

FOUR KILLED IN COLLAPSE OF BIG STORE

Peterboro Girls in Mantle Department Crushed to Death and Others Buried Beneath Debris.

ALTERATIONS UNDER WAY WEAKEN WALLS

KILLED AND BODIES RECOVERED.

Dorothy Sisson. Miss Boddison.
Mrs. Findlay. Workman named Cuffe.

SERIOUSLY INJURED.

Mrs. Sidney Middleton. Henry Manley.
Miss Tucker and a number of others.

UNKNOWN DEAD.

It is feared that several persons are under the debris, and have not been recovered.

[Special to The Advertiser.]

Peterboro, Aug. 28.—Four people were killed and a score injured when the big Turnbull millinery and drygoods store, at the corner of George and Simcoe streets, collapsed, carrying down into the basement the human cargo of clerks, morning shoppers, and also a gang of workmen who were reconstructing the northwest wall.

THREE VICTIMS WOMEN.

It is practically assured that the list of dead will number four, three being women.

Four persons have been taken to the hospital, one seriously injured, and two girl employees of the mantle department are still buried in the ruins. These are Miss Dorothy Sisson and Miss Boddison.

FOUR IN HOSPITAL.

Four in the hospital are Mrs. Findlay, customer, whose back was broken; Harry Manley, carpet layer, whose leg was broken; Mrs. Sidney Middleton, customer, and Miss Tucker, employee of Mantle department, neither of whom is seriously injured.

REPAIRS BEING MADE.

Extensive repairs were being made to the Barrie building, which adjoins the Turnbull store. A partition wall had been removed, with the result that the three-story departmental structure was weakened. Thirty feet of the outside wall on the northwest corner suddenly fell away, carrying the workmen on the outside and the clerks and shoppers within, down to injury or death.

Two men were working on the Barrie building and a dozen on the Turnbull structure. The plan was to place a new front on both buildings, which were being made into one.

FIFTY GOT OUT SAFELY.

Immediately a collapse occurred, and 50 employees rushed into the street in a panic-stricken state. When the extent of the disaster was realized, 100 volunteers at once began to search the ruins, and the hospitals sent all available ambulance and nursing facilities to the rescue.

FOUR BODIES TAKEN OUT.

Up to noon the dead bodies of three unidentified women and one man had been taken from the ruins of the Turnbull store.

Eight other injured persons have been sent to their homes or the hospital. The man who was killed, Cuffe by name, was employed with the construction gang.

Miss Dolie Sisson, a clerk, is dead. Her cousin, Eva A. Sisson, saleslady in the ready-to-wear department, escaped. It is believed that the death list will reach six at least.

LOSS IS \$50,000.

The financial loss will be heavy, and is now estimated at \$50,000. The large majority of the seventy clerks employed were uninjured, and made a panic-stricken rush for safety when the building went down. Immediately the firemen were called, and with large crowds of volunteers frantically searched the ruins for the dead and injured. Doctors and nurses waited to render what assistance they could.

FIRST REPORTS STARTLING 25 REPORTED KILLED

[Canadian Press—11 a.m.]

Peterboro, Aug. 28.—The large store at the corner of George and Simcoe streets, at which alterations were being made for the J. C. Turnbull Company, has collapsed.

Several clerks and workmen have been taken out from the debris dead.

It is stated that the dead will number 25. The disaster is one of the worst that ever happened in Peterboro.

The Turnbull Company had between 60 and 70 clerks employed in their store, but the large majority escaped without injury.

The wall separating the two stores on the ground floor had been removed, and only those employees and customers on the second floor of the building when it collapsed were in the danger zone. So far no fatalities have been received. Gangs of men are removing the debris, and the worst should be known by noon.

There are four dead and seven injured in the collapse of the store. The militia has been called out, and is guarding and searching the ruins for the bodies. The four taken out dead are girls. The cause of the collapse was the congested condition of the store owing to a rush sale that was started this morning. The building was a new one and was opened for the first time this morning. A great crowd besieged the doors, and when all were inside the whole building collapsed.

