NINE DROWNED IN HUMBER BAY

Gasoline Launch Belonging to Toronto Junction Upset in a Storm.

A despatch from Toronto says: Nine lives were lost in Lake Ontario early on Friday morning when the gasoline launch Dalvine, with a party of Toronto Junction young men on board, capsized in a sudden squall which swept over Humber Bay. Of ten young fellows who enjoyed an evening's fun at Hanlan's Point, but one sole survivor is left to tell the tale of a terrible night's struggle against the wind and waves which overwhelmed them in the darkness. At dawn the battered launch was found washed up on the beach. Not far away lay the body of one of the unfortunate victims, and a short distance out in the lake a coat belonging to another was found floating. George Shields, 45 Van Horne Street, the only one of the party to survive, owes his life to the fact that he clung to the ill-fated craft through the wind and rain, how long he does not know, until it carried him near enough to the shore to be able to stagger through the shallow water to safety on the beach. With the finding of the launch and one of the bodies, several dragging parties set to work. Another body was recovered at 10 minutes to 2 in the afternoon, and although the work was kept up during the whole day, it was 6 o'clock before a third victim was brought to shore.

AN 18-FOOT LAUNCH WITH TEN OCCUPANTS.

The Dalvine was an 18-foot launch, and belonged to Leonard Daly, who, with his brother, Frank Daly, took the party out. From their mooring in the Humber River they set out to Hanlan's Point shortly after 9 o'clock. There were on board the Daly brothers, Walter Dundin, John Irvine, Joseph Irwin, Frank Kyle, Reginald Miller, Gordon Larocque, Dawson Niehrgang and George Shields, the survivor. Although the little craft was not intended to carry as many as ten, they crowded in, and the journey to the point was made over smooth water without a mishap. The party remained until 12 o'clock, and as they were about to start for home it began to rain, and as it was only a light sprinkle, they waited to see if it would stop. At 12.30 the clouds lifted and they started out. All went well for nearly three-quarters of the journey. As they sped along in the darkness they enlivened their homeward way with merry songs and laughter.

Past Sunnyside they sailed, oblivious of any impending danger. Suddenly the dark clouds gathered again, and flashes of lightning, followed by sharp peals of thunder, warned them of the approach of a storm. Almost before they had time to make things secure the rain broke upon them, and the seas dashed over the heavily crowded launch. The engine stopped, and before the occupants could find out what was the matter with it the boat swung around into the trough of the seas. The waves swept over them with increasing fury, and their singing changed to cries for help as they were swept into the icy waters. What happened after that no one will ever know. Shields says he heard someone cry, "Hang to the boat," but it was pitch dark, and he could see nothing. The storm redoubled its force, and the frail shell became the plaything of the breakers.

As late as 10 minutes to 2 o'clock the singing was heard by Police Constable Lewis, of the Parkdale Station, who was patrolling his beat along the Lake Shore Road. He could also hear the quick beat of the engine between the lulls in the wind and the noise of the thunder. Suddenly the singing changed to cries for help. The constable peered into the darkness, but could see or hear nothing more. He waited about for some time, and went on to the man at the Toronto Bolt Works, where he made a report.

CAPSIZED BOAT FOUND BY POLICE ON THE SHORE.

Police Constable Robinson, who took Lewis' place at 4 o'clock, was instructed to watch along the shore. As he patrolled the beach, about 5.30 o'clock he came upon the capsized launch near a clump of willows, about 50 yards from where the Grenadier Pond skirts the opposite side of the road. Close beside it was the body of Walter Dundin. Robinson notified the station, and the remains were removed to the City Morgue in a patrol wagon. In making a further search, the constable noticed a coat floating some distance out in the lake, and when it was recovered it proved to be that of Joseph Irwin, the young son of Councilor Irwin, of Toronto Junction.

When the news of the discovery of the launch spread, several search parties set out in rowboats and launches, and they worked all morning without result. At 6.10 the searchers were rewarded by the discovery of a third body, that of John Irwin, the owner of the floating coat. He was a son of Councilor Irwin of Toronto Junction. He was the third son of the family, was 20 years old, and worked as a bricklayer. As six bodies still lie at the bottom of the bay, the search was kept up until dark, but no more were found.

