

# The Chatham Daily Planet.

VOL. X.

CHATHAM, ONT., THURSDAY, MAY 23, 1901

NO. 149

Butterick Patterns

THOMAS STONE & SON

Fashion Sheets Free

## As Honest as the Sun

We assume the responsibility of leadership and claim that the employees now lending us their assistance, are experienced and capable of serving you in a satisfactory manner. The goods we offer are all of a superior quality and no misrepresentation is permitted in regard to them, the values we offer are worthy of your notice. **COME LET US DO SOME FIGURING—** Here are two special high grade skirts—these are well made and full width, look at these figures, then do your thinking, it pays to trade here will be your verdict.

### Special A

This Skirt if you have it made costs:—

4 yds. all-wool serge at 60c.	\$2.00
5 yds. lining at 12c.	35c
1 1/2 yds. canvas at 15c.	22c
Velvet binding.	25c
Making.	\$1.50
	\$4.60

### Now Then

We furnish you with this skirt complete, ready-to-wear, in the latest style at \$3.50. And with taffeta silk bands, at \$4.00. It pays to trade here—I guess—yes.

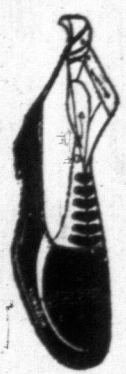
### Special B

This Skirt if you have it made costs:—

4 yds. cheviot serge, at 75c.	\$3.00
6 yds. lining at 12c.	75c
2 yds. canvas at 15c.	30c
Binding.	25c
Taffeta silk bands.	75c
Making.	\$2.50
	\$7.55

We sell this Skirt, complete, being the very latest style, graduated bouffant, etc., at \$6.50. Showing a saving of \$1.05. Does it pay to trade at Stone's? You can save dollars if you will.

THOMAS STONE & SON, Direct Importers



## Patent Leather Shoes

Will be the Correct Style for Dress Wear

**WE HAVE** just received a line of Men's Patent Kids, which are the most Up-to-date article on the market.

Patent Kid is a safeguard against cracking.

We also carry many other styles in Lace, Button and Congress.

# TURRILL

Agent for Florsheim Shoe.

### NEW ELECTRIC ROAD.

Windsor, May 22.—The Sandwich Town Council last night granted a franchise to John A. Auld, M. P. P., to build an electric road from Windsor to Amherstburg, the road to be known as the South Essex Electric Company. The road will be continued to Kingsville and Leamington. It was stated at the meeting that H. A. Everett had been approached on the subject, and that it was highly probable that some of the Cleveland's money would be invested in the project. The road must be commenced within a year, and finished within two years. The rate of fare was placed at a cent and a half a mile. No fare to be less than five cents.

**MONEY TO LEND ON MORTGAGES.** Borrowers should apply personally to The Chatham Loan & Savings Company, and secure advantages of best rates, low expenses, etc.

## DISASTROUS FLOODING

At Least Eight Lives Have Been Lost in the Waters of the Upper Tennessee.

The Damage to Property it is Believed Will run up into the Millions.

Knoxville, Tenn., May 22.—Millions of dollars damage has been done, and at least eight lives lost in Upper Tennessee by the floods which have begun their work of destruction where a dam across the Doe River at Elizabethton gave away yesterday. Mountain streams emptying into the Doe and White rivers swelled those streams beyond all proportions hitherto known, submerging Elizabethton, a town of 2,000 people, located at the junction. All property in the path of the flood was destroyed, and people rendered homeless in a moment.

The Cherokee river, in Green county, and the French Broad, in Jefferson, are also out of bounds and growing crops have been swept away all along their courses. Telegraph wires generally are down.

On the Cherokee river, three children of Joseph Hill were drowned in his home. On this river six bridges, worth \$60,000, were washed away, while the damage to farms, outhouses and stocks along the stream in Green county will amount to half a million dollars. At Leipers Mill, on Cherokee river, two brothers fell from a boat into the river, one being drowned.

A narrow escape from death by the floods occurred near Greenville, where a Mrs. Johnson and two other women were rescued from the second story of their dwelling as the floods was overwhelming the house.