CALLS UP MEMORIES OF THE REID DISASTER

[Special to The Advertiser.]

Peterboro, Aug. 28.—At 9:40 o'clock this morning the worst disaster in the history of Peterboro occurred, when the Barry store, next door to the Turnbull department store, collapsed and carried down twenty persons. Four bodies have been taken from the ruins, seven or eight are seriously injured, and it is possible that a number are confined under the debris.

WAS BEING REPAIRED.

The Barry store, on the corner of Simcoe and George streets, was recently acquired by the Turnbull interests. The mantle department of the Turnbull company was on the top story of the Barry building, while repairs were being made to the two lower stories preparatory to its occupancy by the Turnbull company.

WARNED BY TREMBLING.

Repairs were being made to the building by Ald. Johnston, contractor, and it is supposed that the walls were weakened. The whole structure began to tremble suddenly, and workmen in the upper stories and a number of girls in the mantle department had time to get out before the crash came. The old store was also given warning, and the 50 or 60 employees streamed into the streets.

(Continued on Page Eleven.)

THE GIANT IMPERATOR, which was badly damaged by fire which started as she lay at anchor at Hoboken, N. J.



TWO KILLED WHEN FIRE SWEEPS WORLD'S BIGGEST OCEAN LINER

Flames Soon Got Away From Ship's Own Brigade and New York Fire Tugs Were Called—Interior of Great Emperor Is Badly Damaged.

[Canadian Press.]

New York, Aug. 28.—The steamship Emperor, the largest vessel afloat, was swept by fire early today as she lay at her dock in Hoboken, with her crew and 1,131 steerage passengers aboard.

Second Officer Gobrecht, who led the crew into the hold to fight the flames, was out from his men, enveloped in a cloud of smoke and suffocated, his body being found an hour later, untouched by fire, and brought ashore.

A seaman, one of the party who went down with Gobrecht into the bowels of the vessel, was missing at roll-call. He undoubtedly perished also.

A fleet of fire-fighting craft, augmented by apparatus on shore, surrounded the ship and poured tons of water into her hold. When the fire was checked at 8 o'clock, the great vessel had listed fifteen degrees.

Panic in Steerage.

The small army in the steerage, aroused from their sleep by the crackling of flames, rushed, panic-stricken, for the pier. Most of them returned to the ship for their clothing when reassured by the ship's officers, and spent

the remainder of the night huddled in discomfort at the shore end of the pier.

None of the steerage passengers had been inspected by the customs or health authorities. Because of this, armed guards surrounded them. The immigration authorities planned to rush them to Ellis Island at the earliest possible moment this forenoon.

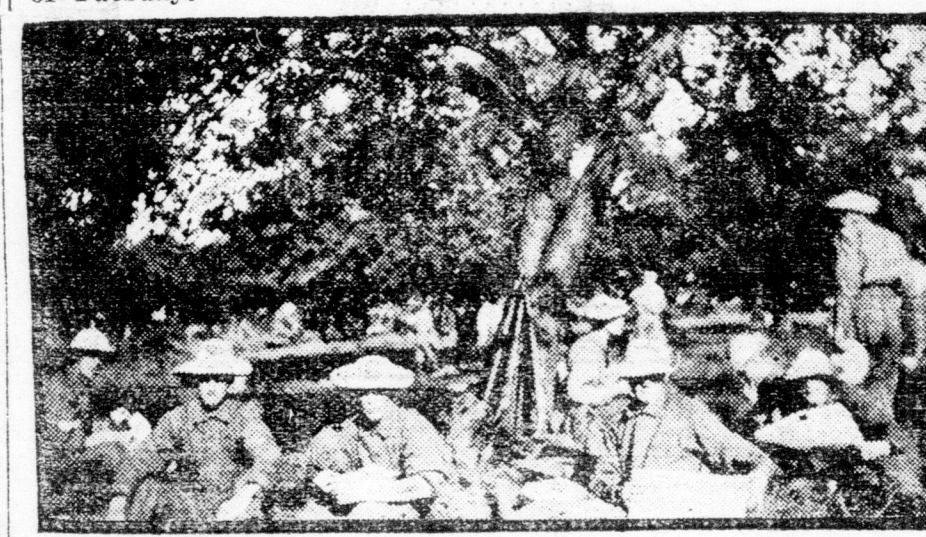
All Were Asleep.

