

# PEOPLE REMEMBER EX-PRESIDENT

DEPARTING EX-PRESIDENT HONORED BY THRONGS AS HE EMBARKS

## OUT OF THE GAME FOREVER

Some Fear He May Start Something With Reyes, But He Denies Story

Vera Cruz, May 31.—Guarded by soldiers to prevent possible assassination, ex-President Diaz set sail for Havana today with members of his family and twenty officers. The party is en route to Spain.

Great crowds were at the docks to give the former ruler a fine send-off.

Some are fearful that Diaz is making plans with General Reyes for the election of a reactionary as a president, but it is certain that Diaz himself, has left politics forever.

Monterey, Mex., May 31.—Aplite Gonzales has been named by the government as agent to receive claims for damages caused by the insurrection.

The claims from Torreón, where the Chinese were massacred will alone aggregate eight millions.

American mining companies are filing large claims.

Juarez, Mex., May 31.—When Gustave Madero said today that the real overthrow of Diaz took place in Astor Hotel at New York, where he and his father held three conferences with Limantour and explained to him that moneyed men of Mexico were behind the revolution, the mystery surrounding the ease with which Madero drove Diaz from Mexico was cleared away.

Limantour was convinced of the Madero's truthfulness and in turn assured the United States government that Madero would win. He also told Diaz that he would have to give up.

Madero gives Limantour full credit for what he accomplished.

## MET WILWAUKEE TRAINS WITH SHOUTS

Aberdeen, S. D., June 1.—Through a cheering mob of thousands, lining both sides of the right of way and perched on box cars and packing every inch of standing room about there, the Olympian train rumbled into Aberdeen last night at twelve minutes past the hour of eight. To one side the state band played an air of welcome that was unheard in the din of greeting.

It was the arrival of the Chicago, Milwaukee, St. Paul, Minneapolis, Aberdeen, Tacoma and Seattle through train.

As soon as the train pulled into the station four matrons and four young women of the city all dressed in white, Mesdames Frank Miller, R. H. Angell, W. D. Swain and Fred Bartholemew, and Misses Florence and Martha McLeod, Violet Easton Vivian Doty, boarded the train and presented each passenger, the men with a box of five Aberdeen madé cigars and the women with one-half pound box of Hub-made candy. In the bottom of either box was the inscription, "Souvenir of the first Olympian Limited, May 29, 1911, Aberdeen, S. D., Compliments of the Commercial Club." A flower, a penny, was also given each passenger.

In seventy-two hours after leaving Chicago this train will arrive in Seattle thus completing the first trip, inaugurating the Pacific northwest service of the Chicago, Milwaukee and St. Paul railroad.

The "Columbian," almost an exact counterpart of the "Olympian," arrived this morning at 6:50 having left Chicago at 10 o'clock yesterday morning.

These trains are the first to be operated between Chicago and the Pacific coast, and although the Milwaukee owns its own sleeping cars, the Pullman company was called upon to aid in building some of the coaches. The others were built in the Milwaukee railroad's own shops by the Barney and Smith Car Company.

## A DELICATE POSITION

The play was an execrably bad one, and the company playing it was even worse. When the curtain fell on the first act, sounds of marked disapprobation were heard from all parts of the house. One man alone sat quiet.

At the close of the second act a perfect tornado of groans, cat-calls and hisses broke out. Still the man sat unmoved. At last a man sitting in the next seat turned to him, and

said: "Pardon me, but are you not disgusted with this wretched play?" "I am, indeed," heartily concurred the silent one. "Then why don't you signify your displeasure like the rest of us?" "Well, you see, it's this way with me. I am here on a free ticket, and as I am getting something for nothing I hardly feel justified in expressing my disapproval; but I'll tell you what," he concluded with emphasis, "if this confounded play gets much worse I am going out to the box-office and buy a ticket, and then I will come back and hiss like the rest of you."—Metropolitan Magazine.

## TO DEVELOP FARMS AND INDUSTRIES

Centralia, Wash., June 1.—Several hundred delegates were on hand today when President N. B. Coffman called to order the annual meeting of the Southwestern Washington Development association. The settlement of the logged off lands by practical farmers and the development of the coal areas of this section of the state are the chief subjects slated for discussion during the three days' session.

## ENGLISH CLASSIC TAKEN BY SALSAR

Epsom Downs, England, May 31.—Salsar, owned by J. Bjeo, piloted by W. Griggs won England's classic Derby this afternoon, after having been made the favorite in the betting.

King George, Queen Mary and other members of the nobility were in attendance. Thousands saw the race.

New York, May 31.—Copies of the supreme court opinion in the tobacco trust case reached here yesterday. Bringing back into the litigation, individual responsibility of directors, comes as an unpleasant shock, as it might mean the criminal prosecution of well-known millionaires by the government.

Attorneys for the tobacco combine are now arranging for conferences with judges of the federal circuit court, looking toward reorganization "in harmony with the law."

Wall Street welcomes the latest supreme court ruling as it once more offers a way whereby big corporations can reorganize and live within the terms of the Sherman laws.

New York, May 31.—On sales of 260 shares on the curb market this morning, American Tobacco stock dropped to 450 bid and 460 asked, as compared to 510 and 515 at the market's close yesterday.

## GIANT NEW LINER IS READY FOR SERVICE

Belfast, June 1.—Amidst the screeching of countless whistles and the cheers from a large assemblage, the mammoth new White Star liner Olympic, Captain Smith, R. N. P., sailed out of port today for Liverpool. It is the initial trial of this largest of all steamships and as a consequence it is attracting much attention in marine circles. The ship will remain at Liverpool a day for public inspection and then will proceed to Plymouth and Southampton. On June 14 she is scheduled to start on her maiden voyage to New York.

The Olympic is not only the largest of all ocean liners but also the most luxurious in her furnishings and decorations. Among her special features are squash and racquet courts, gymnasium, swimming tank and Turkish bath. She will have accommodation for 600 first, 500 second, and 1,200 steerage passengers. Her crew will consist of the commander, 7 deck officers, and 70 seamen.

## COMMERCIAL MEN ARE GOING TO UNITE

Kansas City, Mo., June 1.—In pursuance of a movement started by the National Board of Trade at its meeting last winter a conference of representatives of commercial bodies in all parts of the United States assembled in this city today to take steps to complete a national organization. The purpose of the proposed organization is to enable commercial bodies to give united and effective expression of opinion upon proposed legislation and co-operate to promote foreign and domestic trade. It will probably be decided to maintain a central bureau in Washington to look after legislative matters.

## HOUSE COMMITTEE HEARS GRAFT TALES

Washington, May 31.—Tales of peonage, graft and murder in the Westmoreland coal fields of Pennsylvania were told before the House committee on rules today, at a hearing on the resolution of Representative Wilson of Pennsylvania, calling for an investigation of strike conditions in that district.



A FRANZ HALS COLLAR AND CUFF SET.

Instead of a Dutch neck the summer girl wears a Dutch collar with broad cuffs to match, like a jolly burgomaster in a Franz Hals painting. The effective collar and cuff set pictured is made of white Quaker lace in a creamy white shade, with the hem of sheer white batiste set outside the lace and hemstitched to it. These picturesque collar and cuff sets are a bit expensive at first thought, but they dress up a simple suit so effectively that every woman who keeps pace with the mode should own one.

## INTERCOLLEGIATE CONFERENCE MEET

Minneapolis, Minn., June 1.—The advance guard of the army of athletes who are to compete in the eleventh annual track meet of the Intercollegiate Conference Athletic Association arrived in Minneapolis today. The meet is to be held on Northrup field of the University of Minnesota. It will last two days, the preliminaries being scheduled for tomorrow and the final events for Saturday. It is expected that upwards of 100 schools and colleges of the middle and far west will be represented, making the meet the largest affair of its kind that has ever been pulled off in this section of the country.

## JUSTICE HARLAN 78.

Washington, D. C., June 1.—Justice Harlan of the Supreme Court of the United States celebrated his seventy-eighth birthday anniversary today. He has been a justice since 1877 and if he lives another year he will have served longer than any man who ever sat upon the bench. He finishes his year's work this week and will then be off to spend the summer at Murray Bay.

## ITALY IS FACING FINANCIAL PANIC

Rome, June 1.—Italian business men are becoming greatly alarmed at the prospect of one of the worst financial panics in their country that the world has ever seen.

The nation has been passing, during the past few years, through a period of almost insane inflation. At just about the time when the bubble seemed certain to burst, there comes the nearly complete failure of the jubilee year celebrations. Everyone had expected an enormous rush of tourists for the festivities but the tourists are not coming. Things are, in fact, not so lively as usual. The prodigious sums spent on preparations for the visitor's entertainment at fancy prices, are consequently evidently going to be lost.

Another trouble is that the masses of the people have not been allowed to share in the prosperity of the upper classes and the result is that there has been an immense overproduction in all lines of industry. Finally, labor troubles have reached such a point as to interfere with every kind of business.

The storm threatens to break any day and when it comes there is every sign that it will be terrific.

## BE READY IN JULY

Berlin, June 1.—A second passenger carrying airship of the Zeppelin type, almost in proportions with "Deutschland II" will be completed by the Zeppelin Construction Company at Friedrichshafen early in July.

## ENGINEMEN DIE IN ONTARIO WRECK

Detroit, May 31.—Engineer Quinlan and Fireman Oakes were killed today when a Michigan Central west-bound train was derailed near Ridgton, Ont.

# INJURED REPORTED BETTER

HARRY KNIGHT IS NERVOUS WRECK AND WILL PROBABLY NEVER RACE AGAIN

## HARROUN IS WINNER OF RACE

Five Hundred Mile Grind Fought With Accidents of All Descriptions.

Indianapolis, May 31.—All the men injured in the 500 mile race on the Indianapolis Motor speedway won by Harroun in a Marmon yesterday are reported recovering at the hospitals this morning.

Harry Knight is a nervous wreck and will probably never drive a car again.

## VICE COMMISSION REPORTS ON CHICAGO

Chicago, June 1.—No other city in the world, not even Berlin, can show an equal of Chicago's beer drinking, record, according to data in the hands of the members of the Vice Commission. About one-half the population does all the beer drinking, but that half has consumed about one million gallons daily in the phenomenally hot weather which has prevailed during May. This is figured from the fact that there are 7,000 saloons and that each saloon sells on an average three barrels of beer per day in moderate weather. During the days of high temperature the beer sales have been more than 30,000 barrels a day. Recently a careful estimate was made by those familiar with the sales of these saloons. Some were put down for 15 to 25 barrels per day, and some for only one. Figuring the retail cost of each glass of beer at 2-5 of a cent, which is sold for 5 cents, the cost of the beer thirst is shown to run into hundreds of thousands of dollars per day, out of which the brewers' profit, through ownership of the saloons as well as from profits in the wholesale trade, are enormous. The Vice Commission's recent report found that the most dangerous immoral influence and most important financial interest aside from regular disorderly houses are the disorderly saloons, admitting women. Four hundred and forty-five such saloons were listed in the city and 929 unescorted women were found in them during the investigation. Another feature of the vicious saloons that is pointed out is the vaudeville show of improper nature conducted in rear rooms. The owners of lake steamers should exercise more vigilance enforcing their rules. The sale of intoxicating liquor to minors should be absolutely prohibited on lake steamers. All gambling devices should be suppressed on lake steamers.

## EIGHT DROWNED IN FICKLE ERIE

Cleveland, O., May 31.—Eight persons are reported drowned in a small boat which broke over Lake Erie at noon, catching a large number out on the water in rowboats.

Several boats were overturned and a park policeman saw six persons sink.

## WEDDING AT PORT MYER

Washington, D. C., May 31.—The administration building at Fort Myer was the scene of an attractive military wedding today when Miss Lucy Lees Garrard, daughter of Col. and Mrs. Joseph Garrard, became the bride of Lieut. Victor Foster of the 15th Cavalry. Miss Valerie Garrard, a sister of the bride, was the maid of honor and the best man was Capt. Howard H. Baily. Fellow officers of the bridegroom acted as ushers and appeared in full dress uniform.

## DEMOCRATS ARE FIXING RECORD TO SUIT

Washington, June 1.—Even the staid old Congressional record is feeling the impetus of the new democratic house. That glorious palladium of the people's rights is shaking off its hard shell conservatism, and blossoming forth in what, for it, is a bright saffron—yellow as the yellowest of the shrieking "special interests" that is dyed with death and destruction.

The official reporters and the staid old city editor of the record, are nervous about the innovations, particularly one recently introduced by Rep. Littlepage of West Virginia, whose eulogism of himself furnished one of the most humorous contributions to that joke book of Congress, the Congressional directory.

Littlepage recently made a speech on the free list bill in the house. When he undertook to revise the stenographers' notes, he found that many of the applauses that he was sure had greeted his oratorical outbursts had been left out.

