

THE MINNEAPOLIS JOURNAL

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WEDNESDAY EVENING, JULY 16, 1902.

14 PAGES—FIVE O'CLOCK

TORNADO IN RED VALLEY

First Reports Tell of Towns Wiped Out and Lives Lost.

Much Live Stock Killed and Crops Pounded Into the Ground.

Special to The Journal. Fargo, N. D., July 16.—Despite many rumors, there is no confirmation of reports of loss of life from last night's storm across the Red River valley in the vicinity of Grand Forks.

All Great Northern wires direct to Grand Forks are down and all Northern Pacific wires on the Winnipeg & Crookston branch of the Northern Pacific are broken.

In the towns the only authentic reports of damage are at Bemis, where the Great Northern station and two other buildings were wrecked; Thompson, where the Great Northern station and two churches were destroyed.

Over in Minnesota three buildings were wrecked at Borup and two other buildings across country from Borup to Ulen.

The storm from Bemis to Ulen destroyed several acres of grain and wheat that was unharmed in the day.

Earlier in the evening a severe hail and rain storm passed farther north and did great damage to crops at Menvel, Grand Forks and Mallory and Fisher, Minn.

On Minnesota State. Over in Minnesota three buildings were wrecked at Borup and two other buildings across country from Borup to Ulen.

Special to The Journal. Grand Forks, N. D., July 16.—This section of the Red River valley yesterday suffered the effects of two certain hail and rain storms as a result of which the farmers have suffered a loss that is too great to be estimated at this time.

The path of this storm varied in width at different points, being from three to ten miles. The rainfall in torrents and the hail stones covered the ground to a depth in some places of from one to three inches.

Loss Is Total. The first storm developed some distance north of Conway and swept a strip of country to the southeast for a distance of at least 100 miles over the hills, Conway, Forest River, Inkster, Kellys, Jumping the Red river into Minnesota, striking Carthage Junction, McDonald's siding and other places on the Northern Pacific, and Fisher, Mallory and other points farther south on the Great Northern.

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"KILLANDBURN" BIG THINGS FOR THE LAKE

Gen. Smith Reprimanded and Retired by the President.

A Minnetonka Improvement Association Is Soon to Be Formed.

\$10,000 a Year Wanted for Good Roads and Dredging.

OBSTACLE TO FLOPPING IN PRIMARY ELECTION LAWS

Assistant Attorney General C. W. Somerby Rules of Question of Eligibility.

On Republican State Central Committee—First Meeting.

AKLEY CAN'T SERVE

FOR S. E. IMPROVEMENTS

DEMOCRATS ORGANIZE THEIR STATE COMMITTEE PREPARATORY TO THE STRUGGLE.

ST. CLOUD MERGER

Plants of Gas and Electric and Public Service Companies Combined.

Special to The Journal. St. Cloud, Minn., July 15.—The property of the St. Cloud Gas and Electric company was transferred to-day to the Public Service company, of which A. G. Whitney is the local head.

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BIG THINGS FOR THE LAKE

A Minnetonka Improvement Association Is Soon to Be Formed.

\$10,000 a Year Wanted for Good Roads and Dredging.

Lake Minnetonka needs an improvement association and a movement which will gather good headway before long has already been started with the view of utilizing the lake cottagers into an organization for mutual benefit.

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MANY DEAD

Terrible Powder Magazine Explosion in a Utah Mine.

Park City, Utah, July 15.—The powder magazines at the 1200-foot level of the Daly-West mine exploded about 1 o'clock this morning, causing a loss of life that at present cannot be estimated.

At 4 o'clock twenty-seven men had been taken out of the mine dead, and several others had been recovered in a half dazed condition. These were all brought out through the Ontario mine shaft, which is

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VICTORY FOR THE ROADS

Freight Handlers Go Back to Work at the Old Pay.

Commercial Activity Starts Up Again to the Relief of Everybody.

Chicago, July 16.—The association of general railway managers, embracing every road which enters Chicago, has issued the following signed statement: All of our old men not before on hand for work reported at the freight houses at noon to-day and were put to work. No conference was held, with any committee or otherwise since Tuesday and an agreement was made with the union or with any com-

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For Further Particulars of State Song Prize Competition See Fourth Page.

EARLIER REPORTS

How the Situation Looked in the Morning.