**PEOPLE HAVE LEFT HOMES.** The Holston river is rising rapidly. At Morristown 12 houses floated past today, and one corpse went past on driftwood. The French Broad has reached within four feet of the flood of 1867, and is rising 12 inches an hour. At Knoxville, the Tennessee River is nearing the 30 ft mark, with indications that it will reach 36 feet tomorrow. The warning has been heeded, and houses are being vacated along the river bank.

Hinton, W. Va., May 22.—New river is higher tonight than in twenty years, and much damage is already reported. An unknown man was seen at dusk to pass down the river on a saw log, and went over the rapids below.

The man was certainly drowned, as there was no possible chance for him to escape. As he passed the city a signal was given by him, and he also fired three shots from a revolver; but he was so far out in the water that it was impossible to reach him.

Several houses have already been swept away, and if the river continues to rise many more will be swept away. Many of the families are now moving out, and as the city is in darkness, it is difficult. The water rose a foot an hour this evening.

### ONTARIO ELECTIONS

An Ottawa Report Says They Will be Held in September.

Ottawa, May 22.—It is stated that at a meeting of representative Liberals here, held last evening, it was decided that the Ontario elections would be brought on in September next.

## CITY BOARD OF TRADE

### NOW AN ACTIVE REALITY

Representative Meeting of Citizens Organize an Industrial Council at Harrison Hall Last Evening.

The Maple City possesses a Board of Trade.

Last evening's meeting of citizens in the City Council Chambers for the purpose of organization was well attended and representative. It evidenced the universal interest taken in the project and presaged its success. The meeting was a testimony to the wide-awake industrial condition of the Maple City.

John Piggott, president of the late Board, occupied the chair, and there were also present:—Thos. Scullard, John Morton, Arch. Lamont, P. D. McKellar, G. P. Schofield, J. E. Thomas, S. Stephenson, Wm. Ball, N. H. Stevens, F. F. Quinn, Manson Campbell, T. A. Smith, F. Marx, A. E. Galbraith, Douglas Glass, D. M. McLachlan, W. A. Hadley, W. R. Landon, Thos. Tennant, L. E. Tillson, J. A. Walker, J. S. Turner, J. F. McKee, J. A. Cathcart, Caleb Wheeler, Chas. Dingman, J. J. Couzens, W. Gordon, Geo. Turritt, J. W. Kenney, Alister McKay, Mayor Sulman, W. E. Rispin, John Waddell, W. D. Sheldon, Hugh Malcolmson, Charles Austin, D. Westman, E. A. Lister, J. S. Lane, W. H. Harper, Andrew Northwood, Wm. Rennie, W. A. Cornish, Ald. Cowan, D. A. Hutchinson and others.

Mr. Piggott, in opening the meeting, spoke in a very pessimistic manner of the Maple City and its past. He said taxes were increasing and population decreasing, that more were leaving the town than were coming into it. He believed it was going back. It was for the citizens to get together and consult and make improvement.

J. E. Thomas, who was called away early, expressed his sympathy with the Board of Trade project and submitted his name as a member.

Thos. Scullard, secretary-treasurer of the old Board, gave a statement of

the finances since '91, showing a bank balance now on hand of \$6.64. On motion of Messrs. Waddell and Lamont all arrears of fees were written off.

Some 38 citizens signed the membership roll of the new Board. Fred F. Quinn took earnest exception to Mr. Piggott's opening remarks. If citizens had nothing good to say of the town, they should say nothing. This was true of the press, also. He, Mr. Quinn, had been in Chatham for some eighteen years and in that time the progress had been wonderful. He hoped the press would eliminate much that had been said.

Ex-Mayor T. A. Smith spoke energetically along the same lines. Chatham had made big strides in every way and would progress still more. He trusted that the Board of Trade and City Council would work energetically together.

N. B. Stevens also held the same views. He was proud of Chatham and its steady business development, its splendid schools and churches.

Nominations for the presidency brought out the following names:—

Manson Campbell, by F. F. Quinn and G. P. Schofield. John Piggott, by Manson Campbell and H. Malcolmson.

Fred F. Quinn, by C. A. Austin and N. H. Stevens. N. H. Stevens, by T. A. Smith and John A. Morton.

C. A. Austin, by F. F. Quinn and A. D. Westman. All the gentlemen withdrew except Mr. Piggott, who was then declared elected.

