

MISPLACED SWITCH CAUSES AN ACCIDENT AT KOMOKA

Three London Trainmen Injured, But Not Seriously.

PASSENGER RUNS INTO FREIGHT

Passengers Shaken Up, But All Able to Continue Their Journey—Property Damage Not Heavy.

An accident which from the standpoint of property loss was not very serious, occurred on the Grand Trunk at Komoka about 8 o'clock this morning, when a passenger train ran into a freight standing on a siding. Both engines were damaged, and a baggage car and the first car of the freight were also made fit subjects for the repair shop, although the damage to them was slight. The coaches on the passenger train, which was the regular accommodation leaving London for Sarnia at 7:40 a.m., were pretty well filled, and the wonder is that, considering the speed of the train, the time of the accident, many of the occupants were not injured. The engineer and fireman jumped. Had they not done so they would have been buried beneath the tender.

WAS CLOSE TO SWITCH.

The freight train, which figured in the collision, was an extra east from Sarnia tunnel to the bridge, in charge of Conductor Tippet and Engineer Holmes (engine 709), of Sarnia tunnel. The conductor on the local was Adam Douglas, of London, with Engineer Cootie, also of London, in the cab, and Patrick Carney, of London, as brakeman. The freight reached Komoka at 7:42, and having orders to meet the accommodation there, it pulled down to the west switch and backed into the siding. The latter was not long enough to hold the entire train, and the engine and half a dozen cars were run into the siding next to the main line, and stood half a dozen rods from the switch. The scene of the accident is about a mile east of the station, with a semaphore to the east of this again, and with all signals favorable the local generally passes the point at a rate of 20 miles an hour. The semaphore was down this morning, but before Engineer Cootie was aware that the switch was set for the siding it was too late for him to stop. A few seconds and the trains were together.

THE ENGINEER JUMPED.

Immediately on realizing what was about to happen Cootie shut off his engine and, calling to his fireman, he did likewise. He did so none too soon. The engines came squarely together. There was a rush of escaping steam. The passengers had no warning whatever of what was about to take place, and before they were aware of it they were thrown forward in their seats and into the aisles, many of them being bruised. Cootie was most seriously hurt. With the engine going 20 miles an hour, he was rolled over time and again. Before he stopped he is supposed to have struck the rails. His fireman was more fortunate, escaping with a few bruises. The engineer and the fireman of the freight engine were thrown from their seats when they saw the accommodation approaching, being unable to do anything to avert the wreck.

THE DAMAGE.

The damage done was largely to the locomotives. That of the passenger train faced the nose of the two, the front end of the boiler was completely stove in, and the front trucks were also twisted out of place. The tender, which had been nearly struck, was forced upward and forward, completely

burying the cab of the engine, and also wrecking it. The works of the engine were ruined. The car immediately behind the engine was a baggage, and it escaped with a slight stove-in at one end. The freight engine suffered in age, but not to the same extent as the passenger. The end of the boiler was crushed in, but the cab and the works escaped, while the only damage to the tender was the wrecking of one of the trucks.

A PECULIAR THING WAS NOTICED IN CONNECTION WITH THE COLLISION.

It was noted that the engine and load were with haled hay. The rear half of the freight was composed of new Lehigh Valley passenger cars, just out of the shops and en route to the Falls, where they are to be turned over to that company.

THE SWITCH WAS MISPLACED.

The cause of the accident was a misplaced switch. It was at first understood that the collision was due to the failure of the brakeman on the freight to set the switch for the main line after the train had taken the siding, but this was not the case. When the freight backed in, the conductor and brakeman say, the switch was set for the accommodation, and a number of the sectionmen had occasion to come along a moment later and use it. The switch was set for the siding by them, and left that way.

AUXILIARY AT WORK.

As there was no spill of cars, the wreck did not interfere in any way with traffic. The damage would have been much greater had the freight been moving at the time of the accident. Another thing which tended to reduce the extent of the damage was the fact that the freight engine had only half a dozen cars coupled to it. As it was, the first car of the freight was the only one to leave the tracks, none of which were torn up. Both engines left the rails. The auxiliary was sent to the scene from this city, and before the accident it had wrecked pretty well cleared up. Dr. Drake was on it, and attended to the injured train men. None of the passengers were so badly shaken up or bruised that they could not continue their journey. The injured men were taken to the city hospital. Cootie's chief injuries are to the head. With the assistance of two other men, he was helped to walk from the wreck to the station, where he was placed in the baggage car to be brought to London. Douglas and Brakeman Carney were also injured about the head. None of the trio are taken to hospital, as Cootie forced upward and forward, completely



MANAGER CARR'S VERSION:

Sticks and stones may break my bones, but letters never hurt me.

POLICE BALKED IN WHALEN CASE

Are Apparently Far From Solving the Mystery.

