

LAST BIG BALKAN FIGHT IS NOW BEING WAGED AT THE CAPITAL'S DOOR

Reported That Turks Have Evacuated Saloniki But Scutari and Adrianople Are Still Holding Out.

POWERS PREPARING TO PROTECT FOREIGNERS AT CONSTANTINOPLE

[Canadian Press.]
London, Nov. 7.—Only five little districts now remain in the possession of Turkey out of the vast territory in Europe which she has ruled for centuries. Even these five districts, comprising Constantinople, Adrianople, Saloniki, Monastir and Scutari, are seriously menaced.

SALONIKI EVACUATED.
It is reported that the great stronghold of Saloniki has been evacuated, and that the Turkish army stationed in the city has been withdrawn, but no confirmation of this has yet been received.

Which direction the retreating army is supposed to have taken was not mentioned in the report, but it is true that the Turks have abandoned the city they must sooner or later come into contact with one of the armies investing the fortress whichever way they take.

MONASTIR OCCUPIED.
Monastir also, where Fethi Pasha has a large Turkish army under him, is said to have been occupied by the allied Balkan troops, but this report too lacks confirmation.

Between the Bulgarian army and Constantinople now stand only the Tchatalja forts, which are held by an army that has suffered a series of crushing defeats, and that has rendered, it is believed in military circles, incapable of making any sustained defence against a vigorous assault. Some villages in the vicinity of this last line of defence are reported already to be in the hands of the Bulgarians. The commanders of the Bulgarian invaders are said to have fixed Sunday next as the day on which they will enter the Turkish capital with their troops, and hold a service of thanksgiving in the Mosque of St. Sophia.

FORTRESSES HOLD OUT.
The Turkish fortress of Scutari near the Montenegrin frontier, and that of Adrianople, in the eastern sphere of operations, are still making a stubborn resistance against the efforts of the besiegers. Military critics who know the country well, utter the warning not to expect the early fall of Adrianople promised by the optimistic Bulgarians. The critics point out that the invaders have not yet reached the principal line of forts around that city.

The defenders of Scutari, too, have repeatedly and successfully assumed the offensive, and have managed to keep the line open by which they can supply Tarajosh, the other Turkish fortress on Lake Scutari, with provisions and ammunition.

The antagonism of the Mallisgort tribesmen is said to have checked the army of Crown Prince Danilo, of Montenegro, which has made several attacks on Tarajosh.

Confirmation of the occupation of the Turkish town of Alessio and the port of San Giovanni di Medua, on the Adriatic Sea, has now been received.

LAST BATTLE ON.
News is very meagre today from the line of forts at Tchatalja, as well as from Constantinople, and at the present of foreign ambassadors' entrenchments have been thrown up at San Stefano and at Kladikane, so that if the rout that occurred after previous battles should be repeated the mob of fleeing soldiery can be checked.

LATER.
Paris, Nov. 7.—Turkey has decided to give the powers complete liberty of action in arranging conditions of peace, according to a dispatch from Constantinople to the Journal des Debats.

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City Council Asks Members to Vote for Grant to the Fair

London Is Leaving No Stone Unturned to Secure Financial Assistance for the Big Annual Exhibition in This City.

The Western Fair Association are going to make a strong bid for a Government grant for the fair. Word has been received here that the Dominion Fair grant of \$50,000 is not available for 1912, so a different method will have to be adopted. It is the intention to obtain an annual grant, of say, \$5,000 or more, a year, for a term of years. The board will ask \$10,000, and will endeavor to secure that amount.

The city council of London has written to all the members of the Dominion House of Commons residing in Western Ontario, and have received replies from the majority. All are perfectly willing to do what they possible can to secure a grant.

"We have received a number of replies," said City Clerk Baker. "All are enthusiastic apparently for the Western, and are willing to assist."

Secretary A. M. Hunt of the Western Fair Board is also communicating with the members, and is endeavoring to secure their assistance.

"A grant of from \$5,000 to \$10,000 a year is what we would receive," he stated to The Advertiser. "I think we should get it."

STRANDED LINER WILL NOT BE LOSS

The Royal George Is Not in Danger of Breaking Up.

STUCK FAST IN SAND

Four Hundred Passengers Taken Off Steamer, But Many Are Still Aboard.

