

The St. John Standard

NEW BRUNSWICK, CANADA.

VOL. V. NO. 124.

TEN PAGES

TUESDAY MORNING, AUGUST 19, 1913

PROBS.—FAIR

PRICE TWO CENTS

MEXICO AND STATES AT PARTING OF THE WAYS

Huerta Gives U. S. Government Till Midnight to Make Decision.

NO JUST CAUSE FOR STATES TO INTERVENE.

Washington Received Huerta's Rejection of Suggestion for Solution—Senate Strongly Favors Giving Constitutionalists Same Rights as Huerta Asks.

Mexico City, Aug. 18.—The United States government has been given until midnight tonight by President Huerta to recognize Mexico, it is officially stated.

The government is not specific in the public announcement as to what course will then be pursued, but it is understood that it means the severing of all relations between the two countries.

Washington, Aug. 18.—The Huerta government's rejection of the suggestions made by the United States for a peaceful solution of the Mexican revolution reached Washington late today. President Wilson, Secretary Bryan and Counselor John Bassett Moore of the state department, discussed for nearly two hours the dispatches of John Lind, personal representative of President Wilson in Mexico, describing the attitude of the Huerta officials.

President Wilson Disappointed. The President and his advisers were plainly disappointed at the turn of events, but announced that the American government would have nothing to say tonight. Instead, the American communication appealing for a suspension of hostilities and a constitutional election, together with the emphatic statement that under no circumstances could the United States recognize the Huerta regime, because it was set up by an irregular force instead of constitutional order, will be made tomorrow.

In view of the rejection of the suggestions contained in the communication presented by Mr. Lind, its publication tomorrow constitutes a reiteration before the world of President Wilson's ideas as to constitutional government in Latin America.

Parting of the Ways? In all likelihood today's events mean the end of any dealings with the Huerta officials.

The position taken by the administration officials tonight was that the United States had done all that a friendly neighbor could do without actually using force. They pointed out that from the beginning of the trouble in Mexico the United States has had but two alternatives—friendly mediation or armed intervention. No sentiment exists in this country to justify intervention or a war, they said, and no foreign government could insist on the sacrifice by the United States of thousands of lives and gigantic financial burdens merely to adjust an internal dispute in which the United States is not directly a party—and over which it can have no jurisdiction without infringing on the sovereignty of another republic which it is by treaty obliged to maintain.

Give Them Same Rights. The only interest, it was pointed out, that the United States can have in Mexico, is the protection of lives and property. Financial losses can be met by indemnities, it is believed here, and lives can be best protected by the withdrawal of Americans from the danger zone. To this end officials are considering the removal of Americans and the payment of transportation for the destitute.

A strong sentiment in favor of giving the constitutionalists arms on an equality with the Huerta faction exists in the Senate. President Wilson is said to be opposed to such a measure, as it is not a move in the direction of peace, but he has not finally made up his mind on the subject.

PREMIER HAS ACCEPTED INVITATION TO SPEAK

Will Deliver Address at Chrysler's Farm Celebration Next Week—Opens Toronto Fair on Monday.

Special to The Standard. Ottawa, Aug. 18.—The Rt. Hon. R. L. Borden has accepted the invitation recently extended to him by the commission in charge of the arrangements to speak at the celebration at Chrysler's Farm on August 27. He will go to Toronto on Sunday night to open the National Exhibition on Monday next. All of the cabinet ministers have been invited to the opening luncheon and the subsequent inaugural ceremony.

TWO MILLIONS IN SUBSIDIES TO STEAMSHIPS

Government Paying Only a Million for Tri-Weekly Atlantic Service Instead of \$600,000 for Weekly.

Ottawa, Aug. 18.—In subsidies to steamship companies, the Canadian government will pay this year \$2,250,000. For this sum the mails are carried free and freight and passenger service maintained on the ocean and coast, all routes for the development of foreign and domestic trade.

