &**