

DELUGE DESCENDS AND TAKES LIVES

Cloudbursts in Chicago Cause of Three Drownings and Many Injuries.

FLOOD FILLS BASEMENTS

Mother Finds Child Dead in Two Feet of Water—Baby Rolls Out of Bed Into Water—Man Swept From Yacht.

CHICAGO, Aug. 14.—(Special).—Three lives were lost, many persons were injured, houses were set on fire by lightning, and crops were damaged today in the severest storm that has swept Chicago and vicinity for months. The dead:

Michael Finney, Jr., one year old; rolled out of bed in the basement of the Finney home into two feet of water that had poured in and was drowned. Beatrice Rycklicki, 3 years old; drowned in two feet of water at her home. An unidentified man, 45 years old, taken from the lake.

Children Drown in Basements.

Many children throughout the city, especially in the poorer quarters, narrowly escaped death. Mrs. Rycklicki had missed her daughter and, fearing that the little girl had become lost, notified the West Chicago-avenue police station. Having occasion later to go into the basement, which had been flooded, she found the child drowned. The Finney child was tossing in his sleep during the storm, which flooded the basement. Mrs. Finney awoke she missed the baby. Ten minutes later the hysterical mother groped about in the water before she found the lifeless body of the infant.

Man Swept From Yacht.

The drowned man's name is believed to have been R. G. Hill. A letter bearing that name was found in a trouser pocket, but the address had been effaced. The victim is believed to have been hurled from a yacht by the storm. The storm lasted four hours and the rainfall amounted to 3.36 inches. It crippled telephone and telegraph systems and blocked streetcar traffic.

STRIKERS IN FUNERAL PARADE

3000 Escort Body of Dead Comrade to Cemetery.

PITTSBURGH, Aug. 14.—(Special).—The strike was killed during an attack on "Major" Smith, a negro, at McKees Rocks Thursday, was buried today. Three thousand strikers from the Pressed Steel Car Company's plant escorted the remains to Pittsburgh from Schoenville.

TO HONOR CAPTAIN GRAY

Memorial Tablet to Be Placed at Grays Harbor Entrance.

Soldiers Guard Strikebreakers.

FORT WILLIAM, Ont., Aug. 14.—Fifty strikebreakers, who arrived here from Montreal late last night, started unloading heavy military stores today at the Canadian Pacific docks this morning. The Royal Canadian Mounted Rifles are still patrolling the streets. It is now asserted that 20 strikers were wounded in Wednesday's fight. The Minister of Labor is expected Sunday or Monday, when an attempt is to be made to arrive at a basis of settlement.

GIRLS TO LIVE IN TEMPLE

Famous French Structure to Be Duplicated at Southern School.

KILLS TO SAVE HER BABE

Texas Woman Shoots Her Father to Protect Infant.

Finzer Gives His Reason.

Pressed for a definite reason for the investigation of the manner in which Colonel McDonnell conducted his office, General Finzer said:

"Captains of the Third Regiment have complained to me of the loose handling of Colonel McDonnell in handling the regimental fund and the Colonel has admitted to me, himself, that he has been criminally negligent in keeping his accounts. The first half of the order directing the investigation of the financial affairs of Colonel McDonnell as the immediate ranking officer of the Third Regiment is in effect immediately. The real scanning of accounts will not begin until August 22. Three days later, the probing interest directs, Colonel McDonnell will be required to turn over all Government funds to Inspector Jackson in the Army.

Regimental Fund Small.

That a great shortage, if any at all exists, cannot be charged against Colonel McDonnell is evident by the small amount which usually comprises the regimental fund. Aside from special of the Army,

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Prince Victor's morganatic wife, touched by the great love between the couple, offered to surrender her rights and relinquish all acquaintance with the Prince, but that did not avail. Politicians, chiefs of the church, adopted the meanest sort of warfare to prevent any possibility of the marriage. Ugly rumors were circulated, spies set on the young people and they were constantly harassed.

Even against these orders, the King might have been won over, as the public generally was with the lovers, but the Archbishop of Malines raised such a terrible row, threatening to excommunicate everybody connected with it if the marriage were permitted, that the couple have now abandoned hope.

Speculation Is Interesting.

Further investigation of this condition of affairs has revealed some interesting developments. First and foremost is the well-founded report that the St. Paul & Tacoma Mill is going to sell its present holdings on the tidelands at Tacoma, and remove its huge plant, the largest in the Northwest, to Nisqually Flats, on the Upper Sound, above Steilacoom. This report is neither denied nor confirmed by the officials of the St. Paul & Tacoma Lumber Company, who control the mill. It is further said, and also not denied, that the present millsite, covering several acres and adjoining the present Harriman holdings on the waterfront, is to be bought by the Harriman people and used to enlarge their terminal yards.

In order to reach this property the new Harriman road will have to build a horseshoe curve across the tidelands some four blocks long in order to get down to grade from the level of its line in the city, where it emerges from its tunnel north of the Northern Pacific tracks.

Story Goes Far Back.

And in this, it is said, lies the secret of the Chambers Creek mystery, the drawbridge, and the blocking of the new Hill entrance to the city from the south. The story goes back several years, and it is apparently borne out by circumstances. In 1906 the Union Pacific decided to build into Tacoma, and to build over a new line from the old Oregon & Washington practices. Contrary to usual Harriman practice, the work of purchasing a right of way into Tacoma was placed in the hands of agents in Seattle, instead of being handled from Harriman headquarters.

SUBSTANTIAL CLAIMS

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Seattle was then, and is now, strictly Hill territory, and it is said that Hill officials determined that if they could not keep Harriman out of the Puget Sound territory, they would at least cost him some money to get in.

