

Cleveland Clinic Meets Disaster

Famous Crile Goitre Hospital Destroyed by Strange Explosion

OVER 125 DEAD

On Thursday noon an explosion rocked the splendid building of the Crile Clinic Hospital in Cleveland. Instantly billows of deadly gas and flames seemed to fill the building. The subsequent events tell of one of the greatest disasters of its kind yet experienced in modern life.

It would appear that the X-ray department used films for their work which were highly inflammable and that, due to either an overheated steam-pipe or a cigarette butt, the storage vault became a deadly detonating bomb which devastated the building.

Over 15 people—doctors, nurses and patients—met their death. The toll of life was felt deeply in the loss of six staff physicians at the institution, all of them leaders in their fields.

Dr. C. E. Locke, brain specialist, led 14 patients and a nurse to the top floor of the building, and fought off the noxious fumes. Firemen rescued him through a hole in the roof and he was rescued, but the deadly gas later had its way.

Dr. John Phillips, co-founder with Dr. George Crile of the clinic, worked feverishly among the patients and finally was forced to leap from a third storey window. He walked some distance to his home afterwards, but soon collapsed. Administration of oxygen failed and Dr. Crile performed a blood transfusion. This too was unable to stop the course of the poison through his blood and he died.

Dr. Anderson was another who lost his life. Dr. John Borrello and Dr. Roy A. Brittain and Dr. C. S. Hunter were caught with their patients and were killed.

It was definitely determined that of the eight Canadian medical men attached to the staff, six escaped with their lives in the catastrophe.

Dr. John Phillips, a native of Welland, Ont., and a graduate of the Class of 1902 of the Faculty of Medicine of the University of Toronto, and Dr. Harry Anderson, former resident of Winnipeg, Man., who died from gas poisoning, were the Canadians to meet death.

A NURSE'S STORY.

Miss Grace Robinson, formerly of Toronto, told the news correspondents the following graphic tale of the disaster:

"When the explosion occurred I was in the hospital building, and I, like the others, did not hear the report.

"I was going along the passageway when my attention was attracted by a woman who came running up the steps with a glass of water in her hand. It was Miss Pugh, assistant secretary to Dr. George Crile. She was panting heavily. Her face was flushed.

"There has been an explosion," she told us, "over in the consultation building; hurry, hurry, please hurry."

"We put her to bed and gave her oxygen," Miss Robinson said, "then we nurses were rushed across to help the injured.

"We found a pane. We ran right up to the door, hesitated, then tumbled back, sickened, dizzy, and smarting from the gas. It was like a pall; billious yellow color; it moved through the building almost like a solid thing.

"Somewhere back there I could see vague shapes swaying dizzily as though they were smashed. I could see men and women rubbing their eyes and their screams came to me through that cloud of gas, screams that made me weak.

"You can't imagine; don't try," Miss Robinson said. "Men were falling in all directions. They tumbled one upon another, they ran along wildly, then fell and lay where they fell. There was never any movement after they hit the floor. Heart-rending doesn't adequately describe the scene. It was more than that. It made you feel ill when you realized that nothing could be done. Those screams—I shall never forget those screams. When I saw the bodies piling up inside I almost screamed myself.

"That gas had an immediate effect," she said. "One whiff, and you were down. That's, one really good whiff. I watched them fall. They all seemed to be surprised. It was awful. There was nothing that could be done, once the gas got them, there was little chance.

"None of them seemed to think that they were so close to death until they fell. Two nurses worked feverishly amongst the patients, not believing for a moment that they were doomed. They just went on and on. Then they fell. I saw them. One was fanning a patient. A policeman came up to her. 'How are you now?' he asked. 'Fine,' said the nurse, and before she could utter another word she dropped where she stood. She was dead.

"It was sudden, yes, it was staggering. There was something terribly wicked and something terribly deadly about those yellow fumes. They worked silently, but they were so effective. They seemed to sink along a great yellow cloud of something that might have been death itself.

