

40TH YEAR. NO. 2003

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PRICE TWO CENTS.

IN THE NEIGHBORHOOD OF 50,000 PEOPLE AT THE WESTERN FAIR ON FARMERS' DAY

Steady Stream of Humanity Poured Through the Gates
From Morn Till Night—Rain Failed to Stop It.

Record May Have Been
Beaten, But Only Once.

NO ACCIDENT TO MAR PLEASURE

Two Detachments of 15,000 Each
on Grand Stands—Splendid Parade and Programme.

Farmers' Day at the fair! And such a Farmers' Day it was! Never in the history of the big show—perhaps, with one possible exception—were there so many people on the grounds on a Wednesday or any other day as there were yesterday.

Everything conspired to make Farmers' Day a success. A shower during the previous night had laid the dust, and rendered the atmosphere more agreeable. People who had their minds made up to come to the fair were both

stands, but even allowing for these, the fair board is not out of pocket over \$300 on the outside because of the rain. Beside the visitors, there were the people of London, too, and the size of the crowd inside the gates was large enough to lead the observer to believe that the people of the entire city had pulled up stakes and joined hands with the farmers of Western Ontario in an effort to make Farmers' Day smash all attendance records of the past.

THE SCENE ON THE GROUNDS.

Farmers' Day on the grounds presented an intensely lively appearance. Instead of the fields of green usually to be seen, a ponderous path of color overspread all. The beautiful weather permitted the people to attend for the most part in summer dress, and the natty, bright costumes of the female portion relieved and gave color to the scene. It was impossible to rush around the grounds, for the midway the crowd was very great, and the reminders on the adjacent signs to beware of pickpockets caused the wary to elbow through the surging throng with one hand on their purses and the other on their watches. The "barkers" on the midway had no reason to fear the throng by efforts to draw the people in, for the patronage of the side-shows was unprecedentedly liberal.

In front of the booths in the rear of the big stands, the crowds were as large as on the Midway, and in fact there were more people there than anywhere else, and people yet to come.

Fate's Tricks.

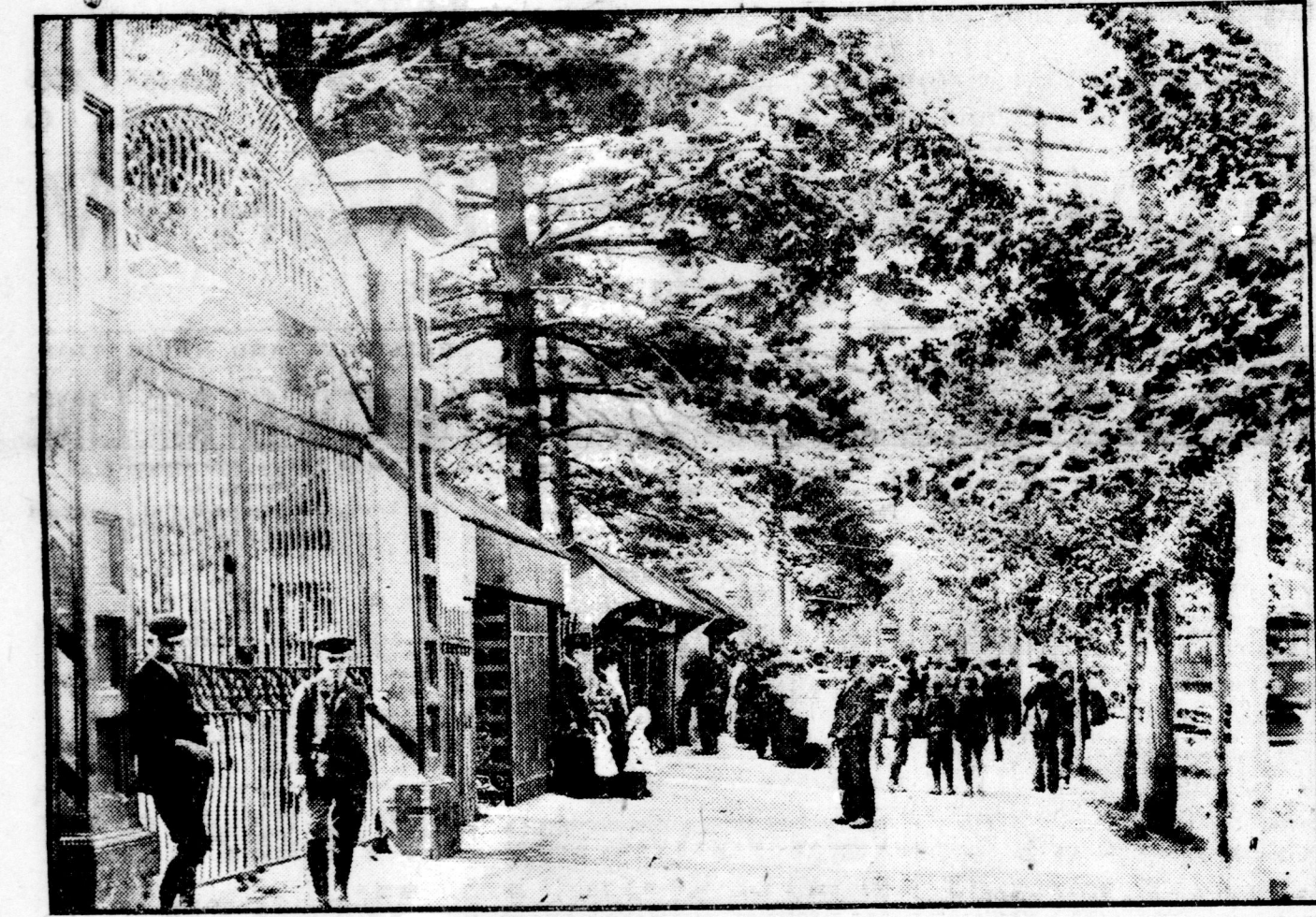
Syracuse, Sept. 17.—When Miss Helen Barry, who fell from a window early Tuesday while walking in her sleep, died, a message was sent to the young man whom she was about to marry, informing him of her death. The man was Thomas Farrell, a telegraph operator at Rippleton, on the Lehigh Valley Railroad.