SURVIVOR SHIELD'S STORY.

George Shields says that there were ten on board the launch when it left Sunnyside at about 9.30 for Hanlan's Point. All remained there until a half hour after midnight, when the homeward journey was commenced. Rain had fallen, but the sky had cleared. When, however, the launch had arrived within 300 or 400 yards of the shore at Sunnyside, opposite the west gate of High Park, a storm arose, first a high wind and then a crash of thunder, followed by a downpour of rain. Suddenly the engine stopped. The boat turned broadside to the waves and without warning capsized, throwing its occupants into the water.

OTHERS LOST THEIR HOLD.

"We were thrown about 15 feet from the boat," said Mr. Shields. "Niehrgang and Miller could not swim. John Irvine shouted, 'Stick to the boat,' and Frank Daly, Kyle, Dundin, Irwin and myself swam back together to the launch. John Irvine swam alongside. I don't know when I lost sight of him.

"Irvine and Torocque, the two strongest swimmers of the party, swam for the shore. Others lost their hold on the upturned boat and disappeared. Finally only Dundin and the survivor remained clinging to the submerged launch. Shields believed that the launch would drift to land, and this it did just before daybreak. He stumbled through the shallow water to the beach, where he sank to the ground exhausted and benumbed with cold. After lying for a period of time, which he estimates at half an hour, Shields arose and made his way home through High Park, arriving about five o'clock.

He is naturally somewhat confused as to the hours at which the various incidents which he mentioned occurred. For instance, he thought that the boat must have capsized at 3.30 a.m., and that he was from two to two and a half hours in the water; yet he arrived home at about five o'clock.

ALL THE BODIES RECOVERED.

All the bodies of the nine victims of Friday morning's launch disaster off Humber Bay have now been recovered, the last two having been taken from the waters on Sunday afternoon. In the pulpits of several Toronto Junction churches on Sunday touching references were made to the tragedy.

Twenty independent cigar manufacturers, though not the most important ones, at Havana have decided to raise the price of cigars, charging American money instead of Spanish gold. This step is likely to be followed soon by all.

WM. HAYWOOD ACQUITTED

Boise Jury Declares Him Innocent of Steunenberg's Murder.

A despatch from Boise, Idaho, says: After being out nearly 21 hours the jury in the case of W. D. Haywood, secretary of the Western Federation of Miners, on trial for complicity in the murder of ex-Governor Steunenberg, of Idaho, brought in a verdict of acquittal.

The last hour was spent in merely waiting for the lawyers to get to the court-house. It was 7 o'clock on Sunday morning when they finally agreed to let Haywood go free.

THE VERDICT A SURPRISE.

When Haywood heard the clerk of the court read the jury's word that made him a free man and acquitted him of the murder of ex-Governor Steunenburg, he was, it is needless to say, a highly pleased man.

The surprise was stunning, even to Haywood himself. Of all the people in the court-room when the jury came in it is probable that few expected an acquittal. It is certain that neither Haywood nor his lawyers looked for it.

Most of the jurors say they could not convict under the Court's instructions. To the prosecution the surprise was not less complete than to the defence. They had been hoping for a disagreement with not more than two or three men holding out for Haywood, and when the lawyers and reporters were called in in the early morning with the news that the jury was ready to report, it seemed certain that some sort of a conviction had been agreed upon.

LEADING MARKETS

BREADSTUFFS.

Toronto, July 30.—Ontario Wheat—Steady; No. 2 white, 87½c to 88c.

Manitoba Wheat—No. 1 hard, nominal; No. 1 northern, 97½c; No. 2 northern, 94½c.

Corn—No. 2 yellow, 60½c to 61c.

Barley—Nominal.

Oats—Ontario—No. 2 white, 44½c to 45c, outside. Manitoba—No. 2 white, 44½c to 45c, on track at elevator.

Peas—Nominal.

Rye—Nominal.

Flour—Ontario—90 per cent. patents, $3.35 bid, $3.40 asked; Manitoba first patents, $5 to $5.20; seconds, 4.40 to $4.50; strong bakers', $4.20 to $4.30.

Bran—$17 to $17.50, outside; shorts, about $20 outside.

COUNTRY PRODUCE.

Butter—Market continues steady, with good business being done.

Creamery prints	21c to 22c
do solids	20c to 00c
Dairy prints	18c to 19c
do solids	17c to 00c

Cheese—Quiet at 12c to 12¼c for large and 12½c for twins, in job lots here.

Eggs—Steady at 17½c to 18c.

Beans—$1.65 to $1.70 for hand-picked and $1.50 to $1.55 for primes.

Potatoes—Dull; Delaware, 80c to 90c bag; new potatoes, $3 to $3.25 per barrel, in car lots on track.

Baled Hay—Quiet at $14 to $15 for No. 1 timothy; No. 2, $12.50.

Baled Straw—$7.25 to $7.50 per ton, in car lots on track here.

PROVISIONS.

Dressed Hogs—$9.75 for lightweights and $9.25 for heavies.

Pork—Short cut, $22.75 to $23 per barrel; mess, $21 to $21.50.

Smoked and Dry Salted Meats—Long clear bacon, 11c to 11½c for tons and cases; hams, medium and light, 15½c to 16c; heavy, 14½c to 15c; backs, 16½c to 17c; shoulders, 10¾c to 11c; rolls, 11½c; out of pickle, 1c less than smoked.

Lard—Steady; tierces, 12c; tubs, 12¼c; pails, 12½c.

MONTREAL MARKETS.

Montreal, July 30.—Provisions—Barrels short cut mess, $22 to $22.50; half barrels, $11.25 to $11.75; clear fat backs, $23.50 to $24.50; long cut heavy mess, $20.50 to $21.50; half barrels do., $10.75 to $11.50; dry salt long clear bacon, 10c to 11½c; barrels plate beef, $14 to $16; half barrels do., $7.50 to $8.25; barrels heavy mess beef, $10; half barrels do., $5.50; compound lard, 10¼c to 10¾c; pure lard, 12¼c to 12¾c; kettle rendered, 13c to 13½c; hams, 14c to 16c, according to size; breakfast bacon, 14½c to 15c; Windsor bacon, 15½c to 16c; fresh killed abattoir dressed hogs, $9.75 to $10; alive, $7.25 to $7.40.

Oats—Sales of car lots of Manitoba No. 2 white were made at 48½c to 49c; Ontario No. 2, 48c to 48½c; No. 3 at 47c to 47½c and No. 2 at 46c to 46½c per bushel, ex store.

Flour—Choice spring wheat patents, $5.10 to $5.20; seconds, $4.50 to $4.60; winter wheat patents, $4.65 to $4.75; straight rollers, $4.25 to $4.35; do., in bags, $1.95 to $2.10; extras, $1.65 to $1.75.

Millfeed—Prices in bags, $19; shorts, $24 to $25 per ton; Ontario bran in bags, $18.50 to $19; shorts, $22 to $22.50; milled mouille, $24 to $28 per ton, and straight grain, $30 to $32.

Rolled Oats—Quiet at $2.25 per bag.

Cornmeal—Is steady at $1.45 to $1.50.

Baled Hay—Prices are steady; No. 1, $16 to $16.50; No. 2, $15 to $15.50; clover, $16 to $16.50; No. 2, $15 to $15.50.

Butter—Townships, 20c to 20¼c; Quebec, 20c; Ontario, 19¼c; dairy, 17¼c to 17½c. Receipts this morning were 3,410 packages.

Cheese—Ontario whiae, 10½c to 10¾c; colored, 10½c to 10¾c; eastern, 10½c to 10¾c. Receipts to-day were 21,518 boxes.

Eggs—The egg market is unchanged and sales of selected in single cases were made at 20c and round lots of straight receipts at 16c; No. 1 candled at 17c, No. 2 candled at 14c and No. 2 straight at 12½c per dozen.

NEW YORK WHEAT MARKET.

New York, July 30.—Wheat — Spot steady; No. 2 red; 97¼c in elevator and 98½c f.o.b. afloat; No. 1 northern Duluth, $1.08¾ f.o.b. afloat; No. 1 northern Duluth, $1.08¾ f.o.b afloat; No. 2 hard winter, 99¼c f.o.b. afloat.

LIVE STOCK MARKET.

Toronto, July 30.—Export cattle were dull, and values were nominally unchanged. The better classes were quoted at $5.50 to $5.75, and medium sold at $5 to $5.40 per cwt. Export bulls were worth $4.50 to $4.75 per cwt.

Choice butchers' cattle $4.80 to $5.10; medium, $4.25 to $4.70; choice cows and fair butchers' cattle, mixed, $3.75 to $4.15; common cows $2.25 to $3 per cwt.; bulls, $2.50 to $4 per cwt.

Feeders, 1,000 to 1,100 lbs., were worth $4 to $4.25, and medium weight cattle, stockers, sold at $3.25 to $3.75 per cwt. Inferior stockers were not wanted, and their prices ranged from $2.25 to $3 per cwt.

Ewes, $4.25 to $4.50; bucks, $3 to $3 75; lambs, $6.75 to $7.50 per cwt.

Veal calves sold at 4 to 6c per lb.

Hogs were steady at $6.90 for selects and $6.85 for lights and fats.

Dissatisfaction with the policy of John Redmond is increasing in the Irish party, and the Sinn Fein opposition is growing stronger.

One of the most exclusive of women's clubs in London, the Ladies' Park Club, has moved into new premises and bridge is forbidden.

54,710 DAYS LOST BY STRIKERS

Forty-one Labor Disputes During the Month of June

A despatch from Ottawa says: The total number of trade disputes reported to have been in existence in Canada during June, was 41, a decrease of eight, compared with the previous month, but an increase of 11 compared with June, 1906. About 262 establishments and 5,728 employes were affected by these disputes, whose beginning during the month involved about 78 establishments and 3,724 employes.

The loss of time to employes through trade disputes during June was approximately 54,710 working days, compared with a loss of 88,325 days in May, and 38,215 days in June, 1906.

Of the 41 disputes in existence during the month, 23 were terminated, either by definite settlements being reached, or by industrial conditions ceasing to be affected. Thirteen disputes were terminated by negotiations between the parties concerned, two were settled by conciliation, one through the friendly mediation of the Department of Labor, and one through the Bureau of Conciliation of Quebec, and eight disputes were terminated without negotiations.

In seven disputes that were terminated the employers were successful, ten ended in favor of the employes, compromises were effected in three cases, and in two the strikers were partially successful.

LOCOMOTIVE BLEW UP.

Two Trainmen Killed Near Simcoe Station.

A despatch from Simcoe, Ont., says: Wabash freight train, eastbound, engine 1894, in charge of Conductor Dack and Engineer Bennett Patterson, which left Simcoe at 6.40 on Friday evening, was wrecked about a mile and a half east of Simcoe. The wreck was caused by the engine blowing up. Engineer Patterson was blown out of his cab to a considerable distance and was instantly killed. Fireman Calvert was also blown a distance away and very seriously injured. Brakeman Lewis Norton, who was riding in the engine cab, was fatally injured. The three men were placed in the conductor's van and as soon as the rear portion of the train could be moved were brought to Simcoe station, where the body of Engineer Patterson was removed to an undertaking room. All the train crew were composed of St. Thomas men. The remains of the engine and two cars of provisions were consumed by fire. The crew of the freight train were unable to give any reason for the accident.

STEAMER BURNED; SEVEN PERISH.

Excursion Boat Takes Fire on Lake Cayuga.

A despatch from Ithaca, N.Y., says: Seven persons are known to be dead and many more injured as the result of the burning of the steamboat Frontenac, of the Cayuga Lake Transportation Company, on the north end of Lake Cayuga on Saturday afternoon. The identified dead are: Mrs. Homer Genung and her son Carl, of Freeville, N.Y., and Miss Julia McCreary, of Cohoes, a student of the Cornell Summer School; Estella Clinton, of Ithaca, and a Miss Sullivan, of Syracuse; the eight-year-old son of Howard Abel, of Ulysers, probably perished; Miss Bennett, of Utica, is thought to have been drowned in the lake. The steamboat was completely destroyed, burning to the water's edge, and now lies a wreck near the shore at Union Springs.

CONEY ISLAND SWEPT BY FIRE.

Seven Blocks in the Amusement Zone Burned.

A despatch from New York says: Coney Island, the playground of New York's millions, was visited by a disastrous fire early Sunday and seven blocks in the amusement zone were completely destroyed. Tilyous' Steeplechase Park, and nearly twenty small hotels were wiped out and for a time the flames threatened Luna Park and Dreamland, and scores of smaller places, which fringe the water's edge for a mile. A lucky shift of the wind to seaward aided the firemen, and probably saved the whole picturesque area, but not until a million dollars' damage had been done.

RAN TRAIN THROUGH FIRE.

Train Loaded With Chinese Runs Upon Burning Bridge.

A despatch from Fort William, Ont., says: That another terrible wreck did not occur on the C. P. R. on Saturday morning is due to the bravery of two of the company's employes, who risked their lives to save a trainload of Chinamen, who were going through to New York on a special train. Engineer McAdam, who was on the engine drawing the Chinese special, was approaching the Rideout River at great speed, when, glancing ahead, he noticed that the big bridge was a mass of flames. He threw on the emergency brake and called to the fireman to jump, which both men succeeded in doing without injury. When the engineer gathered himself together he noticed that the train had run right into the middle of the burning bridge and that already some of the coaches were on fire. He immediately climbed aboard and ran forward to the engine, through the cars. The engine was in the centre of the flames, but the engineer pulled open the throttle and ran part of the train across the bridge. When safely across it was discovered that six coaches were still on the bridge, the coupling having broken loose when the brakes went on. Another train was also due in a few minutes, and there was grave danger of it running into the rear of the coaches. Brakeman Wilson rose to the occasion and swam across the river, climbed up on the bank, hurried down the track, and flagged the approaching train. The engine was soon uncoupled and three of the cars were pulled away to safety. Three others were totally consumed by the flames, but the occupants all escaped. Ten sections of the bridge were also destroyed and all traffic was tied up for over seventeen hours

BRITISH WARSHIP LAUNCHED.

Another Dreadnought Takes the Water at Portsmouth.

A despatch from Portsmouth says: The battleship Bellerophon, another Dreadnought, was launched here on Saturday afternoon by Princess Henry of Battenberg. The new warship has a tonnage of 18,600, which is 700 more than the Dreadnought, and she will embody a number of improvements gained as a result of the Dreadnought trials.

OTTAWA IS GROWING.

Directory Estimates Total Population at 80,734.

A despatch from Ottawa says: A substantial increase in population marks the close of the year in Ottawa, according to the Might Directory figures. Lowering the multiple from 3 to 2¾, the same as taken in Toronto, the total is estimated at 80,734. The company has in its latest book 29,358 individual names, an increase of 1,568 over last year.

FORTY MEN IN A SEWER

All Would Have Been Drowned But For Foreman's Coolness.

A despatch from New York says: Forty laborers ran, swam and fought for their lives when the new sewer in West 46th street was flooded on Tuesday night, and but for the coolness and determination of Foreman Ben Connors all must have perished. The men were working in the tube, which is eight feet in diameter, a block in length and forty feet below the surface. Suddenly a break occurred in the old sewer above them, and the escaping water poured into the open end of the tube. The only exit was at the opposite end, where an air shaft led to the surface.

A moment after a stream first trickled into the tube, the flood came, and when the men turned to run the water was at their knees and rapidly rising. Half way to the shaft the water was at their waists, and, fighting, the men wedged themselves into a helpless mass until none could make progress, and all were in imminent peril of drowning. Then Connors, who led the way to the shaft, took a hand, and swinging an ugly club, threatened to brain every man of them if they did not obey him. Then he ordered them to form four abreast and march. Some marched, but more swam, as by that time the water had reached the necks of the taller, while those of lesser height had been swept from their feet. One by one they gained the shaft and climbed the ladder to the street. Connors was the last to leave the sewer, and when he did he rose from six feet of water.