The principal service is that on the Atlantic between Canada and Great Britain. Under the new contract made this year the government is paying one million dollars annually for a tri-weekly service performed by twelve steamships instead of \$600,000 a year for a weekly service by four steamships as formerly. The new contract is with four companies, the Allans, the Canadian Pacific Railway, the Canadian Northern and the White Star Line. In former years the contract was with the Allans who divided up the subsidy and sailings with the Canadian Pacific.

On the Pacific there are several ocean service contracts, chief of which is that between Vancouver and Hong Kong, China, with calls both ways at Yokohama, Japan. This service is performed by the Canadian Pacific Company, the yearly subsidy being \$225,000 of which Canada pays \$125,000 and Great Britain \$100,000. A subsidy of \$180,000 yearly is paid for a monthly service between Vancouver and Auckland, New Zealand, 6,386 miles. The subsidized steamship service having the longest route is that between Canada and New Zealand, via the Atlantic, the distance between terminal points being 15,650 miles, for which the subsidy paid is \$120,000 yearly.

ALL MINES HAVE CEASED TO OPERATE

Strike Breakers Have Quit Work—Driven Out of Extension, the Refugees Tell Pathetic Stories.

Nanaimo, August 18.—Not a single coal mine on Vancouver Island is being operated. Last night strike breakers working in the mine at Cumberland, the last to be operated, quit work. Some of them came down to Nanaimo with the news this morning.

Exceedingly pathetic are the stories of the refugees who were driven out of extension on Wednesday into the woods. One woman was delivered of her baby after a night of great suffering in the woods. The arrival of a physician yesterday saved the life of the woman and her baby.

COL. HUGHES AGREES WITH GEN. HAMILTON AS TO THE MILITIA

Ottawa, Aug. 18.—The Hon. Sam Hughes today expressed his accord with the views expressed in Sir Ian Hamilton's report on the Canadian militia. "I took good care that he saw the bad as well as the good in the force," said the Minister.

Carrying out the suggested reforms would require an enormous expenditure, probably more than double the ten millions now spent annually on Canada's militia, so any effect given by the recommendations will probably be gradual.

MONTREAL MAN BURNED TO DEATH

Montreal, August 18.—David Williams was burned to death and William McLea was severely burned, in a fire this afternoon which did little damage in the stables of Crook and Gerry, St. Antoine street. The horses in the stables were removed, Williams and McLea's escape was cut off by the rapid spreading of the flames.

THAW'S LIBERATION BY PURSUERS ON TRACK OF MEN WHO PLANNED JOB

Richard T. Butler, Ex-Assemblyman of New York Hired the Men Who Freed Matteawan Prisoner Thaw Now Charged With Conspiracy.

SENSATIONAL STORY TOLD BY A NEW YORK TRANSFER COMPANY AGENT.

Proprietor of Hotel at Fishkill Identifies Photograph of New York Politician as Member of Automobile Party Which Stayed at His House—Fugitive Writes to Mother—May Take His Own Case Before Pennsylvania Courts.

New York, Aug. 18.—Sunday marked the thirty-sixth hour of Harry K. Thaw's freedom, and the police of the United States and Canada had not picked up his trail. They seek him not as the slayer of Stanford White, or as an escaped inmate, but as a warrant issued at Poughkeepsie, today, charging him with conspiring with the assassin, Howard Barnum, and the five men who managed the asylum delivery. On such a technicality does New York State base its hope of bringing about the fugitive's return. Both factions of the double-barrelled government at Albany have promised rigid investigations and the exertion of every effort to bring about his capture.

Thaw's seclusion today and tonight was absolute. Out of clouds of dust which swirled in the wake of the black automobile bearing him and his liberators from Matteawan Sunday morning nothing tangible had come except a laconic letter from Thaw himself, assuring his aged mother in New York that he had rested and would, in due time, join her at the Thaw country place, Elmhurst, at Cresson, Pa. In obedience to this plan, Mrs. Thaw purposes to start for Cresson tomorrow morning.