Ten names were submitted for vice-president and a ballot was taken, upon which F. F. Quinn was chosen.

W. R. Landon was unanimously elected secretary-treasurer.

The executive committee is as follows:—A. D. Westman, G. P. Schofield, Manson Campbell, N. H. Stevens, J. F. McKee, H. Malcolmson, D. McLachlan, W. A. Hadley and C. Austin.

The meeting then adjourned to the call of the chair.

## HIS MAJESTY KING EDWARD

### EXPERIENCES NARROW ESCAPE

Was on Board the Yacht Shamrock II When Sudden Squall Struck Her—His Majesty Maintained Remarkable Coolness.

Southampton, May 22.—The cup challenger, with King Edward and party on board, was totally dismasted to-day by a squall off Cowes, Isle of Wight. The King, who was on deck, had a miraculous escape. Topmast, mainmast and bowsprit were broken short off. The disaster occurred while preparations were being made for the start off Brambles buoy. The squall struck the yachts broadside on.

**ADDITIONAL DETAILS.** King Edward, desiring to take a more active part in the proceedings than was possible from the deck of the Erin, was taken on board the Challenger, accompanied by Sir Thomas Lipton. While the yachts were manœuvring for the start a squall came without the slightest warning, and the bowsprit of the challenger was carried away short. The extra strain thus thrown on the topmast proved too much for the spar. It whipped, broke and doubled off to leeward, carrying the whole weight of the jackyard and gear over the side in a terrible tangle. Almost as the topmast fell, the great steel mainmast, weighing over two tons, and carrying spars and gear weighing an additional three or four tons, swayed for a moment, and then by great good fortune plunged over the side into the water, with the sound of breaking wire and tearing gear in the air.

The members of the royal party were seated on deck, close to the companion-way. The King was showing keen pleasure, watching the fight with Captain Sycamore was making for the advantage at the start. The yacht was racing along at a formidable angle, and the sloping deck, with a mere fringe of rail, seemed a rather perilous place for the accommodation of the visitors. As the wreckage swept the deck it was most astonishing that no one was injured.

For a moment or two the situation appeared to be very grave. The King maintained his composure. Most of the headmen went overboard. Within five seconds of the disaster, the Shamrock I. bore around to tender assistance, when she in turn was caught by the squall, and her gaff and topmast spars collapsed, leaving her helplessly crippled. The press tug following the racers ranged alongside the helpless yachts, and a torpedo boat, sent by the Admiralty, sent the Shamrock I. and the Sycamore sent the rescuing message that all on board had escaped without injury.

As quickly as possible the King and the royal party were transferred to the Erin, and later the King, accompanied by Sir Thomas Lipton, landed at Southampton en route to London.

The crews of the racers set about clearing away the wreckage. Owing to the unyielding nature of the spars and gear it was found impossible to get them on board, and they were cut away and allowed to sink after buoys had been placed to mark the places. The yachts were then towed back to Hythe, to await a decision as to what should be done towards repairing them.

From the suddenness with which all the spars and canvass were ripped out of the challenger it looked as though everything had been blown out of her with one gust. The wind was fresh at the time of the accident, and was blowing occasionally in stronger gusts, but there was nothing in the weight of it to threaten disaster. It is probable that the whole gear would have stood the strain well enough had it not been for a weakness in the eye of the plate by which the hobsprits were secured to the stem. This eye was the first thing to break, and when it gave way the unstayed bowsprit was unable to stand the pull of the jib and broke off short by the stem-head. As it went the topmast stay was released and the spar doubled up under the pull of the big club topsail. The jar of these breakages and the slackening of the stays weakened the mainmast. After tottering for a fraction of a second it crumbled up, breaking first just above the jaws of the gaff, and then within three or four feet of the deck. The hobsprit part which was the first cause of all the damage had given trouble before, and was suspected of weakness.

The two ladies on board the Shamrock II. had a very narrow escape. At the time of the accident King Edward was standing at the champion hatch. The first words he said were:—"Is any one hurt?" He displayed great presence of mind. His first action, after the debris of the wreck had been cleared away, was to send a telegram to Queen Alexandra saying that he was safe.