He was at work when a call came over the wire. He took up his pencil to write the message, and it proved to be the one telling him of the death of his sweetheart. He immediately came to this city.

BEFORE THE STANDS

First Parade of the Prize-Winning Stock—The Attractions. There was nothing to mar Wednesday's exhibition from the standpoint

AT CANADA'S GREAT AGRICULTURAL EXHIBITION.



Street Cars Discharging Their Loads at the Entrance Yesterday.

pleased and charmed when they awoke in the morning, and found the sun shining brightly, and prospects brilliant for an ideal fair day. Nobody stayed away from Farmers' Day because of bad weather.

And then began the pouring in of the sons and daughters of the soil into London. Train after train unloaded its human freight at the Grand Trunk depot, specialists arriving hourly or better, from all directions, crowded to the utmost capacity, with Western Fair visitors, and it is said so great was the tax upon this line that though every effort had been made to handle an extraordinarily large crowd, many people along the Bruce and Sarnia lines were unable to come to London because of the immense crush on the cars.

The Michigan Central, the C. P. R., and the Lake Erie could not handle their quotas. The roads leading into the city had constantly poured in visitors all morning, from daybreak, and by 10 o'clock the appearance of the downtown streets indicated that London's population had been doubled for the day.

And from 10 o'clock till 3 in the afternoon a steady stream of street cars, running at intervals of a minute, and without accidents or trouble of any kind, carried the thousands of visitors to the Queen's Park. It was indeed a good thing for the company that they had added greatly to their transportation facilities the past year, else the efforts to handle the tremendous crowd satisfactorily would have met with failure. As it was, the company was taxed to its utmost, but nevertheless did well and got through the big day in a creditable manner, much to the gratification of all classes of people.

SCENE AT THE GATES.

The scene at the fair grounds gates was a sight to be remembered. The crowds in front of the ticket offices stretched out into the street, and for hours without a breathing spell the ticket-sellers were besieged by thousands of people anxious to secure the necessary postcard or check to pass inside. The gate-keepers also got a taste yesterday of what it really means to handle a big crowd and pass in the thousands who went to make up what may perhaps prove to be the biggest Farmers' Day on record.