Writes to Mother. Happy, girlish, almost in her joy, Mrs. Thaw exhibited the hastily scrawled note from the son whose escapades have cost the family a million, and added that whatever Harry did would meet with her approval. This, in view of his announced intention of entering Pennsylvania, gave heart to his family. Thaw was preparing to take his case before the courts of that state and relying on the kin in American laws relative to the insane charged with no crime to oppose extradition and duplicate in Pennsylvania, if possible, the course of John Armstrong Chaloner in Virginia. It was in anticipation of such a move that the New York authorities caused the warrant to be sworn at Poughkeepsie. Conspiracy, according to the district attorney, Dutchess county, constitutes an extraditable offense.

Close associates of the family indicated tonight that the ground work of a legal fight in Pennsylvania had already been laid. Dr. B. D. Evans, the alienist, who testified in Thaw's behalf at the murder trial, held a telephone conference with Mrs. Thaw this afternoon, and it was said that he would accompany her to Pennsylvania tomorrow.

There are to be conferences with counsel and meantime, it is understood, Thaw is to remain in hiding.

The Men Who Helped Him. Second only to the search for Thaw is that for Richard T. Butler, Roger Thompson, Michael O'Keefe, Eugene Duffy and Thomas Flood, the quintet whose muscle and nerve and skill with automobiles did the stop-watch work outside the asylum walls. These five did the rough work. Who was the brains of the plot—whether Thaw himself or developed later. The description of Butler tallies closely with that of Ex-Assemblyman Richard T. Butler, from New York City.

William Gordon, proprietor of the little hotel at Fishkill Landing, where the five made their headquarters for two days prior to Thaw's escape, identified tonight a photograph of the ex-assemblyman as one of his late guests. The clerk of the hotel bore him out.

In New York traces were found of a butler of the same initials, familiarly known as "Hooks," said of late to have operated taxicabs and formerly to have been a longshoreman. Hooks' assemblyman Butler is said to have been identified with the longshoremen's union. Mrs. Butler said tonight that her husband was absent from home from Friday afternoon until Sunday night last. She did not know where he had gone.

A Sensational Story. H. Pinken, who conducts a transfer service, said that he not only knew Butler, but Thompson, O'Keefe, Duffy and Flood, all of whom he described as chauffeurs.

"I have been handling the baggage of the Thaw family for fifteen years," the transfer man is quoted as saying, "and I know Mrs. Thaw and other members of the family. Last Friday a man whom I know very well, but whose name I wouldn't give upon my life, appeared down here at the West shore ferry, at the foot of West Forty-second street, in a big touring car.

"I'm not going to say how I know this, but I do know that this man said he wanted five good auto men to go up to Matteawan on a hunting trip. I'm not saying how he did it, but he met Richard J. Butler, known around here as 'Hooks' Butler, because he was once a longshoreman; Eugene Duffy, Michael O'Keefe, Tom Flood and Roger Thompson, all chauffeurs. He talked with these fellows and they went away with him, and have not been back here since.

"Now, I'm not going to say how it came out, but Butler and Thompson and Flood and the other boys had no sooner gone away when it became known around here that they were going to get Harry Thaw out. The fact of the matter is that I don't know any more than all the 'auto' boys around here know and they know it was coming off before it happened."

Barnum, the old keeper, who opened the big gate at Matteawan just once too often, issued a statement tonight saying in effect that he was being made the scapegoat. Thaw had a great deal of liberty in the court yard, he said, and the gate through which he sprang was so wide that Barnum, without weapons of any kind in his hands, was unable to prevent as is the institution rule, was unable to check Thaw's dash for liberty. Notwithstanding his repeated declarations of innocence Barnum was held at Poughkeepsie without bail.

