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TWENTY-THIRD YEAR

The Toronto World

EIGHT PAGES—MONDAY MORNING JULY 21 1902—EIGHT PAGES

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The most perfect floor covering—beautiful
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Manufactured solely by
THE GUTTA PERCHA & RUBBER MFG. CO
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ONE CENT

BROOME COUNTY SWEEP BY THREE CROUBURSTS

Mill Dam Broken and an Old Factory Building, Standing on a Bluff, Carried Down With the Rush of Waters— Family of Three Hurled to Destruction.

Binghamton, N.Y., July 20.—The heavy rains which have prevailed in this section for the past few days reached a climax last night, when three separate cloudbursts occurred within the limits of Broome County alone, and several in surrounding territory to the northward, breaking mill dams, washing out railroad tracks and highway bridges, and doing much minor damage, as well as delaying trains. As a result of the waters' mad work, four are killed and two seriously injured, and \$200,000 monetary damage has been done.

The dead: James Cook, drowned at Afton, Chenango County; Mrs. James Cook, wife of above; six-months-old child of Mr. and Mrs. Cook; Michael J. Ryan of this city, killed in washout at Harpersville, Broome County, on Delaware & Hudson Railroad.

Serious injured: Engineer Edward Farrin of this city; Fireman Willis E. Marsh of this city. The latter was killed on Saturday evening a cloudburst occurred in the town of Coventry, on the watershed drained by Bump Creek. The downpour soon sent this creek out of bounds.

The mill-dam of Afton, went out two miles west of Afton, went out carrying with it a great quantity of lath, saw logs and sawed timber to the Chenango River, two miles below. The water from the liberated mill pond rushed down the narrow valley in a wall ten feet high. The mill-dam and an old furniture factory, located about a mile above Afton, stood on the edge of a bluff with a deep ravine below. When the water reached this point, neighbors heard the Cook family, who lived in the upper part of the furniture factory, scream. When they arrived the water was ten feet deep in the yard and on the bank of this ravine lath they paused. Just as they entered the mill-dam, building and family were washed over the bluff, and the building and contents were literally ground to pieces in the raging water. The bodies of the Cook family were

FATHER OF RIVERS COSTLIEST FLOOD OVERCAME BY TORNADO TEN MILLIONS IN CROPS DESTROYED

Missouri Corn Lands Submerged by the Mississippi's Overflow—River Still Rising and Threatens to Carry Away Levees Protecting Thousands of Acres—Greatest Crops Ever Known Under Water Deep Enough to Float a Steamship.

Keokuk, Iowa, July 20.—The flood conditions are much worse to-day, and the Mississippi River is from two to ten miles wide for 75 miles below Keokuk and is rising rapidly. The flood is reaching far-outlying farms hitherto missed, and farmers in the lowlands on the Missouri side have lost everything but their houses on high banks, and a few fields behind the highest levees. Damage is also occurring on the Illinois side between here and Quincy. The Lima and Hunt levees opposite Canton, Mo., which protect many square miles of corn in Illinois, are constantly patrolled, and hopes are entertained that they may possibly hold. The greatest damage is on the Missouri side of the river between Keokuk and Hannibal, territory covering 800 square miles, and on which the corn was estimated at 80 bushels to the acre a few days ago.

Reports to-day are that in the territory indicated the loss will be over four million dollars chiefly to corn lands. The damage done along the Mississippi is greater than was expected or at first reported. One township in this county, Green Bay, is six or seven feet under water. It contains more than 11,000 acres of crops. Families there were driven out hurriedly, and some cattle were drowned. The levee 8 miles north of Burlington broke, inundating 3 square miles that had been considered safe.

The Skunk river, the most damaging tributary of the Mississippi, is roaring down with a flood approached but twice in the history of the state, 1851 and 1892. The water topped the record of 1892 and touched the highest record of 1851. This river rises in the center of Iowa and empties into the Mississippi 25 miles north of Keokuk. Eddyville, Ottumwa and Coppeck are among the heaviest losers from this cause.

Thousands of acres are submerged in Appanoose County, Iowa, and there is much small grain caught in the fields. The crops in other places is chiefly corn. A new element, which was busy getting out some city orders at 11 o'clock on Saturday afternoon, W. Scott had charge of the building, and it was his duty to look up Mr. Scott left at 3 o'clock, and at that time, after he went about the premises, he failed to see the deceased.

Whatley was 55 years of age. His loss at 11 o'clock on Saturday morning, survived by his wife, five sons and four daughters.

A post-mortem examination of the remains will be conducted to-day by Drs. Primrose and Harrington to determine the cause of death.