"I watched them try to run away from it, but they couldn't escape from it. It felt over them all like a shroud and it pulled them down. It worked in queer ways. Miss Pugh died this morning. She didn't think she was

going to die. No one did. She told me how she had got the gas. Sitting in the office she detected something burning. She rose from her chair to investigate, then the explosion occurred. She ran to a window and broke it open. This was her chance, but fate played against her. Some one broke a window below in the cellar. Up came the thick yellow clouds. They choked her. They stung her eyes and throat. Miss Pugh waved a sheet and called to the firemen below. They came to her and helped her down the ladder. She ran to a drug store over the road and got a glass of water. Then she rushed to the hospital. That was when I saw her coming up the steps.

"Poor girl, she believed that she was going to get better. All her friends thought that she was going to get better. They didn't know the gas. They showered congratulations upon her, congratulations that she had come through all right, and this morning she died.

"That's how this gas works," Nurse Robinson said. "It's treacherous; just a snap of the fingers and they are gone."

Son Acquitted of Father's Death

Tony Tucker Held Not Guilty For Shooting Drunken Abrasive Father

PARRY SOUND TRIAL

Saturday afternoon saw the termination of one of the most interesting murder trials held for some time in Ontario.

Following a deliberation of almost two hours, the Parry Sound district assize jury this afternoon found 12-year-old Anthony Tucker not guilty of manslaughter in connection with the death of his father.

Immediately after the jury had delivered its verdict facing her son on grounds of justification in shooting his father, the mother crossed over to Tony and kissed him.

After the jury had been discharged Justice Raney ordered Tony to stand. "Yes, sir," said the boy, whose demeanor had not changed, even when he heard the verdict.

"The jury has found you not guilty," said his lordship. "I will not add anything to the verdict. I have been concerned about your case so I hope this will be a lesson to you. Perhaps it would have been better if provision had been made to send you to an industrial institution for a period."

Justice Raney intimated to the boy that Father MacFadden, the Trout Creek parish priest, would look after his future.

The charge of patricide against the boy came as a sequel to a shooting episode in the back yard of the Tucker home two miles south of Trout Creek, late on the evening of March 5th last, when accused boy, after he had witnessed his father, Anthony Tucker, 65-year-old Irish road foreman, ill-treat his mother by knocking her down on the snow-covered ground outside their home and beat her with a stick. The boy rushed into the barn, seized the rifle which he had previously unloaded, placed the bullet in the breech and shot his father through the back as he swung the club over his wife's head.

ADMONISHING FATHER With his legs apart, hands at his right hip as if he were handling a gun, Tony poised, raised his head aloft and declared in resonant tone "and then I shot my father."

Witness assured the court, that his father was "just going to wallop her one" when he intervened. "Mother was screaming and screaming, I thought father had killed her," he added.

Mr. Brady: "Was that why you shot?" "Yes, and I didn't mean to kill him out and out, that was why I aimed at his leg."

Mr. Brady: "Had you no reason to be angry at your father other than that?" "No."

"What did you do next?" "I knelt beside father and said, 'I'm sorry, pa,' and he asked me to kiss him twice. He said, 'don't worry lad, it was all my fault.' He then kissed me again and then I ran for the school trustees."

At that time witness declared that he had thought he had only wounded his father. Before dying, his father told him again not to worry that there wouldn't be a thing done.

"Manslaughter is punishable with any penalty," asserted his lordship. "No court, however, can send the boy to prison. If you think he is guilty, say so. If you are of the opinion that the boy was justified in killing his father, return a verdict of not guilty," he advised.

The jury retired to consider a verdict at 1.35 p.m.