John B. Riley, the state superintendent of prisons, laid stress on the fact that a court order had permitted Thaw to consult privately with counsel. He lamented this fact, and in a report to William Sulzer, said that he evidently bribed the guard to open the gate.

Milkman Brought Freedom. The feeling prevailed in and about Matteawan that Thaw himself crushed repeatedly in his attempts to obtain his freedom. Three of the milkmen, finally the milkman was to bring him freedom which a million dollars could not buy.

Theories as to Flight. While there was nothing to support the theory that Thaw had taken to the seas, this seemed to those who have followed the case to be the likeliest course. Leaving Matteawan only two routes which did not double back into New York state lay open to him. One lay north by land to Canada, thence southwest along the border of the Great Lakes, and across Lake Erie to a north jutting nubbin of Pennsylvania. The other is the water route. Aboard ship in the Sound, Thaw could bide his time in comparative safety and make his way to Philadelphia via Delaware Bay and the Delaware river. In view of the fact that entrance into Canada might mean a clash with the immigration authorities there the theory was advanced that Thaw's advisors would not have him take any such risk.

Despatches from Ottawa, though quoting no official, said that if Thaw halted within the Dominion he might be deported as an undesirable alien, although if he had a through ticket to Europe there would be no halting him. The state authorities at Harrisburg, Penn., indicated that if he came there that his case would be referred to the Attorney General's office provided New York asked for his extradition. The Philadelphia police said they would detain him if New York requested it. Connecticut took the view that he could be held there as an inmate fugitive, but Massachusetts officials seemed to think that nothing short of a criminal charge would warrant his detention in that state.

Lively Scrap on Marsh Road. A general mix-up and bloody conflict in which a local fighter, two local young men of the city and a commercial traveler figured occurred on the Marsh Road last evening at a late hour when several ugly wounds were received by one of the party and several stitches required to close the cuts in the victim's head. The party from the city were out driving when a heated argument arose which led to the fight.

WHAT OTTAWA SAYS.

Ottawa, Aug. 18.—The case of Harry K. Thaw, should he enter Canada, will be akin to that of Jack Johnson, according to the Canadian immigration authorities. If he comes in with through transportation to Europe he cannot be turned back even though he was an asylum inmate. The only ground for stopping him would be contagious or infectious disease. Should Thaw, however, try to take refuge in Canada, extradition would hardly be necessary, as he could be deported as an undesirable. Border officers have been instructed to watch for him.

HEADED THIS WAY?

Portland, Me., August 18.—A report was circulated here today that Harry K. Thaw, accompanied by several men, arrived in the city by automobile this morning and boarded a train which left at 11 o'clock for New Brunswick, N. J. A New York man thought he recognized Thaw, but was not positive of his identity.

Information from Vancouver to The Standard last night was to the effect that there was a passenger on the Boston train answering to Thaw's description.

NOVA SCOTIA PLAYERS WIN TENNIS TITLE

Captured all of the Five Events in Maritime Tennis Tournament Which Closed in Halifax Yesterday.

Halifax, August 18.—Nova Scotia retained the tennis laurels lost at Rosetown, N. B., last year, when every one of the five events in the Maritime tournament was captured by her representatives today. Three of the matches were very close, the men's singles and doubles each going to five sets, and the mixed doubles requiring three sets, and the play generally was very interesting. There was a big crowd on the South End Club courts all day, this event concluding the eight days of championship events here.

The scores in the matches were: Change round, Nova Scotia mixed doubles: Miss Frances Lydiard, title holder for two years, and W. N. Rice, Sydney Allen, defeated the challengers, Miss Silver and A. C. Wiswell, South End, 6-2, 1-6, 6-0.

Maritime tournament—Ladies' doubles: Miss Owen and Miss Marshall, Nova Scotia, defeated Mrs. Babbett and Miss Schofield, New Brunswick, 6-4, 6-4.