A SYRIAN'S PECULIAR ACTIONS

He Was Seen to Wash His Hands and Clothing in the Vicinity of the Tragedy.

Collingwood, Ont., June 1.—The problem which has been perplexing Provincial Detective Greer and the local police with reference to the manner in which little Glory Whalen met her death on Wednesday last has not yet been solved, and from present indications it does not appear likely that it will be for some little time yet. So far the efforts of the officers have been fruitless, and with all their skill they have been unable to find a single clue which promises to lead them to a knowledge of the identity of the man who so ruthlessly and cunningly slew an innocent child. Detective Greer left town Saturday afternoon by the south-bound train. He did not divulge his destination, but it is stated to be his destination. He was going down the line, and that he expected to drive back to town Sunday afternoon. He had not put in an appearance up to midnight, however.

A SIGNIFICANT ACT.

A circumstance which may mean much or nothing has been related to the police by a young man living on the outskirts of the town. He stated that just before dusk on the day of the murder, while he was looking out of his barn, he saw a Syrian peddler furtively approach a small stream near by and proceed to wash his hands. He then took a soiled cloth from his pocket, wet it and rubbed it vigorously on his coat sleeve, evidently in the endeavor to clean it. He was so fearful of being perceived, the man is described as being swarthy, clean shaven, short and stout, with bow legs. He wore a hat and a very narrow brow, a brown coat and blue derry overalls. This description tallies exactly with that of the stranger who furnished a revolver to the main street last week and for whom the police at Thornbury and Meaford were on the lookout.

MURDERED GIRL'S FUNERAL.

Glory Whalen's funeral, which took place yesterday morning at 10 o'clock, was probably the largest private funeral ever seen in Collingwood, and the only one which has surpassed it in point of size was the public funeral of the late Mayor Callery, five years ago. The pall-bearers were Russell Kendall, the young farmer who found the body; John Conn and Lawrence Allen, two young neighbors, and Herbert Smith, James Conroy and Thomas Conroy, three cousins of the murdered child. Over one hundred vehicles were in the cortege, which was over a mile and a half long. The funeral service was conducted at the Roman Catholic Church, of which the Whalen family are members, by Rev. Father Cleary, who is in charge of the parish during Rev. Father Keenan's absence in Ireland. Father O'Leary preached a brief but eloquent sermon, referring in feeling terms to the untimely taking off of the child, who had been a general favorite. The death angel, he said, had not been from the soothing embrace of a mother, but from the bloody hands of an assassin. God in his mysterious wisdom had not seen fit to stay the murderer's hand, but his loving kindness had saved her innocent body from defilement, while her pure soul was received by the angels. The punishment of her murderer, he said, was left with God and the civil authorities. In closing, Father O'Leary exhorted all to be ready for the unexpected summons. The interment was made in the Roman Catholic cemetery.

A FIENDISH PLOT

Plan to Blow Up Sanitarium at Battle Creek.

Detroit, June 1.—A Journal dispatch from Battle Creek says: It is common talk in this city that a plan to blow up the Adventist Sanitarium with dynamite during the Sunday dedication exercises at the time when Governor Bliss, his staff and twenty-five thousand people would be present, has been discovered. Everybody concerned with the institution denies the truth of the rumors. It is said that, after the receipt of an anonymous letter of warning by a sanitarium official, a thorough search was made of the building, with the result that oil saturated cotton was found in large quantities in the dormitory and east hall, and that two sticks of dynamite were found in the pipe that supplies the building with gas.

NO INCREASE FOR PRINTERS

Employees of Government Printing Bureau Report at the Old Scale of Wages.

[Special to The Advertiser.] Ottawa, June 1.—All the employees of the Government printing bureau reported for work this morning at the old scale of wages. The Ottawa Typographical Union notified the Government that on and after June 1 a new scale of wages would go into effect. The secretary of state, who controls the printing bureau, refused to be dictated to, and the King's printer told the employees that those who did not report for work would lose their position. The employees backed down this morning. The Government will pay the current rate of wages prevailing in private offices, but it will not concede the principle that the wage of civil servants who are employees of the public shall be fixed by an outside organization.

WEATHER BULLETIN

Sun rises, 4:30 a.m. Moon rises, 11:06 a.m. Sun sets, 8:51 p.m. Moon sets, 12:29 a.m. Tomorrow: Warmer. Toronto, May 31, 8 p.m.—The weather has been fine and comparatively cool from the lakes to the Maritime Provinces, and fine and warm in the Territories and Manitoba. Rain is still falling along the Mississippi valley and to the south of the lower lake region generally. Minimum and maximum temperatures: Victoria, 50-56; Calgary, 44-54; Qu'Appelle, 50-54; Winnipeg, 42-56; Port Arthur, 40-50; Pelly, 44-54; Port Arthur, 40-50; Ottawa, 38-58; Montreal, 42-62; Quebec, 40-58.