The manager of the firm was unable to say definitely yesterday whether or not deceased had received his share of the money. If he did the money was not in the pockets of the clothing worn by the deceased when the burglary occurred. "We are the victims of circumstances."

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HUNDREDS OF HOUSES UNROOFED, TREES TORN UP AND SCORES OF PERSONS INJURED BY THE MOST DESTRUCTIVE WINDSTORM THAT HAS VISITED BALTIMORE IN YEARS.

of wind threw the boom of the vessel around, knocked Schuler down, and pinned him to the deck. Another gust capsized the boat, releasing Schuler, who, with Cooper and his wife, was thrown into the water, leaving Mrs. Schuler and her children pinned in the cabin. Cooper saved himself and his wife by hanging to the bottom of the overturned boat and Schuler saved himself in the same way, after making frantic efforts to get at his imprisoned wife and children. A crew from the schooner Henry Hunt rescued Schuler and Cooper and wife, and towed the capsized vessel to the wharf, where it was righted and the dead bodies of Mrs. Schuler and her three children taken from the cabin.

Thomas Carroll, with four young men, was out in the harbor in a row boat, which was capsized. Carroll was drowned.

Have at a Camp Meeting. A colored camp meeting was in progress in Paradise Grove, near Fowlshean. A huge oak tree fell upon the tent. Several of the worshippers were caught beneath it as it fell, and William Cornish was crushed to death. The others were not seriously injured. The Sea Catholic Church in South Baltimore was damaged to the amount of \$700.

At the foot of Concord-street, the Merchants and Miners' Transportation Company's warehouse was unroofed, with small damage to the building, but the rain poured in on the valuable stock stored therein, doing damage which is estimated at from \$100,000 to \$200,000.

The gas reservoir in South Baltimore, containing about 300,000 feet of gas, was blown over the gas exploding, without injuring anyone, the damage being placed at \$15,000.

The damage to the shipping in the harbor was general, but not of a serious nature.

The weather bureau here reports that it was more in the nature of a whirlwind than a tornado. The wind blew at the rate of 24 miles an hour, and the rainfall was 50-100 of an inch. Reports from outlying districts are meagre, but so far as known the storm was confined to Baltimore and suburbs.

Struck by a Squall. Towchester, Md., July 20.—James B. Post aged 20, and Theodore C. Parker, aged 21, of Baltimore, who came here to-day on an excursion, were drowned this afternoon. They, with four companions, were rowing in the bay. A wind squall overturned the boat. The others were rescued.

Garment Workers Out. Twenty-Five Thousand on Strike in New York. New York, July 20.—Twenty-five thousand East Side garment workers went on strike to-day, and it is predicted 15,000 more will follow.

The Brotherhood of Tailors demands of the manufacturers a 50-hour working week, the payment of last year's union scale, a guarantee that the contractors or middlemen will pay union wages and employ union men, and also a guarantee that in case of middlemen defaulting they will get their wages.

The employers were willing to grant the 50-hour working week, but were not willing to take any pledges as to the payment of wages by the contractors.

Come to Barrie and take a look at Kidd's Creek, Little Lake, Fisherman's Point, on Wednesday, fare \$1.15.

GAYNOR AND GREENE REMANDED. Quebec, July 20.—The Gaynor-Greene case was continued in the Superior Court to-day. The whole case, including the motion to quash the last writs of habeas corpus, and His Lordship then took the case under advisement and the prisoners have been remanded for eight days till next Friday.

Monuments. The McIntosh Granite & Marble Company, Limited, 1111 and 1113 Yonge-street, 4360, Terminal Long-street car route.

OSBORNE—BROWN—On Thursday, July 17, in Elm-street Methodist Church, by Rev. Dr. German, assisted by Rev. Jos. Obery, Jessie, only daughter of Mr. S. M. Brown of Richmond Hill, to Dr. Wilber G. L. Spaulding of Toronto.

DEATHS. DURNAN—On Saturday, July 19th, 1902, at the residence of her parents, 182 McCaul-street, Helen, eldest daughter of Douglas and Phoebe Durnan, aged 3 years 3 months.

Funeral to-day at 2:30 p.m. to St. James' Cemetery. Friends and acquaintances please accept this intimation.

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DOWN AN EMBANKMENT ROCKLED HIGH TRAIN

Head-On Collision Near Rochester, Resulting in Killing of One and Injury of Many, Who Were Rescued From Passenger Coach Floated in the Canal Feeder.