Mixed doubles: Miss Lydiard and W. N. Rice, Nova Scotia, defeated Mrs. Babbett and J. F. Campbell, New Brunswick, 4-6, 6-4.

Men's singles: Capt. Grant, Nova Scotia, defeated T. M. McAvity, New Brunswick, 6-2, 6-3, 5-7, 2-6, 6-2.

Men's doubles: A. C. Wiswell and G. Foster, Nova Scotia, defeated J. H. Chipman, and J. F. Campbell, New Brunswick, 4-6, 6-2, 6-3, 2-6, 6-1.

INTELLIGENCE SYSTEM OF CANADA PRAISED

Several Expert Marine Men in Great Britain Refer to it in the Highest Terms.

Ottawa, Aug. 18.—In a report just received here from the British Board of Trade the intelligence system of the Canadian Shipping Federation is spoken of in appreciative terms by several expert marine men who were giving evidence. The enquiry had relations to rules for the location and suppression of derelicts.

Several masters of British ships on the St. Lawrence route called as witnesses at the inquiry referred to the Canadian Federation's system of communicating by wireless to all stations and thence to ships in port or in the locality as the best that can be devised.

PACIFIC COAST BOAT SINKS; SCORES DROWN

A CANADIAN NAVAL CRAFT GOES ASHORE

The "Diana" with Naval Cadets Ashore Near Hubbard's Cove—Canada to Take Off Cadets.

Halifax, August 18.—Word was received in the city tonight that the Diana, a sailing craft belonging to the Canadian Naval Department, was ashore near Hubbard's Cove. She had on board a number of cadets and left Halifax on Friday for a cruise along the coast and was returning when she struck on Butty's Island.

The government steamer Stanley was despatched to her assistance as soon as word was received at the dockyard here. The Stanley found the Diana in no dangerous position returned to the city and the Canada was sent at midnight to take off the cadets and to bring them to the city.

IS THE WEST LOSING ITS ATTRACTIONS?

Quebec and Maritime Provinces Has Sent Fewer Harvesters This Year Than in the Past.

Montreal, Aug. 18.—Between four and five thousand harvester hands were sent out from Montreal today over the C. P. R. and Grand Trunk as a first contribution in answer to the annual and urgent cry from the west for aid in the garnering of what promises this year to be Canada's record wheat crop. The C. P. R. carried about three thousand seven hundred in five special excursion trains, each carrying fourteen to sixteen cars, while two special colonist cars were attached to the imperial limited at night.

On the two Grand Trunk trains to Chicago, special colonist cars were attached, carrying about five hundred men. These will be forwarded to Winnipeg from Chicago, and thence over the G. T. P. to their destination.

About seventy per cent. of the harvesters this year were foreigners, the contribution of rural Quebec and the Maritime provinces showing a distinct falling off as compared with former years.

EXPECT HON. MR. FOSTER TO ARRIVE NEXT MONTH

Definite Announcement Next Meeting Plan of Imperial Trade Commission to be Made on His Return.

Ottawa Ont., August 18.—Hon. Geo. E. Foster is expected home about the first of next month and after he returns there will be definite announcement as to whether the next sitting of the Imperial Trade Commission will be held in Canada or South Africa. The indications at present are thought to favor the Canadian sittings first but there is nothing definite about it.

The commission upon which Mr. Foster represents Canada is touring the Empire, inquiring into problems of trade and commerce. When it comes here there will be sittings at all the principal centres.

STRATHCONA REPORT IS NOT CONFIRMED

Ottawa Knows Nothing of Story that Hon. Clifford Sifton May Become Canadian High Commissioner.

Ottawa, Ont., August 18.—There is no official confirmation here of the London report that Lord Strathcona is retiring from the high commissioner-ship and will be replaced by Hon. Clifford Sifton. Nothing to that effect has been intimated by the High Commissioner and his successor will not be selected until his resignation is in, which may, of course, be within the near future, owing to his great age.