In the main building those who managed the trip through the fair paid for their whistle, for the crush there can be designated no other way than as an awful jam. One good feature of it, however, was that for the most part the people appeared to be going in the one direction, and those who tried to go the other way were turned around in the right direction.

It was the same in all the other buildings, the number of visitors in each being very great all day. Of course, as was to be expected, the machinery laid, which was the heart of the fair, was filled by a crowd of farmers and others, who were especially interested in the exhibits, and one exhibitor told The Advertiser that he had done 100 per cent more business Wednesday than he had calculated.

The several stands, with the exception of some seats in the open ones, were simply packed, and there were probably 15,000 grandstand tickets sold during the afternoon.

RAN OUT OF SUPPLIES.

Early in the day the people who run refreshment booths shouted loudly to all persons to purchase meal tickets, each and every one claiming to put up the best meal on the grounds. This went on all right for a while, but finally so many people came to be that some of the booth-keepers were compelled to hang out a "No Admission" sign, or a "No Meal" sign, the commissary having given out under the strain of the thousands of hungry men, women and children. Hurry orders were sent into the city houses, and soon dozens of delivery wagons arrived with provisions to replenish the stores, and the eating-places were again in full blast, with plenty of demand for meals.

But business was not confined alone to the refreshment people, for everywhere on the grounds from the fortunetellers to the cane and ring men, and the blind singers and organ-grinders, all boasted large audiences the entire day.

THE ATTENDANCE.

There was no reserve on the part of the directors and officials in saying that the day had been a grand success. President Gartschore, the chairman of the states and tickets committee, Mr. W. M. Spencer, and Secretary Nelles were exceptionally enthusiastic, as were also other directors with whom The Advertiser was in conversation, including Mr. W. J. Reid, Mr. William Moore and Mr. Charles Frohlock. Col. Gartschore said that there was no doubt that the day's attendance had exceeded anything during his time on the board.

of the spectator on the grand stand, everything being carried out with commendable regularity. The rain stopped the performance on the stage for a short time in the afternoon, but Old So on put people to rights again and brought sunny smiles back to the faces of the directors and spectators. The speed events were the best witnessed through the week, and even to the balloon ascension the day was an unqualified success.

A spectacle worth seeing in itself was the crowd in the grand stand. Thousands of people in holiday garb and wrought up with enthusiasm cheered and cheered the performers. Every seat in both tiers of the big covered stand had an occupant and hundreds stood in the paddock, and two open stands were almost filled and all along the fence to the center of the track people stood and saw the performance as best they could.

The stock parade was the first event of the day—first in more than one [Continued on page 5.]

STORM FATALITIES.

Wind Carries Away Boat and Un-
roofs Box Car.

Salem, N. J., Sept. 17.—Howard Nicholson, aged 25 years, was drowned at the mouth of Salem Creek during the storm yesterday. He accompanied his uncle in an open boat to the mouth of the creek where they intended to clean the lamps of the lighthouse. The storm blew away their boat and Nicholson in attempting to swim ashore was drowned.

New York, Sept. 17.—Theodore Grimes, whose skull was fractured by a section of roof blown by the wind from the stables at Aqueduct race track, in yesterday's storm, is dead at a hospital.

While a freight train on the Long Island Railroad was passing between Minola and Hyde Park the roof of a box car was carried away by the gale with two brakemen clinging to it. The roof was carried almost 100 feet from the track, where it collapsed by striking a tree. Both men were fatally injured.

Gen. Hamilton's Visit.

London, Sept. 17.—Gen. Ian Hamilton, in confirming the published report that he was going to the United States and Hamilton, says he will sail shortly for America on a pleasure trip, in response to the invitation of an American general whom he met at the German army maneuvers last year. Gens. Corbin, Wood and Young attended the German army maneuvers last year.

ENGINE CREW KILLED

A Fatal Collision on the Intercol-
onial Railway.

St. Hyacinthe, Que., Sept. 17.—In a collision between two freight trains on the Intercolonial Railway yesterday morning at 9:30 o'clock, about two miles east of St. Madeleine, Engineer Adkinson and Fireman Hurd, of the eastbound train were killed, and Brakeman Bernier and Engineer Desnoes, of the westbound train were slightly injured. Both the engines were badly damaged, and several of the cars were wrecked.