[Canadian Press.]

Quebec, Nov. 7.—About four hundred of the passengers from the Royal George, the Canadian Northern Railway Company's liner, which went ashore one mile east of Point St. Lawrence, Isle of Orleans, last evening, arrived here on board a tender this morning. They were sent to Montreal on special trains later in the morning.

Captain Belanger, of the steamer Savoy, who passed the Royal George this morning, does not think the liner is in a dangerous position. She went ashore on a bottom of sand and gravel, it seems, and there is no fear of her breaking in two like the ill-fated Bavarian did some years ago. The front part only of the Royal George struck the bottom.

Some Still Aboard.
This morning the "North," an old

ferryboat, which carried the passengers to this city last week, went back to the Royal George, but the strong wind blowing north prevented her from getting to the wrecked liner to get the rest of the passengers off.

The captain of the vessel said this morning that the waves were rolling so high that it was dangerous for them to try and go alongside the liner, and they said there were several hundred steerage passengers still on board.

At this time of the season the channel gets narrower, it seems, and the hydrographic maps tell that steamers must not run at more than 4½ miles an hour. The Royal George, it is claimed, was running at 13 knots in order to get into Quebec before the immigration offices closed.

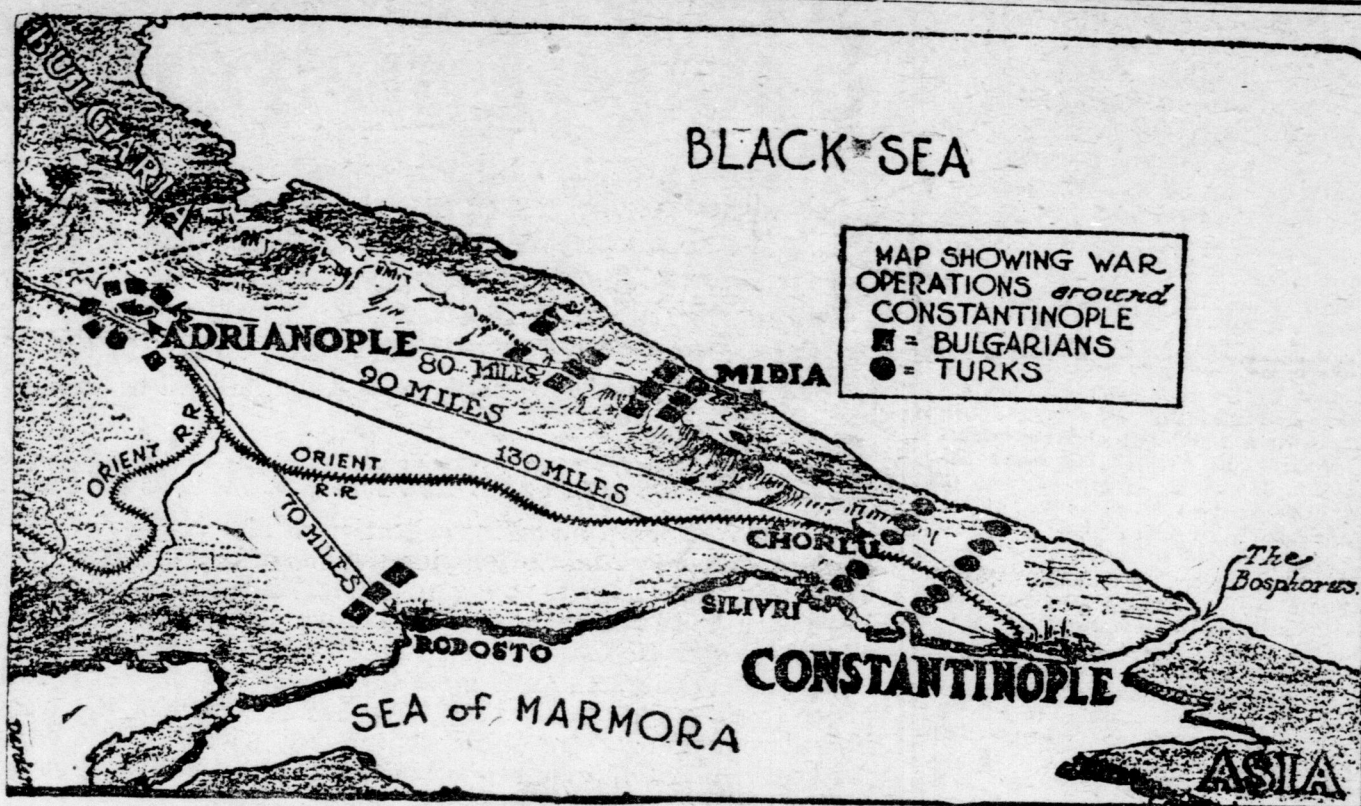
Saloon Passengers.
The saloon passengers on the Royal George were:

Mrs. R. C. Andrew, Rev. P. Coyle, Dr. M. V. Dee, Mrs. A. Gibbs, Lieut.-Col. and Mrs. Greville Harston, Col. and Mrs. Landry, Lieut.-Col. and Mrs. Miss Maunsell, Capt. C. M. Merritt, Mr. and Mrs. Mitchell, Col. and Mrs. E. W. Morrison, Major Robertson, H. Arnold, E. M. Carr, C. W. Francis, S. Lines, H. H. Martin, S. J. McGriffin, W. T. O'Kenna, J. Morgan, R. H. Millen, A. C. Pratt, H. E. Pratt, R. R. Ryan, F. R. Striker, M. H. Thurlsey, S. E. Tidy, W. B. and Mrs. Wilkins, Miss V. Williams, and Mr. Hyamson.

The vessel also carried a large contingent of young women going to the west under Miss Winifred Leal, of the Salvation Army. In all she has 914 passengers on board.

No Panic.
Quebec, Nov. 7.—Lieut.-Col. E. W. Morrison, an Ottawa officer, on his return from England, where he accompanied the liner, is here.

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PANORAMA OF THE LAST STAGE OF THE BALKAN WAR.

WEST LONDON WALL WILL NOT STAND ANOTHER FLOOD

Ald. Ashplant Notifies City Engineer of Dangerous Condition of Embankment.

SPECIAL MEETING OF BOARD OF WORKS

Immediate Action Is Necessary If the People of the Suburb Are To Be Protected.

The flood in the river has revealed the bad condition of the West London embankment and the city council may hold a special session to deal with the matter. This morning Ald. Ashplant and others visited the breakwater and discovered that it was in a far from satisfactory condition.

Ald. Ashplant called the attention of Acting Mayor Spittal to the wall, and the latter will confer with the engineering department this afternoon to make arrangements to protect the people of the suburbs.

Some time ago, early in October, 60 feet of the wall fell in south of the Oxford street bridge. At this point the embankment is rather narrow, and it was materially weakened by the collapse of this portion. Since that time, nothing has been done to strengthen it, and the sudden rise in the river Wednesday alarmed many of the residents of that portion of the city.

Must Act at Once.
"The board of works should act at once," said Ald. Ashplant. "The breakwater there is very weak, and if a big flood should come along, the lives of scores of citizens would be put in jeopardy. I inspected the embankment today, and I was surprised at the conditions existing. As it is at present it will never withstand a big flood in the spring. We want to act immediately."

City Engineer Brazier will put in a number of piles at this point. The Advertiser was informed, and will board it up to prevent a flood. The groyne already erected further up the river will be strengthened also, and at least \$900 expended in making it strong.

"We will make it as strong as we possibly can, and that at once," said Mr. Brazier. "The unexpected flood caught us unprepared, but it will hold up easily."

Six feet of water is going over the dam at Springbank at 3 o'clock this afternoon. The highest mark was 6 feet 2 inches early this morning, showing that the flood is not receding a great deal. However experts say the worst is over, unless another heavy rain comes.

WHISKEY BURNED.

Chicago, Nov. 7.—Whiskey valued at \$100,000, was destroyed early today in a fire that burned out the two upper floors of the Waken & McLoughlin five-story warehouse on east North Water street.

THE WEATHER.

TOMORROW—FAIR.

Forecast, Nov. 7—8 a.m.

Today—Fresh to strong northerly to westerly winds; showers, followed by clearing.

Friday—Generally fair.

Temperatures.