PROVISION MADE FOR TWO MORE DRILL HALLS

Special to The Standard. Ottawa, Aug. 19.—Two more drill halls are provided for in contracts awarded by the government yesterday. One is for an armory at Indian Head costing \$12,700, the contractor being James McDiarmid of Winnipeg. The other at Vegreville, Alberta, costing \$15,000. The contractor is A. E. Jennings.

Steamer State of California Strikes Uncharted Rock On Alaskan Coast.

PASSENGERS UNABLE TO LEAVE STATEROOMS.

At Least Twenty-five Passengers and Seven Members of Crew Drowned—Nine Bodies Already Recovered—Impossible to Get Complete List.

Juneau, Alaska, Aug. 18.—Twenty-five or more passengers and seven members of the crew of the Pacific Coast Steamship Company's steamer State of California, perished Sunday morning in Cambler Bay, ninety miles south of Juneau, when the vessel struck uncharted rock and sank in three minutes with many passengers imprisoned in their staterooms.

The steamship left Seattle last Wednesday night for Skagway and way points. The purser lost all his records and it is not possible to give a complete list of the missing.

Bodies Found. Following is a list of the dead, whose bodies have been recovered: Mrs. A. Birnbaum, Mrs. Stella Reardon, Mrs. Clara Vanderlass, Miss Lillic Ward, daughter of Edward C. Ward, assistant manager of the Pacific Coast Steamship Company, died after being taken off a life raft; Mrs. Nellie B. Ward, mother of Miss Ward; four unidentified women.

The Missing. Following is a partial list of the missing, who are believed to have perished: Miss Anne L. Cassidy, Miss May Dixon, W. A. Dyer, Blanche Frick, Minnette E. Harlan, Leslie Hobro, manager of the Pacific Coast Steamship Company office in San Francisco; J. Holman, Miss Alice Johnson, Lillian B. Norman, Nick Pittulas, Miss Reardon, Mrs. C. E. Spithall and child, Ben Wade, Miss Wilson.

The steamer Jefferson of the Alaska Steamship Line, southward on the wireless call of the sinking vessel, and turned back to rescue the survivors, who had taken to the small boats and life belts. Ten of the passengers had suffered so severely from exposure that it was necessary to take them to a hospital in Juneau for treatment. The State of California was an iron steamship of 2,276 gross tons, was built at Philadelphia in 1879 and carried a crew of 75 men. For many years she had carried passengers between Puget Sound and San Francisco.

The wrecked vessel was commanded by Captain Thomas H. Cann, Jr., who had commanded the steamship Valencia on her last trip from Seattle to San Francisco, and who was transferred to another steamer when the Valencia reached that port, thus barely missing being on that ship when she went ashore on Cape Beals, B. C., January 22, 1906, with a loss of one hundred and seventeen lives.

The State of California was going at full speed when she struck the reef, a great portion of the ship's bottom was torn off, letting in a flood of water which quickly engulfed the boat. Most of the passengers and members of the crew who perished were in their staterooms, and there was no time to get them out before the boat went down.

The crew numbered 52 men. Capt. Cann and forty men are on the Jefferson returning to Seattle; seven perished and first officer Abernathy and three men are standing by the wreck. The ship is sunk in deep water, and there is no hope of salvage.

The Jefferson was only a short distance away when she picked up the "S. O. S." call, and when she arrived at the scene of the disaster the survivors were in the lifeboats and on life rafts. It was broad daylight. There is no possibility that any of the missing reached shore.

Gambler Bay is accounted by mariners one of the most dangerous on the coast.

PROVISION MADE FOR TWO MORE DRILL HALLS

Special to The Standard. Ottawa, Aug. 19.—Two more drill halls are provided for in contracts awarded by the government yesterday. One is for an armory at Indian Head costing \$12,700, the contractor being James McDiarmid of Winnipeg. The other at Vegreville, Alberta, costing \$15,000. The contractor is A. E. Jennings.