Hill agents therefore approached the Seattle agents of the Harriman line and told them that they had realized that the country was big enough for two roads, and that they thought the best route for the Union Pacific line into Tacoma would lie to the north of the Northern Pacific, down the Delin-Street Gulch.

"Lemon," said Stubbs.

In the meantime two things happened, the North Coast road, the gateway of the Northwest, acquired holdings on the south side of the Delin-street gulch; and J. C. Stubbs, traffic director of the Harriman systems, came to Tacoma and looked over the new Union Pacific line. Mr. Stubbs is reported as having said things very uncomplimentary to the Seattle agents who bought the Harriman route, and to have accused them of deliberately "dove-crossing" the Union Pacific in favor of the Hill road. Be that as it may, Mr. Stubbs reported to headquarters that the Union Pacific route was a "lemon," that it ended up in the air and that expensive bridges and long turnpikes would be required to get it down to its terminals on the tide-flats; and that the direct and logical route, without severe grades, with a short tunnel, and ending right on the Union Pacific terminal holdings, lay down the south side of the gulch, already taken up by the North Coast.

And very shortly after Mr. Stubbs made his report, Henry Hewitt suddenly discovered the value of Chambers Creek as a manufacturing center, and started the construction of his three-quarters of a mile of railroad. Harriman engineers surveyed the route and drew the maps, and turned them over to Hewitt's contractors. In fact Harriman had surveyed this route long before his Seattle agents purchased the route to the north of the Northern Pacific. What Mr. Hewitt says that Harriman has realized the deal handed him by his Seattle agents, and has determined to checkmate Hill for what he believes to be his part in the plan by blocking his Point Defiance route into the city.

Hewitt Says Road Is His.

Mr. Hewitt denies this. He told an Oregonian man last week that his road was absolutely independent, though he admitted that when it was finished it would have a "traffic agreement" with the Harriman road, as well as with others. Mr. Hewitt was also very positive that his \$5,000,000 steel plant was not a "Watch Tacoma Grow" vision, in spite of the fact that the nearest iron ore is near Bellingham, and is of a very poor grade at that.

Northern Pacific officials, however, take a different view of the matter. They say that if the War Department orders that drawbridge, as it is rumored they will, their Point Defiance water-grade line will be indefinitely postponed. And they laugh at the idea of a manufacturing district on Chambers Creek, which they call by a far less polite name.

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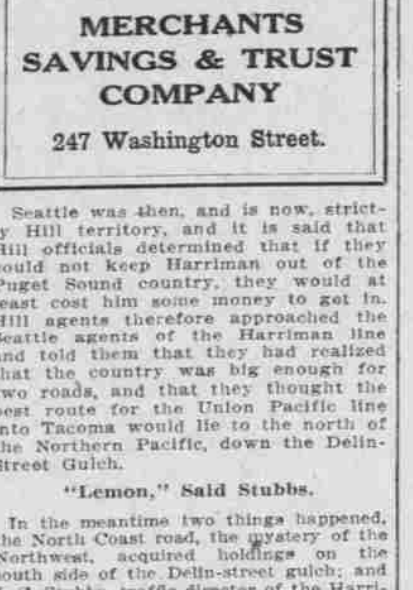
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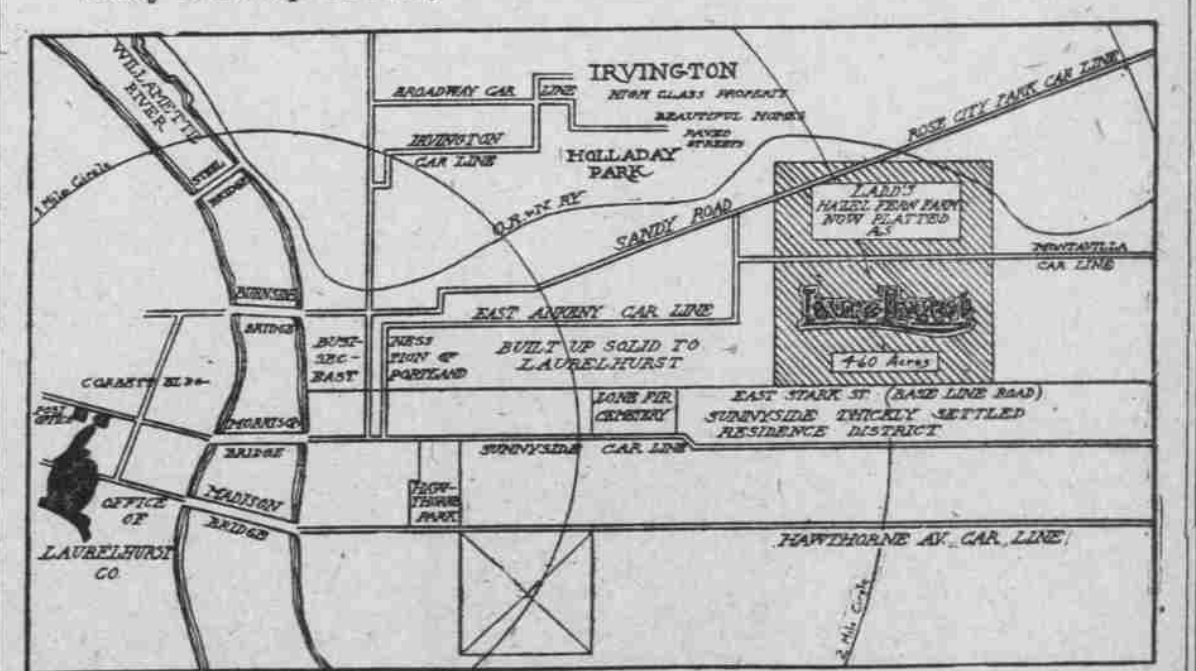
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