The great ship was dark, with all on board asleep, save the officers on watch, when smoke, ascending from the provision room, was discovered simultaneously a seaman on deck watch, and a petty officer on the bridge. Almost at the same moment the crackling of flames was heard in the steerage quarters.

A quiet alarm was sounded. Capt. Ruessor, commander-in-chief of the vessel, was among the first to respond. The crew of 1,180 men were in their places within a minute. The complete fire-fighting apparatus of the vessel was set in motion. Every compartment was ordered closed except those which it was necessary to leave open for steerage passengers to get ashore.

Continued On Page Four.

NO. 2 COMPANY of the Seventh Regiment at breakfast during the bivouac at Culver's farm at early morning of Tuesday.



RED FORCES ARE VICTORS; INVADERS ARE DRIVEN BACK

[Special Staff Man.]

Mount Brydges, Aug. 28.—Noon.—London is safe. At noon today the defenders, or Red Force, drove back the invaders, or Blue Force, on Mount Brydges, thus bringing the manoeuvres to an end. Both "armies" are now encamped on the fair grounds. While the umpire has not given any decision it is generally conceded that the Red force is victor in the manoeuvres that have been going on since Tuesday evening. The Seventh of London has been well to the fore in all operations, and headed the column which entered Mount Brydges on the heel of the enemy.

Mount Brydges, Aug. 28.—In a cold drizzle of rain, which set in about 7:30 a.m., the contending Blue and Red

THE WEATHER.

The temperature by The Advertiser thermometer at noon today was 68.

TOMORROW—CLEARING, COOL.

Toronto, Aug. 28.—8 a.m.

Today—Winds increasing to strong breezes and moderate gales, southerly shifting to westerly and northwesterly; showers this evening and tonight, with local thunderstorms.

Friday—Strong breezes, west to north-west; clearing and cool.

Temperatures. The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Stations.	High.	Low.	Weather.
LONDON	60	50	Rain
Quebec	78	62	Clear
Winnipeg	68	52	Cloudy
Port Arthur	62	56	Rain
Barry Sound	76	60	Cloudy
Toronto	70	60	Cloudy
Ottawa	70	60	Cloudy
Montreal	74	64	Cloudy
Quebec	78	68	Clear
Pathe Point	82	74	Clear

Weather Notes. A depression which passed over Manitoba yesterday is now approaching Lake Superior with increasing energy, indicating showers and local thunderstorms from Ontario eastward, attended by strong winds.

forces clashed about half a mile south of Mount Brydges this morning, and by 10 o'clock fighting was general, following a night of ceaseless vigilance, and long marches. The men, swathed in great-coats, fought with commendable spirit. The Blue artillery took up a strong position near the left flank of their line, close to the Mount Brydges cemetery, a position from which the Red cavalry was driven during the early part of the morning. The Red Battery, under Lieut. Scandrett went into action and a heavy artillery duel ensued, the guns being a little over a mile apart.

A Forced March.

A forced march of two hours in the darkness of early morning brought the Blue force to Mount Brydges. A general advance of the Red army began at 9:30, following the intelligence that the cavalry were in conflict near Mount Brydges. They occupied a thickly-wooded ridge overlooking a valley about a mile wide and facing the enemy's position, and supported by their artillery, were advanced in skirmishing order at 11 o'clock. The Blue infantry put up a stubborn resistance and the rattle of musketry fire could be heard for miles around.

Good Cover.