**EXCITEMENT IN LONDON.**

London, May 22.—The Shamrock disaster caused much excitement in London, and there were many inquiries at Marlborough House. There is much speculation as to how the accident will affect the cup races. The editor of the Yachting World says there is no reason why the yachts cannot be speedily repaired, continue their trials and go to America on the date arranged. However, he is not sanguine of success. The damage to the challenger is estimated at £2,000 as nearly every scrap of her gear is gone.

**LOOKS LIKE NO CONTEST.**

Southampton, May 22.—Sir Thomas Lipton fears it will be impossible to repair the Shamrock II. in time for the races, and it looks as if the contest was off for this year. Sir Thomas Lipton will cable to the New York Yacht Club a long account of the ac-



for Men and Boys, both high-top and low, leather toe cap and strap across vamp, canvas tops, heavy rubber soles, just the thing for any kind of sport.

**Peace's NEW STORE**  
First Shoe Store from Market.

ident, with an expression of doubt if he will be able to fulfil his engagement. Nothing can be finally settled until the conference, which is to be held between the builders and Mr. Watson, the designer of the Shamrock II.

**A VERY CLOSE CALL.**

London, May 22.—The escape of King Edward during the dismasting of the Shamrock II. was narrower than at first supposed. The heavy steel boom of the challenger was just swinging aboard when the catastrophe occurred. Had the boom come a few seconds later the boom would have been in right over the deck and it is impossible to estimate what damage might have been done. As it was all the gear fell clear of the yacht, the end of the boom being just clear of her port quarter. When the mainmast went over it was still held by shrouds of metal, but it hung plum down and grounded in the mud. The Shamrock's gaff broke in two places, leaving the middle length swinging loose and supported by the peak halyard. As the Shamrock II. was being towed back to Hythe she picked up two doctors of Netley Hospital, whose boat had been swamped. King Edward died aboard the Erin in Southampton waters, and arrived at Southampton pier in the Erin's launch shortly after ten o'clock this evening. He was accompanied to the train by Sir Thomas Lipton. He received a cordial reception from the assembled crowd. The Mayor of Southampton and his wife were introduced to His Majesty when he landed. The King was in admirable spirits, and none the worse for his adventure. Accompanied by the Marchioness of Londonderry and Sir Stanley Clarke, King Edward left Southampton at 10.15 p.m., and arrived in London at midnight. The King drove to Marlborough House, where he was cheered by a small crowd awaiting his arrival. Numerous telegrams were awaiting him from Emperor William, the crowned heads of Europe and others, congratulating him upon his escape.

**LIPTON'S STATEMENT.**

The result of to-day's disaster, which could scarcely recur without great loss of life, can best be judged by the written statement made late to-night by Sir Thomas Lipton:—"My deepest regret is that to-day's accident prevents me from seeing the mark at the appointed hour, and compels me to ask the New York Yacht Club to grant me an extension of time. If they will be good enough to do that I shall race, even if I have to build a boat between now and the date agreed upon. I still believe the Shamrock II. a boat worthy to be the challenger, and that when this unfortunate chapter of accidents comes to an end, she will still stand a good chance of lifting the cup. I have not a single complaint to make against the boat. For the many telegrams of sympathy received from America to-day I am deeply grateful. No one is more thankful than I am that the catastrophe ended without fatality, and I may perhaps say that through out the trying moments His Majesty was as brave as a lion. His first thought was to inquire if anyone was injured.—(Signed) Thomas Lipton."

**A SPARELESS WRECK.**

Circumstances have reduced the Shamrock II. to a pitiful, spareless wreck. She now lies off Hythe. The story of the catastrophe is best told by Sir Thomas Lipton himself. After seeing his royal guest off to London, Sir Thomas gave the following interview to a press representative:—"We had just begun to make for the starting line when a fierce breeze sprang up. King Edward, Lady Londonderry, Mrs. Jameson, Mr. Watson, Mr. Jameson and myself were on deck, hanging on as best we might, for the challenger was almost at an angle of 45 degrees. The King started to go below. Just as he did so everything collapsed. A heavy block fell between the two ladies, and a wire rope struck me on the head, and momentarily stunned me. A sudden squall, an unexpected strain, and everything had given way. King Edward was half in and half out of the companion hatchway. What happened, how all the falling spars and sweeping sails did not kill or sweep someone over—Continued on Fifth Page.