Monday, June 1, 8 a.m. Forecasts—Easterly winds, fine. Tuesday—Fresh to strong easterly winds, fair, stationary or a little higher temperature.

Stations.	8 a.m.	Min.	Weather.
Calgary	50	46	Clear
Winnipeg	48	40	Clear
Pelly	50	44	Fair
Port Arthur	56	48	Clear
Ottawa	50	42	Fair
Montreal	58	46	Clear
Quebec	50	40	Cloudy
Faher Point	48	38	Fair

WEATHER NOTES.

The weather is fine throughout the Dominion, with a tendency towards higher temperature in all districts. Heavy rain is falling in Ohio and Mississippi valley, and extends nearly as far as Lake Erie. Local temperatures—The highest and lowest readings of the thermometer at the observatory on Saturday, May 30, were: Highest, 61 above; lowest, 33.5 above. Local temperatures—The highest and lowest readings of the thermometer at the observatory on Sunday, May 31, 1908, were: Highest, 65 above; lowest, 35.5 above.

FIRE AND FLOOD DEVASTATES THE CITY OF TOPEKA, KANSAS

The Latest Reports From the Scene Say the Deaths From Drowning Will Not Exceed Twenty.

FIERCE FIRES ADD TO HORRORS OF THE SITUATION

Many Buildings Are Destroyed, But It Is Not Thought Anybody Perished in the Flames—Nearly Ten Thousand Are Homeless—Great Distress in Kansas City.

Kansas City, Mo., May 30.—A fire at North Topeka this afternoon threatened heavy damage. At 4 o'clock communication with that part of the town was cut off. Newspaper men have gone to the scene to report on North Topeka this afternoon requested the Kansas City fire department to send aid to fight the fire raging there, and arrangements were immediately made to do so. As train service between the two cities is badly demoralized, however, it is doubtful if a train could cover the distance inside of ten hours. Traffic out of Topeka in all directions is blocked, and it seems unlikely that immediate aid can be sent them from any point.

Topeka, Kan., May 30.—People who did not leave North Topeka last night when they had a chance are now in the great danger of losing their lives. As far as can be estimated at this time over 500 are beyond reach of rescue. The Kansas River rising at the rate of three inches an hour. Thirty are known to be dead, and the list will be larger. Hundreds are missing. If any portion of North Topeka shall escape destruction by the flood it seems tonight as though fire would finish the work. The large lumber yards of Jonathan Thomas caught fire this afternoon, and whole blocks of houses are burned. The work of quenching the flames, the loss of life will be appalling, and the property loss in the millions. Nobody can tell just what has been destroyed. The worst extends as far as the city and suburbs. Every foot of North Topeka, inhabited by 10,000 people, is under water. The current is so swift that no boat can live. Seven thousand people have escaped to the south side, and are being cared for as well as possible. The remaining ones have not yet been accounted for, and have been forced to the top floors or the roofs of buildings, and are waiting for the water to subside or carry them down stream. They are suffering from lack of food, and the buildings remain standing. Thousands of revolver shots and screams have been heard on the north side, signals for assistance. Women and children in the west part of North Topeka are standing on the highest points in reach and yet in water to their necks.

Four hundred houses have been burned in North Topeka, and that whole section of the town will go. As near as can be learned about 150 persons are dead. Most of these were burned to death.

CITY IS DOOMED.

A. P. Baldwin, who at great risk of his life, crossed in a boat to the north side, returned late tonight and reports that nothing can possibly be done to save the city from burning. Chief of Police Doff, Thomas Page and A. C. Hoffman, all of prominent families of the north side, are in the city. Mayor Bergendahl was rescued by Dr. L. L. Powell. A company of militia has taken charge of the work of saving the city, and owing to their efforts several hundred people have been saved who otherwise would have perished. In the auditorium tonight 2,000 homes are crowded. The society women of the city are there attending the refugees' needs. Great wagon loads of clothing and provisions have been sent, and the immediate needs of the unfortunate have been provided for.

150 DROWNED.

Topeka, Kan., May 31.—At 1 o'clock today the number of persons drowned in the flood which has submerged the city for 24 hours was known to be at least 150, and a larger number were missing. Several were reported drowned to death, but this could not be substantiated. From all over Eastern Kansas boats were rushed here for the rescue of the sufferers. The north end of the Mohan bridge, the only way of escaping both Topekans, went and a wire cable was stretched across the bridge. All of the pontoon bridges in the north side were washed out early this morning, and the only possible channel of reaching the survivors then was by boat.