RHODES SCHOLARSHIPS

A Preliminary Experiment to Be-
gin in October.

London, Sept. 17.—It has been definitely arranged that seven South African and five German students will take up their residence at Oxford on October 1. The arrival of these twelve Rhodes scholars is looked forward to as one of the most interesting ventures of modern times, and it is to see how the preliminary experiment succeeds that the completion of the organization for bringing over the full number of scholars now waits. The remaining scholars in the colonies and the United States will not enter Oxford until 1904.

SWAM ATLANTIC INSIDE TWO DAYS

Stomach of Shark Caught Off
Florida Held Food Captured
Near Africa.

Washington, D. C., Sept. 17.—A Government official who recently returned from a visit to Palm Beach, Fla., tells about seeing a huge man-eating shark captured at that place. It was one of the biggest sharks ever caught in Florida waters, and was evidently a sailor of many years. The monster measured over 18 feet in length, had a sword attachment as long as an arm, and was one of the largest variety, stamping it as one of the man-eating class.

The shark was caught by a fisherman. He used a large rope for a line, and had a windlass as a reel. At the end of the line was a huge steel hook, and this was baited with a large bright tin can. The shark bit at the bait and was trapped. He was landed after he experienced. It was the interior of the stomach, however, that excited the greatest interest. When he was cut open a whole porpoise was found in the stomach. There was also a large piece of partly digested shark and the head of an ostrich. The piece of shark inside the monster was out of the back and contained the backbone of the dead animal.

A careful examination showed that the backbones were larger than the backbones of the captured shark. A close examination of the stomach showed that he had been in conflict with another shark, and the finding of a piece of the adversary showed that the conflict had ended in the death of the opponent, that the victor had then swallowed a juicy portion of his foe. The presence of the ostrich in the stomach was undoubtedly proof that he had made the trip from Africa, and that he had made the trip in two or three days. The head was not digested and the process of digestion had only just begun.

There is only one ostrich farm in Florida, and when that institution was communicated with the owners said that they had not lost an ostrich in a year. The ability of a shark to pass a whole ostrich in its stomach, and to make the trip in two or three days, and to be killed, and then started across the Atlantic, reaching Florida waters before the ostrich had begun to digest.

Insulted the Jews.

Berlin, Sept. 17.—Paul Koch, the author, was sentenced yesterday to three months imprisonment for insulting the Jewish religion in a pamphlet on "Ritual Murder," in which he endeavored to prove that ritual murders were practiced in Germany.

WEATHER BULLETIN

London, Thursday, Sept. 17.
Sun rises, 5:58 a.m. Moon rises, 1:38 a.m.
Sun sets, 6:27 p.m. Moon sets, 4:00 p.m.
Tomorrow—Cool.

Toronto, Sept. 16-8 p.m.
The disturbance which has been several days being nearly stationary over the western portion of the great lakes is now moving eastward with increasing energy, and there is every prospect that a cool wave will spread over Ontario, and that unsettled and perhaps stormy conditions will prevail in the Maritime Provinces.

Minimum and maximum temperatures: Victoria, 49-68; Calgary, 38-68; Winnipeg, 32-48; Toronto, 64-80; Ottawa, 66-81; Montreal, 66-82; Quebec, 58-80; Halifax, 55-72.
Thursday, Sept. 17—8 a.m.
FORECASTS.
Today—Northwesterly gales; showery and cooler.
Friday—Strong northwesterly winds; clearing and quite cool.

WEATHER NOTES.

The disturbance which during several days was almost stationary over the western portion of the great lakes has since yesterday moved eastward, and developed into an important storm which is centered over Lake Ontario. The cool wave has spread to Western Ontario, and the mercury is falling nearly as far east as the upper St. Lawrence.
Local temperatures: Wednesday—High, 87; low, 59.

LIPTON EASIER; IS DOING WELL

Sir Thomas' Condition Is Con-
sidered Very Encouraging.

MAY NOT HAVE AN OPERATION

As No Pus Has Formed—Tells His
Friend: That He Has Been an
Awfully Sick Man.

Chicago, Sept. 17.—Sir Thomas Lipton, who is ill of catarrhal appendicitis in his apartments at the Auditorium Annex, passed a quiet night and is doing well, according to a statement made by Dr. Thomas this morning.