The Blue force with their artillery are occupying the opposite side of the valley on ground covered with thick bushes, offering good cover. A large cornfield extended along their front. The Red force, and, in fact, both forces, spent a strenuous night. The Red force moved from bivouac at 2 o'clock in the morning, moving in the direction of Christina. The night was very dark, the thin wisp of moon shedding little light to betray the movements of the column.

Continued on Page Eleven.

CRISIS IS IMMINENT IN MEXICO AND PRESIDENT WARNS ALL AMERICANS TO LEAVE AT ONCE

RAILWAY BD. WILL INQUIRE

Refuses to Let Roads Raise Eastern Canadian Freight Rates.

MILLERS UP IN ARMS

[Special to The Advertiser.]

Ottawa, Aug. 28.—The railroads will have to show reasons before they can raise freight rates in Eastern Canada of grain and grain products. Some time ago the railway filed tariffs which proposed increases up to six cents.

A protest to the railway board was made by the millers of Ontario and the Camps Milling Co. The commission has responded by forbidding the companies to charge the new rates, until it is established to the satisfaction of the board that such increases are justified.

ROYAL BANK SAYS CITY IS TAKING BANK'S PROPERTY

Protest Made Against Removal of Fittings in Hydro and Waterworks Office.

Water Commission Says Agreement Would Have No Effect on the Furnishings.

Formal notice was served on the city this morning by Local Manager F. E. Karn, of the Royal Bank, that the city was removing fittings from the city hall property on Richmond street that was rightfully the property of the bank through its purchase of the building two years ago. Manager Karn backed up his formal notice by a protest to General Secretary Oliver Ellwood, of the water commission, that railings and partitions were being taken out from the hydro and waterworks offices, down stairs, that belonged to the bank.

In Hands of Solicitor.

Other than to take the formal notice to City Solicitor T. G. Meredith, Mayor C. M. R. Graham took no action this morning. The case is now in the hands of the city solicitor, and any further action on the part of the bank officials will be referred immediately to Mr. Meredith.

Manager Karn's protest is a "blanket" one, no particular fitting, or fittings, being specified. His verbal objection, however, was to the removal of the iron grills and the heavy counters in the waterworks-electrical department office. His contention was that these fittings, having been in place when the building was sold, they were part and parcel of the property.

Are Fittings Included?

In this, however, he is mistaken according to Secretary Ellwood. The latter declares that an agreement between the city and the bank would have absolutely no effect on the fittings of the water commission offices. The water commission, as a tenant of the city hall, is simply a lessee of its premises in the city hall. All counters, grill work and fixtures were purchased by the water commission, and are therefore immune from any claim that might be instituted by the bank.

Manager Karn refuses to discuss the case whatever.

"We have nothing for publication," was his statement when asked by The Advertiser what particular fittings or equipment was referred to in his notice.

According to Mayor Graham, the formal objections were simply served on the city to cover up any possible difference that might result in the future between the Royal Bank and its former tenants—the city of London.

"So far as I can see it was simply served to protect the local interests of the bank," said the mayor. "There is a difference of opinion between the bank and the city as to what belongs to us and what they own, but nothing was specified in the notice of Mr. Karn."

Special permission for the removal of partitions, erected since the bank purchased the building two years ago, was secured some time ago from the head office of the bank, although it is claimed that such a procedure on the city's part was unnecessary. The permission from Montreal allowed the city to remove any or all partitions that would not weaken the building.

BRO. ALBERT WEBBER, of Winnipeg, elected High Court Senior Woodward of Ancient Order of Foresters



Wilson's Demands Are Humiliating and Uncalled For Says Gamboa in What Is Regarded as an Ultimatum to the States.

SAYS CONDITIONS ASKED OF HUERTA ARE BASED ON GRATUITOUS SUSPICIONS

Wilson Advises Embassies to Notify Mexicans That They Will Be Held Responsible for Any Losses or Injuries to Americans.

[Special to The Advertiser.]

Washington, Aug. 28.—President Wilson last night warned all Americans to leave Mexico at once. At the same time the American embassy and all consular representatives throughout the southern republics were instructed to "notify all officials, civil and military, in Mexico that they would be held strictly responsible for harm or injury done to Americans or their property."