The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Stations.	High.	Low.	Weather.
LONDON	54.5	48.5	Cloudy
Calgary	48	26	Clear
Winnipeg	36	25	Clear
Port Arthur	38	32	Clear
Parry Sound	48	36	Cloudy
Toronto	57	50	Cloudy
Ottawa	58	44	Rain
Montreal	50	42	Rain
Quebec	48	38	Rain
Father Point	55	35	Cloudy

Weather Notes.

A disturbance is developing rapidly over the Southern States, while another one is centred in Saskatchewan.

Rain has fallen heavily in the Peninsula of Ontario and eastward to Northern New Brunswick. Elsewhere the weather has been fair.

Today's Pros.

Western Ontario—Moderate to fresh winds; showery at first, followed by clearing, continued mild.

Boys and Girls Under Sixteen Must Attend Day or Night School

A Special Meeting of the Board of Education Will Be Held on Friday Night to Consider the Putting in Force in London of the Adolescents Act.

A special meeting of the board of education will be held on Friday evening to consider the adolescents law, likely to be introduced by the board.

Some time ago the trustees decided to experiment with the act, and according to the rule governing this matter it had to be advertised for five weeks. That period expires on Friday, and it is expected that the board will meet to take final action.

It is proposed to raise the age when children can be compelled to attend school from 14 to 16 years. Between these two periods, boys and girls may be allowed to go to work, but they will have to attend night school for a time, in order to take lessons in manual training and domestic science.

Some Misapprehensions on.
"Some misapprehension has existed regarding the act," said Trustee E. R. Dennis. "We do not intend taking boys away from work after 14 years, but we want them to attend industrial classes one or two nights a week, in order that they should be better equipped for their work. The idle class of boys, youngsters who are not working nor attending school, we want to get out of the community. I think it will work out advantageously, although the board will have to exercise discretion in its operation."

FLOODED CELLARS AND YARDS RESULT OF SEWER SYSTEM

Cheapside Street Man Got to Work By Walking on Tops of Fences.

MUCH DAMAGE DONE IN MANY DISTRICTS

A Storm Sewer System Is Only Remedy—Interswitching Line Flooded.

Flooded cellars by the hundred, water standing on the streets in miniature lakes, backyards buried out of sight, and other evidences of flood demonstrated that the present sewerage system of London is totally inadequate to handle more than the ordinary rainfall. As is usually the case, following a big rain, the city engineer's department had a busy night, and the water has not even yet been taken off the streets.

Scores of complaints have been registered with City Engineer Brazier, and it is expected that claims for damages amounting to several thousands of dollars will be sent to the council before a week is passed.

The downtown districts suffered greatly, as is the general rule. The sewers backed up into the cellars, and in some places on Richmond and Dundas streets, two and three feet of water was standing in the basements this morning. At noon, it was going away gradually, leaving a trail of filth behind it.

Fighting the Flood.
The ward foremen were out late into the night, endeavoring to relieve some of the districts. In South London, the men worked until midnight, while Ward Foreman R. Logan in East London kept his men going even later. Sewer Foreman Sid Loveless looked after the downtown district, doing what he could to get the water away, but they accomplished little owing to the fact that the sewer accommodation was inadequate. They could not estimate how much damage was done, but it was estimated in the thousands of dollars.

Along the interswitching line in East London, the water was five feet deep, according to the statement of Mr. John M. Moore. The drainage there was not sufficient to carry away the water.

A River.
Cheapside street, where the London Street Railway Company is building its extension, was a regular river. Much damage was done to the company's works there, but a large gang of men soon restored some of the work.

"The usual thing happened," said City Engineer Brazier. "I have been worried by scores of complaints, and had the men out late last night and early this morning endeavoring to relieve the situation. We have known for a long time that the sewer system was totally inadequate to carry the water away. It is a sanitary sewer only, and was never intended to carry storm water. We did what we could, but it is impossible to carry it away in a pipe at least four times too small. I expect that there will be many more complaints."

A Canadian Venice.
Mr. F. Bedford, 428 Cheapside Continued on Page Eleven.

THAMES, ON A RAMPAGE, ROSE SIX FEET, BUT THE WATER IS GOING DOWN

Motor Boat Left High and Dry on Bank Went Down Stream—Local Men Saved a Large Number of Others—The Greatest Fall Flood Since 1883.