To Alexander H. Revell, Sir Thomas' host, who was an early caller, the patient said: "I've been an awfully sick man, but I'm easier now. Mr. Revell said he considered the patient's condition very encouraging. It is still believed that an operation will be unnecessary, as no pus has formed."

Chicago, Sept. 16.—Sir Thomas Lipton is suffering from "colitis and catarrhal appendicitis," according to an official statement made by his physicians this afternoon. Assuming the public to be in possession of the facts of the distinction between the two diseases, the following statement was issued: "The disease—colitis and catarrhal appendicitis—is progressing favorably and the condition before us is satisfactory."

Signed—Homer M. Thomas, M. D., Geo. W. Webster, M. D., Nicholas Senn, M. D.

Sir Thomas complained of a pain in his stomach yesterday when he arrived in Chicago, to be the guest of Alexander H. Revell, and incidentally to look after his business interests. A few hours later he was compelled to take to his bed in the Auditorium annex. Last night physicians held a consultation, and it was decided that the patient must remain indoors for a few days at least.

This morning another consultation of the physicians was held, and the patient was suffering acute pain. A thorough examination was made, and the case diagnosed.

It was authoritatively, though not officially, stated late this afternoon, that no operation will be necessary in Sir Thomas Lipton's case. The ailment is not of a dangerous nature, and the physicians are confident that the patient's condition continuing distinctly favorable. An operation is considered wholly inadvisable.

Sir Thomas Lipton is now officially declared to be suffering from appendicitis.

The physicians in attendance upon Sir Thomas Lipton declared tonight that his condition is satisfactory, and he is not considered in any immediate danger. After a consultation the doctors gave the friends of Sir Thomas to understand that the occasion of an operation while not obviated, was not imminent, and that the physicians were leaving Dr. Senn remarked to Dr. Thomas as they descended in the elevator, "We shall be lucky to pull him through this without an operation."

WE MUST DROP

"MADE-IN-CANADA"

So Says the Hon. Thomas A.
Brassey in a Speech on
Preferential Trade.

Toronto, Sept. 17.—From present indications the annual meeting of the Canadian Manufacturers' Association, which opens here at the King Edward Hotel this morning, holds fair to mark an epoch in the history of the society.

In the neighborhood of 80 delegates arrived in the city yesterday and this number will be augmented by at least 400 today. Several sections of the association embraced the occasion to hold their annual meetings.

The big event of the reception at the Parliament Buildings last evening, at which interesting addresses were delivered by Hon. Geo. W. Ross and Hon. Thos. A. Brassey, M. P., of London, England, Special interest attached to Mr. Brassey's speech, in view of his advocacy of the policy enunciated by Hon. Joseph Chamberlain in his famous speech at the Liberal old school, who had come forward in support of a preferential tariff as between Britain and the colonies.

His words last evening, carefully weighed as they evidently were, proved a distinct disappointment to the manufacturers present. While approving of Imperial Federation, he said in effect that this country would have to drop the "Made-in-Canada" cry before the idea of an Imperial preference could be entertained. If Britain undertook to place a tax on the agricultural products of foreign countries, she looked for a corresponding preference for her manufactured wares in the markets of the colonies. Should, however, the colonies enter into an agreement to bear their proportionate share of the defense of the Empire, it would in a sense solve the problem, as under such an arrangement, to Hon. Mr. Brassey's way of thinking, it would not make any material difference whether the industries were located in this country or over the seas. This would, however, involve representation in the Imperial Parliament.

MR. BAYLY APOLOGIZES

Ontario Law Society Will Take No
Further Action in the Case.

Toronto, Sept. 17.—R. A. Bayly, of London, who was called before the Law Society's discipline committee for sending letters to other solicitors, asking them to have him consulted in drawing their wills, has apologized to the society, and no further action will be taken.

French Defeat.

Algiers, Sept. 17.—A dispatch from Ain Sefra, a small oasis, 153 miles from Tiemcen, says a French convoy under Major Buchenit, escorted by sharpshooters, was attacked recently in the vicinity of Beendabbes, and that Buchenit and thirteen men were killed. Attacks upon French convoys have been frequent occurrences of late, and the Moroccan Government has made no effort to secure the apprehension of the perpetrators.