The Taxpayer Pays

London Daily Mail (Ind. Con.): There has been far too much of a tendency in the past to accommodate Germany at the cost of the British taxpayer. We have suffered bitterly for this tendency already an our distress has been increased under the head debt settlements made by various members of the Government in the past with our Allied debtors or creditors. By these settlements more has been given away than we can afford in order to make things happy and comfortable for everybody else. The British taxpayer has been forgotten, or perhaps he has thought his game to be "success" till the "game" is over.

Another Road of Empire Friskable



Here are shown officers of the native Indian army who will be attendant orderly officers upon King George in England for this year, arriving on a liner at Plymouth.

MARKETS

HAY AND STRAW

Wholesale hay and straw dealers are making the following quotations to farmers (delivered at Toronto):

No. 1 timothy, loose, per ton, \$19 to \$20; do, baled, nominal; No. 2 do, do, \$14.50 to \$15; No. 3, do, do, \$12.50 to \$14; lower grades, nominal; wheat straw, \$10; oat straw, \$9.

GRAIN QUOTATIONS

Grain dealers on the Toronto Board of Trade are making the following quotations for car lots:

Man. wheat—No. 2 north, \$11.64; No. 3 north, \$11.24; No. 4 wheat, \$10.64; No. 5 wheat, 98c; No. 6 wheat, 87c; feed wheat, 75c (c.l.f. Goderich and Bay ports. Price on track, 1c higher than above.)

Man. oats—No. 1 feed, 47c; No. 2 feed, 45c (c.l.f. Goderich and Bay ports.)

Am. corn—No. 2 yellow, kiln dried, \$1.08; No. 3 yellow, kiln dried, \$1.01. (Delivered Toronto.)

Whiffed, del. Montreal freights, bags included—Bran, per ton, \$28.50; shorts, per ton, \$23.25; middlings, \$23.25.

Ont. oats—Good, sound, heavy oats in car lots, 45 to 50c, f.o.b. shipping points.

Ont. good milling wheat, f.o.b. shipping points, according to freights, \$1.25 to \$1.27.

Barley—Milling, 65 to 70c. Buckwheat—\$5 to 87c. Rye—No. 2, \$1.00.

Man. flour—First pats, in jute, \$6.50, Toronto; second patents, in jute, \$6.20.

Ont. flour—Track, Montreal, car lots, 90 cent. pats., per bbl., \$5.70.

SEED PRICES

Per 100 lb.: Red clover—Domestic, No. 1, \$30 to \$32; do, No. 2, \$28 to \$28.50; Imported, No. 1, \$26 to \$26.50; do, No. 2, \$24 to \$24.50. Alsike, No. 1, \$32 to \$34; do, No. 2, \$28 to \$28.50.

Alfalfa, domestic, No. 2, \$24 to \$25; do, imported, No. 1, \$20.50 to \$22; Sweet clover, No. 1, \$6.50 to \$8; No. 2, \$5.75 to \$7. Timothy, No. 1, \$10 to \$11.25; do, No. 2, \$7.75 to \$8.50.

PRODUCE QUOTATIONS.

Toronto wholesale dealers are paying the following prices: Eggs, ungraded, cases returned—Fresh extras, 27 to 28c; fresh firsts, 25 to 26c; seconds, 22 to 23c.

Butter—Creamery, solids, pasteurized, No. 1, 36 1/4 to 36 3/4; No. 2, 33 1/2 to 35 1/2.

Churning cream—Special, 39c; No. 1, 38c; No. 2, 35c, f.o.b. shipping point. Cheese—No. 1 large, colored, paraffined and government graded, 17c to 18 1/2c.

PROVISIONS.

Toronto wholesale dealers are quoting the following prices to the trade: Smoked meats—Hams med. 31 to 33c; cooked hams, 47c; smoked rolls, 25c; breakfast bacon, 26 to 28c; backs, 22c; hamlets, 34 to 38c; do, smoked, 30 to 40c.

Cured meats—Long clear bacon, 50 to 70 lb., \$21; 70 to 90 lb., \$19; 90 to 100 lb. and up, \$18; lightweight rolls, in barrels, \$11.50; heavyweight rolls, \$38.50 per barrel.