After daylight nine bodies were taken out of the water. Soon after reports of drowning began to come in. A boat laden with men was swept away in the swift current about 7 o'clock this morning, all were drowned. A boat taking two men was capsized. The boats were too frail to live in the swirling water. More boats arrived from Emporia at 10 o'clock, and messengers have been sent to other towns for more. The river remained stationary after having fallen 7 inches. Heavy rains were reported from up the stream, and it is feared that another rise will set in. Eighty-five people are high and dry in the Page elevator. If the building holds together they will be rescued. In the B street colored Baptist Church nearly 100 people have been standing since yesterday. Many of them have doubtless fallen from exhaustion before this and are drowned. The building stands intact, and those who are left alive may be rescued. As seen from a high place on North street near the Rock Island bridge, the stream appeared to be widening. The bridge had not gone out, as was reported last night, but it was getting very shaky. The current was running with an increased speed. Small boats had no chance at all, and many were swamped. Even if they could successfully traverse the whirling, eddying stream for a mile, they would almost sure to be overturned by a striking against houses and other wreckage.

DEATH AND DESOLATION.

North Topeka is a scene of almost desolation. Not a square foot of land can be seen in any direction. There is but a small chance of any of the residences being left standing at the end of the flood period.

Sheep Lost Exaggerated.

Helena, Mont., June 1.—In reply to letters of sympathy from S. D. North, secretary of the Woolen Manufacturers' Association, former U. S. Senator Thomas C. Power, president of the board of sheep commissioners, has written that the sheep losses were not one-tenth of the number reported and that the recent storm, in soaking the range and inuring good grass for the remainder of the season, did more good than harm.

FEW TENDERS FOR FAST LINE

Competition Narrows Down to Two Companies.

THE C. P. R. AND THE ALLANS

The G. T. R., Refords, Donaldson, Thomson and Lord Lines Are All Out of It.

Montreal, June 1.—The time for sending in tenders to the Dominion Government for a fast Atlantic steamship service closes today, and from what can be learned, the mail bag of the Privy Council will not overflow with offers. The G. T. R., Mr. Robert Reford, of the Donaldson, Thomson and Lord Lines, and Mr. Torrance, of the Dominion Line, all say that they are not tendering. So far as Canadian shippers are concerned, that seems to practically leave the field to the C. P. R. and the Allan Line. It is generally believed here that these two companies may send in their tenders, but Mr. Hugh A. Allan will say neither yes nor no to the questions, while Sir Thomas Shaughnessy, president of the C. P. R., is quite reserved. From Mr. Allan's standpoint, any statement just now as to what the Allan Line has done would be premature, and he therefore wishes to let the matter stand until the tenders have been opened. Sir Thomas Shaughnessy says that, while he does not wish to say whether the C. P. R. has tendered this time, an offer from them made in the position of the C. P. R. in the matter, because these vessels were never intended for a fast mail service. In any event, the preparation would have to be taken advantage of, and a new fleet got together for the purpose. There is a belief in some quarters that the C. P. R. and the Allan Line have made an agreement, the Allan Line to withdraw from the competition. Sir T. Shaughnessy denies it. It is said also that the tender has gone in under the name of the C. P. R., the company having secured for the purpose the services of an agent.

EARLY ELECTION IN B. C. PROVINCE

Dissolution Expected as Result of Exposures.

LEADERSHIP OF THE LIBERALS

Some Doubt as to Whether Mr. Martin or Mr. McInnes Will Be Chosen.

Victoria, B. C., June 1.—The political situation has changed very little since Saturday, when Col. Prior, accompanied by Mr. Dunsmuir, went at 2 o'clock to Government House to lay before the Lieutenant-Governor the finding of the committee and the evidence they took. There is a good deal of unfavorable comment because of the repeated visits of Mr. Dunsmuir to Government House, and the Times, in commenting on the rumor that it was on Mr. Dunsmuir's advice that the Lieutenant-Governor has decided to grant Col. Prior dissolution, says: "He is as little qualified to give advice in such a grave emergency as one of the Chinamen whom he employs." The Times adds that the country is all but rid of the corrupt gang who have made the province a byword and a reproach, and calls upon the Lieutenant-Governor to do his share in the work of regeneration. The arguments against Col. Prior receiving the privilege of an appeal to the country are based on several grounds. Primarily, he has lost the confidence of the house, because he has been distinctly refused support even in the face of the grave position such a refusal creates. But the committee of the House, of which his own followers are in the majority, has not the facts in connection with the Chimney Creek tender scandal, which assists in discrediting him. Moreover, his Government has not been defeated on any question of policy on which he might claim the country would endorse him, but the defeat has followed the disintegration which was the sequel to the exposure of the scandal. One point in favor of the dissolution is that there is no one else in control of the House, and it is doubtful if anyone can obtain supply.

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