WHAT BIRMINGHAM THINKS

Census of Opinion on Preferential Tariff.

London, Sept. 17.—At a meeting of the council of the Birmingham Chamber of Commerce of 80 members representative of that great trade district, replying to questions by letter, 58 said that a preferential tariff in favor of the products of the manufacturers of the United Kingdom would enable them to sell their goods more largely in the colonies, ten stated that a preference would confer no benefit, and two that they did not suffer from foreign competition in the colonial markets. The remainder of the replies contained no expression of opinion on preferential tariffs.

GHOST CLUTCHED SLEEPER'S THROAT

The Remarkable Experience of a
Man in House Haunted by
a Female Spectre.

Bloomington, Pa., Sept. 17.—For many years the old Beers house, on Eighth street, here, has had the reputation of being haunted and was unoccupied until Newton Lyons, of Central, came to Bloomington to work and took up his residence in the Beers house. He alone, Mr. Lyons heard the ghost stories, but laughed at them, and for a month slept in the house and declared there was no such thing as a ghost. He had an experience, however, one night which caused him to change his mind and now he cannot be persuaded to spend another night in the house.

Mr. Lyons says that shortly after going to bed he heard strange noises about the house which he could not account for, but he did not make an investigation and at last went to sleep. About daylight he was awakened by a cold hand clutching his throat. With a start he awoke and found a woman's face staring at him from the foot of the bed. He jumped from the bed to follow what appeared to him to be the dim form of a woman, and when near the door of the room he was suddenly stricken blind and fell to the floor unconscious, remaining in that condition for an hour. His eyes pained him for the entire day and were red and inflamed, but physicians could not account for the trouble.

Mr. Lyons declares that the apparition made no sound, and that upon his recovery he found the doors and windows fastened in the same manner they were when he went to bed.

BIRDS BLOWN OFF SHORE

Flock of Wild Canaries Fall on
Steamer's Deck.

Duluth, Minn., Sept. 17.—A great flock of wild canaries, blown off shore by the steel deck of the Peavey liner Fredrick B. Wells Sunday night during a gale off the Apostle Islands, in Lake Superior, it was observed at midnight that many birds were falling on the deck and were dead when picked up. Investigation showed that the air above the ship contained myriads of them. They lit on the masts and ropes, but were blown off and fell to the deck. The shock killed them as fast as they fell. Capt. Stone says about 500 or 600 of the birds died in this way. It is thought the birds were blown off shore.

BLOWN TO PIECES

Five Plotters Meet Death in Rus-
sian Town.

Tiflis, Sept. 17.—In an explosion in a street at Kars, Asiatic Russia, on Tuesday, in the lodgings of disaffected Armenians, four Armenians and an American citizen, John Nachikian, were killed. Nachikian arrived only recently at Kars. He was filling hand grenades with explosives when all present were blown up. A quantity of fuming mercury and glycerine and 33 copper hand grenades were found on the premises.

BRITAIN MAY INTERVENE

To Put an End to the Macedonian
Horror.

London, Thursday, Sept. 17.—The Daily Chronicle this morning says it understands that the British Government has decided to take steps to end the massacres in Macedonia. Diplomatic representations which will be made at Constantinople will, it is stated, be supported by the dispatch of a British squadron.

100 Drowned.

London, Sept. 17.—A dispatch to the London Daily Mail from Hong Kong announces that during a typhoon the steamer On Ling Wo capsized off the Kwangchow, and one hundred persons perished.

War Is Inevitable.

Washington, Sept. 17.—Dr. Hernandez, the Venezuelan minister, has officially denied that Venezuelan troops have been sent in the direction of the Colombian frontier and suggesting that war between the countries is inevitable.

MANY LIVES LOST IN GREAT GALE

Thrilling Experience of Boat
Off Connecticut Coast.

SCORES OF YACHTS WERE LOST

Damage Will Be \$2,000,000—18
Fatalities About New York—The
Reliance Has Narrow Escape.

New York, Sept. 17.—Rough estimates of the financial loss to yesterday's storm are \$2,000,000 on a grand Manhattan island alone. So far eighteen lives are known to have been lost in the storm, and it is believed this number will be doubled when all reports are in.