When Mr. Littlepage finished his revision the speech was generously sprinkled with applause. There were 42 of them scattered artistically through the three pages of the speech. And they were not the conservative "applauses" that the reporters use. They were new and original.

For instance, at one particularly effective oratorical assault on the protective tariff Mr. Littlepage inserted "Loud applause on the democratic side and among the insurgents." There were several "Loud applause and continued laughter." There was an "Applause on all sides." And the final oratorical flight was greeted, according to Mr. Littlepage with "Loud and tumultuous applause."

## HE SAW SERVICE IN SOUTHERN PRISONS.

"My experience in Libby prison?" repeated Howard Church Chapin, when asked to relate his experiences by a Denver News reporter. "I am

not much of a hand at reminiscences, though I had some exciting times during the war. Aside from my capture, I was exceedingly lucky. I was in several hard engagements, including the battles of Fredericksburg, Antietam and Gettysburg. There horses were shot under me, but I never received so much as a scratch by a bullet.

"How was I captured? Well, it happened this way. In August, 1863, during the peninsular campaign, a detail of 150 men under Col. Foster was sent to tear up the railroad entering Petersburg. This was done for the purpose of cutting off the supplies of the Confederate garrison there, the city being under siege.

Before we started, our general told us he would station a relief in a little patch of woods a half mile to our rear, so that if we were pressed by the Confederate pickets we could fall back on them.

We proceeded to work, piling up ties, placing the rails over them and setting fire to the pile. The Confederates did not bother us, but near evening an orderly rode up to Colonel Foster and told us the enemy was on our left and that we would all be captured. Col. Foster told me to ride back to the woods and see if our relief was still there.

"I rode back and had barely entered the woods when I rode into a Confederate line of battle. I wheeled my horse and started back. The Confederates popped at me a number of times. My horse was killed and in falling, pinioned my leg.

"Before I could release myself I was captured. Three days later I arrived at Libby prison, having had nothing to eat since my capture. Libby was not nearly so bad as many people think. If we had been given more to eat, we would have had no complaint to make.

"While we were in Libby we tried to tunnel out, but were caught. Other prisoners had been working on the tunnel for months, but it was completed during my stay. Seven men had crawled through the tunnel and into an old shed on the opposite side of the street from the prison. Then a fat Dutchman got stuck in the tunnel and we worked nearly all night extricating him. In the meantime the seven men, who had preceded him, were discovered and captured and the jig was up.

"Tunneling fails at Savannah. "After that we were moved to Macon, Ga., and from there to Savannah, Ga. In Savannah we were placed in a hospital yard, surrounded by a high stone wall and patrolled by guards. Here again we tried to tunnel out, but failed. We were given little tents to sleep in, and it was in one of these that we sunk our shaft and started the tunnel. The ground was so loose that it caved in as fast as we worked and we determined we must have some lumber to timber up the hole.

"So, the next day, a number of the boys lay groaning in their tents with rheumatism, the following day a lot more were affected. We persuaded the attending surgeon to give us some boards to sleep on, so we could get off the ground.

"He fell into our trap and gave us the lumber and some saws. The boys began to get better immediately, although the lumber was used in our tunnel. We dug the tunnel to within a few inches of the surface on the other side of the stockade in a few days.

"One evening a cow, driven by a small boy, stepped on the surface and fell into our tunnel. We were discovered. The guards lined us up and we were compelled to stand in line all night, while they hunted for the beginning of our tunnel.

"Moved to Charleston. "A few days later the majority of us were removed to Charleston, S. C., then to Raleigh, N. C., and to several other places. We were treated as well as could be expected, except that our rations were scanty. Sherman, at that time, was on his march to the sea and we were hoping he would liberate us.

"I guess the Confederates were afraid of the same thing, for a few weeks later, several hundred of us were exchanged for Confederate prisoners. After my release, which was in April, nine months after my capture, I received a 30-day leave of absence. I went home and when I returned the war was practically over."

Chapin was a member of the Fourth Vermont regiment, attached to the Sixth corps, army of the Potomac.

## ONTARIO HISTORICAL SOCIETY.

Brantford, Ont., June 1.—Brantford is entertaining for three days the annual meeting of the Ontario Historical Society. Members from many points throughout the Province were in attendance at the formal opening of the proceedings today.