Rochester, July 20.—A fatal head-on collision occurred between two passenger trains on the Lehigh Valley Railroad, near Hope Hospital, this city, this evening, in which one person was almost instantly killed and sixteen others more or less seriously injured. Both trains were running at a high rate of speed, when they came together. An engine with one passenger coach in one of the trains was thrown from the track and down an embankment and into the Erie Canal feeder, and was completely wrecked; the other engine was demolished, but remained on the road bed.

The following is the list of killed and injured:

KILLED. Peter W. Patman, aged 36, of Rochester, fireman, westbound or outgoing train; leeward widow and two children.

INJURED. Robert Materswa, Lima, N.Y., shoulder badly bruised. Byron G. Vary, Lima, wrist badly cut with glass.

Fred McVittie, Rochester, face cut badly and seriously bruised. Charles Hoffman, Rochester, furrier, radial artery of wrist cut and bruised, injuries serious.

L. A. Bause, No. 1307 7th-street, Washington, shoulder, arms and legs badly bruised; severe cut on right elbow; internal injuries feared; if otherwise, will probably recover.

Charles R. Bernard, Rochester, bad cut in forehead; seriously bruised, and suffering from shock; will recover, unless internal injuries develop.

Emma J. Bailey, Rochester, side seriously bruised; injured internally; suffering greatly from shock; recovery doubtful.

Gladya Voren, 9 years, Rochester, scalp wound and suffering from shock; will probably recover.

Mrs. Minnie S. Tyler, Rochester, shoulder badly injured; suffering from shock and internal injuries feared.

Stoney G. Tyler, husband of Mrs. Tyler, severely bruised; not dangerous.

Fell into the Canal. On the east side of the track at the scene of the wreck is the Erie Canal feeder, while on the west side is the Chenango River. The force of the collision was so great that both engines rebounded 50 feet. The engine of the incoming train was thrown to the west on its side and reduced to scrap iron. The combination smoker and engine following jumped the tracks to the east side, slipped by the engine, turned on its side and fell with a crash into the canal feeder. The day coach following the combination car also jumped to the eastward and buried its forward end in the canal feeder. The remaining coach of the incoming train stayed on the road bed. From the combination car and day coach which went into the feeder all of the injured were taken.

Floating Inside the Cars. The work of the uninjured passengers of both trains who immediately rushed to the rescue of those injured in the two cars in the feeder was greatly handicapped by the inrush of water which, in the briefest space, had almost filled those cars. Most of the injured, bruised and bleeding, and crying piteously for assistance, were found floating about in the water inside of the wrecked cars, and with much difficulty were pulled thru the windows in the side of the overturned car or dragged thru holes caused by the wreck. It is miraculous that many were not drowned before aid could reach them. It is thought, however, that all were safely landed and sent to the different hospitals in ambulances, which had been hastily summoned.

Creep Forgot the Order. It is admitted by the crew of the incoming train that he had received orders to meet the outgoing train at Mt. Hope siding, which is a short distance south of the scene of the wreck. They say that having habitually met the outgoing train at Mt. Hope siding the order to meet it at Mt. Hope siding was forgotten until too late.

DEEP MYSTERY ABOUT THIS

Another Man Found Dead Yesterday at the Warehouse of Evans & Sons, Limited.

WHAT KILLED GEORGE WHALLEY?

Evans Premises the Scene of Burglary, Fire and Two Deaths Inside of Two Months.

That the premises of Evans & Sons, Limited, wholesale druggists, at 23 West Front-street, should be the scene of a daring burglary, a mysterious fire and two sudden deaths, within the comparatively brief space of two months, is something that puzzles the local authorities.

The burglary was committed on the night of May 20, but the thieves were frightened off while in the act of removing the bricks from around the safe, the lock having also been tampered with.

On Saturday, June 8, just previous to the closing time, Edward Green, a clerk, was found lying dead in the basement. Coroner Powell deemed an inquest unnecessary, and the body was removed to Belleville for interment. The death of Green was followed on Sunday afternoon, June 15, by a fire, which broke out in the basement and was discovered by Policeman Sawdon.

No cause was assigned for the fire, which occasioned considerable damage to the building and contents.

The second sudden death occurred some time between 2 o'clock on Saturday afternoon and 3 p.m. yesterday.

It was George Whalley, the young man who was found dead in the basement. The dead man is George Whalley, who had worked as shipper for the firm for about four years. Whalley left his summer home on Victoria Park avenue, at Balmy Beach, on Saturday morning, in the best of health and spirits. He explained on leaving his home, that he intended to visit some friends at Toronto Junction after working hours, and would not be home again till late in the evening. When he did not return the members of his family became alarmed.