Lard—Pure, tierces, 16c; tubs, 16 to 16 1/2c; pails, 16c; prints, 18 1/2 to 19c. Shortening, tierces, 13 1/2 to 14 1/4c; tubs, 14c; pails, 14 1/2c; tins, 16 1/4c; prints, 15 1/2c.

Pork loins, 32c; New York shoulders, 23 1/2c; pork butts, 27c; pork hams, 28c.

LIVESTOCK.

Heavy beef steers, \$10.75 to \$12; butcher steers, choice, \$11.25 to \$11.75; do, fair to good, \$10.50 to \$11; do, common, \$9.25 to \$10.50; do, good, \$11 to \$11.50; do, fair to good, \$10.25 to \$11; do, com., \$9 to \$9.75; butcher cows, good to choice, \$9 to \$9.75; do, com. to med., \$7.50 to \$8; do, canners and cutters, \$4.50 to \$5; butcher bulls, good to choice, \$3.50 to \$3.50; do, med., \$7.50 to \$8; do, bolognas, \$7.50 to \$7.75; baby beef, \$10 to \$13.50; feeders, choice, \$9.50 to \$10.25; do, fair to good, \$8.25 to \$9; stockers, choice, \$8.75 to \$9.50; do, fair, \$8 to \$8.50; calves, choice, \$13.50 to \$14.50; do, med., \$9 to \$12.50; do, grassers, \$7 to \$8; springers, \$8 to \$12.50; milkers, \$7 to \$11; lambs, per cwt., \$15 to \$15.50; do, culls, per cwt., \$10 to \$13.50; spring lambs, each, \$7 to \$14; buck lambs, \$11.50 to \$12.50; sheep, choice, \$8.50 to \$9.50; do, med., \$6 to \$7; do, culls, \$4 to \$5; hogs, select, w.o.c., \$14.50; do, do, fed, \$14.25; do, do, \$13.25; do, do, thick smooth, w.o.c., \$14.

"Are you in favor of prohibition?" "Absolutely," answered Senator Sorghum. "Have you ever taken a drink?" "Occasionally. As a trusted legislator, I feel it my duty to study both sides of a question."

Canada Rejects Request to Stop Export of Liquor

Offers, However, to Allow American Inspection of Clearances on Border

Washington.—Canada has rejected the American plea to refuse customs clearance to liquor boats between Canadian and American ports, but has made a secondary offer to permit American customs officials to be stationed on the Canadian side of the border, to transmit clearance information direct to home authorities as soon as such clearance are obtained.

This is the substance of negotiations carried on between the United States, Great Britain and Canada from October 1, 1925, up to the Ottawa Conference of January 8 to 10, 1929, on the subject of commercial smuggling across the border. The negotiations are contained in twenty diplomatic notes, now released.

The Canadian offer to admit American customs officers is not satisfactory to the State Department, which points out that such information is now obtainable from Canadian officials, through a working arrangement now in force, but that the data given in clearances is generally fictitious.

Although thanking the Canadian Government for the graciousness of its offer, the American Minister at Ottawa was instructed to reply, April 20, 1929, that the United States "remains convinced that the only effective means of dealing with the smuggling problem along the border is the conclusion of a treaty amending the convention of June 8, 1924, to the end that clearance be denied to shipments of commodities from either country when their importation is prohibited in the other."

Canadian delegates argued that the United States should take greater precautions to prevent smuggling and called attention "to the frequency of shipments in daylight along the Detroit and Michigan frontiers within sight of both shores."

The matter of the \$2,000 which passengers paid for passage seemed in some doubt unless the Graf's owners chose to make another attempt at a transatlantic crossing. Under the terms of booking, no passenger can make claim for refund of passage or damage, because the Zepppelin failed to reach its goal. More than 28 hours' flying could be checked against the tickets and so announcement was made as to whether they would be good for another flight.