Mexico's Reply.

Official Washington read with great interest the reply of the Mexican Government to the American mediation proposals, the text of which the President laid before Congress today.

The reply, which was written by Gamboa, the Mexican minister of foreign affairs, contains what is almost an ultimatum in serving notice upon this country that recognition of the Huerta Government was the only condition upon which mediation would be considered.

Gamboa refers to the American demands as humiliating and unusual in character and declares that they would hardly have been admissible "even in a treaty of peace after a victory."

The reading of the Mexican communication cleared up many points about which information has been vague thus far.

GAMBOA'S REPORT.

[Canadian Press.]

Mexico City, Aug. 28.—Without comment, Federico Gamboa, the minister of foreign affairs, presented to the standing committee of the Mexican Congress

JOINT OPERATION IS BEST SCHEME FOR L. & P. S. ROAD

Head of National Drug Co. Believes "Taxpayer's" Solution of the Problem To Be Sensible and Financially Sound and Would Greatly Help London.

Mr. E. C. Mitchell, president of the National Drug and Chemical Company, and vice-president of the London Board of Trade, this morning gave his opinion on the scheme proposed in The Advertiser by "Taxpayer" for the joint operation of the London and Port Stanley Railway by the steam railroads.

"I think it the most sensible and financially sound proposal that has so far been made," Mr. Mitchell said. "I may say that from the outset as a shipper and a citizen I have been opposed to the electrification scheme, and that nothing that has been said on the question has convinced me of its feasibility. Rather have I become more and more convinced against it."

Opposed to Mr. Beck.

"But I don't think we should get mad at one another over the question," added Mr. Mitchell, with a smile. "We all give credit to Mr. Beck for the good things he has done, and it is regrettable that there should be any showing of bitterness. People feel too deeply sometimes in this

town, and I think the newspapers go a little too far once in a while.

"I don't think Mr. Beck realizes what this road means to us shippers, who are almost solidly opposed to him, in his present scheme. If he did he would, in the best interests of the city to which he has given such good service, try to bring about a situation whereby their interests would be served first."

"As it is now the only appeal that can be made for the service is of a fast passenger service to the lake. The man who goes to Port Stanley for two months in the year is not the one to be considered first. What he gives the road would not help much. Neither would the excursion business amount to much. It is a freight road which gives a wonderfully efficient service to hundreds of buying places in Western Ontario, and it would be destructive to the business interests if the freight were disturbed by re-shipping. When the people realize how vital a

Continued on Page Eleven.

ALMOND BALSDEN KILLED BY THUMB TOUCHING LIVE WIRE

Chief Electrician of the London and Lake Erie Transportation Company Met Instant Death at St. Thomas Sub-Station While Making Repairs.

[Special to The Advertiser.]

St. Thomas, Aug. 28.—Almond S. Baisden, chief electrician of the London and Lake Erie Transportation Company, was instantly killed at the St. Thomas sub-station today, when his thumb accidentally touched a live wire carrying 13,000 volts as he was helping Ed. Rapson, an electrician, remove a high-tension fuse.

One of the transformers got out of order, and was being repaired. As Baisden and Rapson were trying to remove the fuse it stuck. Baisden took a fuse frame and tried to remove it. In doing so his thumb barely touched the high-voltage wire, and in an instant he fell dead against Rapson.

A Careful Workman.

The dead man was 37 years old, and was generally regarded as one of the most careful men in the business. He had a thorough knowledge of electrical matters, having been manager of the St. Thomas street railway for some years, and taken part in the electrical work in connection with the Detroit tunnel. Later he went with the Pere Marquette, and last February was appointed chief electrician for the Lake Erie Company.

He only came back to work a few days ago after meeting with an accident at Lambeth when his foot was run over by one of the large rolls on which copper wire is coiled.

Mr. Baisden came from Sheddin, besides his wife, he leaves one son, aged 17 years. He was a very prominent Oddfellow.

ALMOND BALSDEN.