One of the most thrilling stories of disaster is that of the excursion and freight steamer S. E. Spring, which was driven ashore near the country market of E. C. Benedict, at Greenwich, Conn. Capt. McDougald, his crew of seven men and eleven passengers, were rescued, largely through the aid of the Benedict servants.

The Spring was trying to put back to Stamford, and the gale had reached a velocity of 80 miles an hour when the rudder failed, and the steamer floundered at the mercy of the huge seas, which swept over her. The panic-stricken passengers fled to the upper deck, where they sought refuge in the cabins and the women became hysterical. The pilot was still trying to turn about, when a sudden gust of wind tore off the entire roof of the upper deck, leaving only the pilot house. When the root went off the boat was lifted half out of the water. The strain was so great that it tore off the rudder, and when she settled down again in the trough of the sea she was perfectly helpless.

Realizing that they were at the mercy of the storm the sailors as a last resort made a determined effort to get an anchor down to hold the steamer's head to the wind. No sooner had they thrown the anchor than the chain snapped. The steamer was fast being driven toward Sheboygan Rock, a dangerous shoal on the Connecticut shore. The passengers were ordered to put on life-preservers and were ready to board the launch. A scene of wild confusion followed. The crew launched the largest life-raft and the passengers, with life-preservers, stood ready to get up when the raft suddenly struck the hull of the boat, and was pounded to pieces. A second life-raft put over by the crew was also destroyed. This left only one small boat of any description on the steamer, and it was so small that Capt. McDougald was afraid to put it over. He tried to put up distress signals, but the wind snapped off the flagstaff. The steamer drifted along the shore until she hit the rocks off the point at Benedict's, and stove in her bow. As soon as she touched a colored cook dropped and died, and a swinging wheel was over his head and he was thrown about until he was badly bruised, and he died.

The servants ashore grasped the lines from the ship and in a few minutes all hands had been safely landed. In Jamaica Bay, L. I., scores of yachts were wrecked. Most of them were torn from their moorings and pounded to pieces on shore, but a good many were caught while sailing in the bay, and those aboard had narrow escapes. The entire fleet of the Bay Yacht Club, comprising more than 20 boats, valued at sums up to \$1,000, was also destroyed. The wreck of the Rochelle, on Long Island Sound, are strewn with wreckage from yachts, and it is estimated that not less than \$500,000 damage was done these vessels alone.

The cup defender Reliance is reported to have been wrecked. The vessel was through being rammed by a pilot-driver which broke loose from its moorings and drifted on the Reliance's stern. The Reliance was wrecked, and the crew on the quarters, and had been driven partially up on the ways. Several plates were loosened, but the damage was not serious.

HORSEWHIPPED FOR KISS

Man Apologized But the Lady
Was Not Satisfied.

Lancaster, Pa., Sept. 17.—W. Charles Buchmiller, a coal merchant, and a horse-whipper, was yesterday whipped through being rammed by a pilot-driver which broke loose from its moorings and drifted on the Reliance's stern. The Reliance was wrecked, and the crew on the quarters, and had been driven partially up on the ways. Several plates were loosened, but the damage was not serious.

FISHED UP BROTHER

When Attempting to Get Doll
From Cistern.

Newark, Wis., Sept. 17.—Complaining with her young brother's request a few minutes previous to fish a doll out of the cistern, Mary Goss, daughter of Frank Goss, of Menasha, put over the cistern with a rake, and, thinking she had located the doll at the bottom of the cistern, pulled something to the surface. She was horrified to find it was the body of her little brother.

Miss Goss fainted after carrying the body of the child into the house, and she is in a critical condition.

It is supposed that while Miss Goss was getting the rake with which to secure the doll the little fellow fell into the cistern and was drowned.

A Youthful Trio.

Toronto, Sept. 17.—Triplets at a birth is the achievement of Mrs. J. W. Peat-Roug announces that during a typhoon the steamer On Ling Wo capsized off the Kwangchow, and one hundred persons perished.

Washington, Sept. 17.—Dr. Hernandez, the Venezuelan minister, has officially denied that Venezuelan troops have been sent in the direction of the Colombian frontier and suggesting that war between the countries is inevitable.