With anxiety over fate of the airship and its cargo removed, the prevailing sentiment here was one of trying to recover from the staggering blow administered to Germany's prestige as an aeronautical leader and from the setback given to lighter-than-air craft transportation.

The U. S. Tariff Bill

New York World: In presenting the new Tariff Bill, Chairman Hawley has stated plainly the point of view of his Republican colleagues. They are interested only in those who produce goods inside the United States for sale in the American market. They are not interested in the consumer. They are not interested in the cost of living. They are not interested in the importer. They are not interested in the exporter. They are not interested in the position of the United States as creditor or as world power. Their sole objective has been to make prices high and business profitable for domestic producers. No doubt they honestly believe, insofar as they consider the matter at all, that if they can monopolize the American market for American producers all classes of Americans will somehow share the benefits.

Nothing does so fast as a patented regulation.—Lord Waver.

Zepppelin Fails in Second Flight

Strange Mishap Prevents Graf Zepppelin from Completing Trans-Atlantic Trip

SABOTAGE FEARED

Friedrichshafen, Germany.—The Graf Zepppelin, world's first transatlantic air liner, sailed swiftly down the Mediterranean Coast of Spain late afternoon, headed for the Atlantic and American with 18 passengers, a crew of 41 and trans-Atlantic mail and freight.

The great airway dirigible made only fair time down through France. Since leaving her base, Friedrichshafen, Germany, at 11.45 p.m. Wednesday, E.S.T. her average to the Mediterranean was about 60 miles an hour.

Like Clockwork

The departure of the Zepppelin was like clockwork. It resembled the departure of a trans-Atlantic liner. Dr. Eckener gave but few commands to the ground crew, whose members worked as if they had been accustomed to their task for years.

There were no bands as on previous hop-offs. The proceedings resembled an ordinary flight. After everything had been made ready the ship rose calmly, veered around, skirted Friedrichshafen, and a few minutes later disappeared over Lake Constance. The passengers waved a farewell to the spectators on the ground.

Perhaps the most unconcerned passenger was "Susi," the female gorilla, destined for the Chicago Zoological Gardens in Lincoln Park. "Susi" retired rather early to her cabin and looked on complacently from her cage while the members of the crew hustled about the ship before the hop-off.

Such were the newspaper reports on Thursday last, but Saturday saw the air giant swinging at an mooring mast at Cuers, France, her engines evidently being tampered with to such an extent that three out of five had developed broken crank shafts.

Nine stowaways are being held for examination.

Director Osterie, of the Dornier aeroplane works, made the charge openly that the engines had been tampered with. "Why should the same thing happen to two crank-shafts?" he asked. "I have been with the motors for years and cannot conceive of such duplicate tragedies. No, there has been dirty work somewhere."

At the time, he was unaware that the failure was quadruplicate.

Dr. Ludwig Durr, the Zepppelin's constructor, said that both he and Maybach Motor experts were mystified as to the cause of the engine failures. He did not believe it was due to overstrain. "When machines have successfully negotiated the million revolutions, we naturally assume that the element of fatigue has been eliminated."

Meanwhile nine men arrested during the week after actions which characterized them as would-be stowaways were being held in strict confinement, and it was known, would be subjected to a rigid examination. There were too many of these, in the opinion of officials, to make the presence of all easily explainable.

Pending investigation of the Zepppelin's condition, nothing more than speculation was possible in prediction of the dirigible's immediate future. It was believed it would be necessary for it to remain at Cuers for at least a week or ten days, but whether it would start back to Friedrichshafen from there or continue its flight was not known.

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Where High Water Always Constitutes a Larking Menace.



FATHER OF WATERS REACHES HIGHEST POINT IN 78 YEARS. A break in the levee at South Quay, where floods poured over 6,000 acres, forcing 25 families to flee. Waters swirling through the gap sprouted trees and ground broken ends of levee.

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