Chicago, July 16.—Will to-day see the end of the disastrous freight handlers' strike? This question was asked in the minds of thousands of business men this morning and all eyes were turned on Wosta's hall, where the strikers were to meet during the forenoon to discuss the situation.

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TRIUMPH OF THE PEOPLE

Political Revolution Indicated by Character of Wisconsin's Convention.

New Forces in Control—Spirited Contest for Many Minor Places.

From a Staff Correspondent. Madison, Wis., July 15.—When the last of the delegates to the republican state convention had arrived this morning, it was apparent to all that the change La Follette has worked in Wisconsin politics is not less than a sweeping revolution. If the way in which the people have been aroused to political activity by the effort to secure primary elections is an indication of the interest in public affairs that will become rife when the system is installed, it will be a wonder-working success in this so long-bored-out state.

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BROKE.

the county in taxes. To prevail on the county board to be more just in the distribution of public improvements, concerted action through some sort of an organization is held to be necessary. At the request of his neighbors, County Surveyor George W. Cooley has looked into the matter of Lake Minnetonka taxation and after much patient work has gathered some valuable data. The difference between the present assessed valuation of the real estate within one mile of the lake and what it would be if used wholly for farming purposes is nearly a million dollars. The extra taxes amount to about \$15,000 a year and above what the owners would pay had their property been assessed in the same way as the adjoining farms. What the Lake Gets. An examination of the county board proceedings shows that \$2,500 was appropriated for lake improvements this year, \$2,000 last year and so on. In other words the cottagers at Lake Minnetonka are paying over \$12,000 per year for improvements in other parts of the county. But when the famous dam was constructed to maintain the stage of water in the lake, instead of making a public matter of it, the authorities levied the whole cost on the lake property by special assessment. At least \$10,000 ought to be appropriated every year for Lake Minnetonka, Mr. Cooley says, and even then the county would have by far the best of it. Lake is the summer home of thousands. It is full of steamers, sail boats and various other craft. There is no point between the falls of St. Anthony and New Orleans where there is as much water traffic as at Lake Minnetonka and yet very little is being done for navigation there. Reefs abound all over the lake, some are well known and others more dangerous on that account—are not. They should all be dredged out and the whole lake made absolutely safe with regard to reefs and shoals. Good Roads Needed. Another improvement that the lake needs is roads. There should be a first-class road around the whole lake. Being an enthusiast on good roads, Mr. Cooley says that there should be a macadam highway circling Minnetonka. The lake could be encompassed with a thoroughfare not to exceed thirty miles in length. In order to make it available for automobiles, carriages, bicycles and the like, it should have a driveway at least thirty feet wide. In addition, Superior boulevard to Wayzata and the proposed road between Minnetonka and Excelsior over the old Great Northern right-of-way ought to be macadamized. The plan proposed is a comprehensive one, which will of course take years to work out. Such a highway would cost at least \$5,000 per mile, but would of course be a permanent road and the investment would be a profitable one. The

big majority of them, being accustomed to the comfort of homes, were tired of being herded. EARLIER REPORTS How the Situation Looked in the Morning. Chicago, July 16.—Will to-day see the end of the disastrous freight handlers' strike? This question was asked in the minds of thousands of business men this morning and all eyes were turned on Wosta's hall, where the strikers were to meet during the forenoon to discuss the situation. There was much doubt as to what the strikers' answer to the unspoken question would be. Conrail expressed last night that agreements had been made with the Lake Shore & Michigan Southern, the Illinois Central, the Nickel Plate and the North-Western roads. The last named road it was claimed had granted 17 1/2 cents to truckers, but Assistant General Manager Aishan denied that any agreement had been reached. There were troubled minds over the situation as to the Illinois Central also, for several days ago a committee signed an agreement with this road which was repudiated by the majority of the strikers. Prospects were that the strikers' meeting would be a stormy one, but day would be required to settle affairs, for twenty roads remained to be reckoned with. Chief of Police O'Neill expressed relief that the wholesalers had agreed not to attempt to move freight till 2 p. m. The merchants had decided to make a determined effort to resume shipping this morning, but when a prospect of peace again appeared last night they decided to wait a little longer before taking action which it was believed certain would precipitate violence. It was through the Chicago Federation of Labor that the mayor showed his hand, having sent a communication to the officials before the special meeting last night asking that a committee be appointed to confer with him on the situation