Early yesterday morning his two sons, George and Harry, went out to the Junction to look for their father, and learned that he had not been there. They returned to the city and visited No. 1 Police Station, where they asked the officers to assist in the search.

Saw Him Thru the Window. From the station the young man went down to the warehouse, and strange to say they could see thru a window the body of their father lying on the floor of the shipping room. Acting Patrol Sergeant (Leburn) who was on duty at the time, and the other members of the police force were called. The door was forced open and the body was found as stated. Coroner W. A. Young was notified, and a careful examination of the remains was made. Blood was oozing from the nose, and there was a small bruise on the forehead, caused, it is said, by a fall. The cause of death was not apparent, and the coroner decided to hold an inquest at 4 o'clock this afternoon. J. D. McGill's undertaking rooms, 300 College-street, where the body was taken last night.

Dead Nearly 24 Hours. Coroner Young gave it as his opinion that deceased had been dead nearly 24 hours when found. Whalley

LAUNCH AT COLLINGWOOD

The Agawa, the Largest Steel Vessel Ever Built in Canada, Takes the Water.

BIG WAVE SWEEP OVER THE DOCK

Carrying an Outlook Into the Lake—Orders for Three More Steamers.

Collingwood, Ont., July 20.—Yesterday the Collingwood Steel Shipbuilding Company launched from their yards here the new steel vessel Agawa, built by them to the order of the Algoma Central Steamship Company. This vessel is 390 feet in length, and by far the largest ever built in Canada.

On the town dock, to the north of the slip, a few people, all warned several times by the chief of police that they were in a dangerous position, persisted in keeping their position, and when the large wave that rose when the vessel struck the water went over the dock three feet deep, it carried one old gentleman with it into the lake. However, some of the bystanders jumped in and soon had him out on dry ground again, and, with the exception of a severe drowning, and a nasty cut on the face, he was not much damaged.

Every one is congratulating the company on this their second launch, and as they have orders for three or, perhaps, four more vessels of the largest size, the Collingwood Steel Shipyard are likely to be in full operation before long again.

Alberta's crops are not nearly so far advanced as Assiniboia's, and the reports concerning them, while not so sanguine, are in no way pessimistic, and even here favorable weather will assure a good crop.

Western Ontario reports are optimistic, particularly with reference to the fruit crop. Apples are said to be a bumper crop, and all grades are looking well, the farmers are going out of wheat raising and taking to oats and other products. Corn forms a general exception, however, and all reports speak of it as being largely ruined.

Eastern Ontario reports generally speak in a hopeful tone. Crops are, for the most part, good, those of hay and potatoes appearing to be the most promising.

Quebec reports in common with those from all over, speak of too much rain and cold weather, the effect being more disastrous towards the east. In Quebec hay and potatoes are doubtful in some places, as are roots, but on the whole a heavy crop of hay may be looked for, as well as of potatoes.

Nova Scotia and New Brunswick will apparently have average crops. The fruit crop in Nova Scotia is reported poor, under the average, while in New Brunswick the conditions are somewhat better, and from all accounts the crop should be a good one.

Owing to the lateness of the season, it is thought that considerable improvement would result from favorable weather.

Come to cool Concluding Wednesday. Edwards & Company, Chartered Accountants, 20 Wellington St. East. Geo. Edwards & Co., 111-113, H. Edwards.

Cook's Turkish and Steam Baths, Bath and Bed \$1, or private room \$1.50.

Barrie or bust. Wednesday next.

WILL RAIN NEVER CEASE?

Farmers Depressed By the Serious Outlook for Hay Crop in This Section of Ontario.

OTHER CROPREPORTS FAVORABLE

Manitoba and the Northwest Will Yield a Great Harvest of Grain.

In Ontario there is general depression among the farmers owing to the apparently never-ending fall of rain. Between Toronto and Lake Simcoe and in several other sections the hay crop is rotting in the fields. The farmers are unable to take it in, and if this weather does not come soon the whole crop will be ruined. The present outlook is exceedingly gloomy, but the weather reports at last point to more favorable weather conditions in the near future.

Other crop reports to hand indicate a season of promise. The wheat crop in the Northwest Territories to the Province of Nova Scotia. The reports are particularly bright from Manitoba and the Territories, where the largest crop on record is looked for. Mr. Hartney, the local agent of the Manitoba government, states that the bulletins from Manitoba continue to be of a most encouraging character.

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Patents—Fetherstonhaugh & Co. King-street West, Toronto, also Montreal, Ottawa and Washington.

Try the Decanter at Thomas.

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