But for the watchfulness of three members of the Thames Motor-Boat Club during Wednesday night the other members of the association would be facing a financial loss as great if not greater than that which they incurred last spring, when a number of the launches broke loose from their moorings and were swept over the dam.

During the late afternoon and early evening of Wednesday the river gradually rose as a result of the continuous rain, but it was not until nearly 11 o'clock at night that the height of the water caused alarm.

Several members of the club visited the docks at the foot of Dundas street during the evening, but the majority left, thinking that there was no cause for remaining there.

About 11 o'clock two boat-owners noticed that the river was rapidly rising, and immediately called a number of others to the scene. Among those that answered the call for assistance were Messrs. Harry Morris, William Thorne and John Bennaetti, and these three remained until after noon today assisting other owners in rescuing their property from severe if not total loss.

Held By Cables.
The club dock was fastened to the shore by means of two heavy rope cables, and but for this protection, the whole fleet would have been lost. About 1 o'clock in the morning the dock broke away from its moorings and was carried out into the middle of the river, but was held in this position by the cables.

One of the launches, the Blues, owned by Mr. Clarke, became loose and was carried as far as Wonderland, where it was recovered by the "Black Knight" under the command of Captain George Smythe and tied to the landing there. The reliever boat was unable to combat the current at the Cove bridge and it was necessary to leave the launch there until the current abated.

NINE PEOPLE HURT IN MONTREAL CRASH

Car Runs Away on Down Grade and Collides Broad-side With Another—Two Seriously Injured With Cuts and Bruises.

[Canadian Press.]

Montreal, Nov. 7.—With the motor-car hanging out of the vestibule shrieking a vain warning, a single truck from car whizzed down a five per cent grade on St. Lawrence Boulevard this morning, and smashed into another car standing at the corner of Ontario street. Nine people, taken into hospitals in ambulances, of whom two are seriously injured and a score of others shaken up, is the toll of the latest addition to the long list of accidents to Montreal street cars.

While Miss Lancaster was lying on the ground someone stole her purse with \$10 in it, and her engagement ring.

EXCLUSIVE CLUB FOR LONDON RIDOUT ST. HOUSE IS BOUGHT

Scheme Is To Establish a Club That Will Practically Be a Millionaires' Social Home—Membership Will Be Select.

An exclusive club for the city is being planned at the present time, and the property formerly owned by the late Dr. Anderson on Ridout street has been purchased for this purpose. The sum paid is said to be \$11,000.

There are three clubs in London at the present time, the London Club, the

Carried Down Stream.
Mr. Edgar Jeffrey is perhaps the largest loser by the antics of the river, as the hull of his launch, valued at \$40, was carried down the stream. Mr. Jeffrey had taken his boat out of the water for the season, and had removed the engine, and intended to store the hull away for the winter some time this week. The boat was on the bank some seven or eight feet above water level yesterday afternoon, but had disappeared this morning. At the pump-house at Springbank, it was stated, however, that no boats had gone over the dam since daybreak, and it is possible the launch had run around between the city and Springbank.

Work of Rescue.
During this morning a number of the owners of motor-boats arrived at the scene and assisted in bringing the launches back to shore. Much difficulty was encountered in this task, as the dock in the centre of the forks, and to which the majority of the boats were tied, had collected a large quantity of trees, pieces of fences and parts of the furnishings of farmyards, and all this debris had to be removed before the actual work of rescue could be commenced. By noon, however, the majority of the boats were safe on the bank of the river.

A Severe Flood.
Mr. Wilt Lancaster stated to The Advertiser that the present freshet is the greatest of all fall or winter floods since that of Dec. 14, 1883. Mr. Lancaster had closed his boathouse for the season, and met with but little loss during the night. A large box in which he kept a store of gasoline for the motor boats was carried away by the turbulent waters, but luckily he had removed most of the supply earlier in the week, and lost but a few gallons of "juice" and half a dozen five-gallon cans.

During the morning the river rose steadily, and at 10 o'clock the authorities at the pump-house reported that the water was passing over the dam at a depth of 8 feet 2 inches, but is now going down. The splash-boards cannot be removed until the water is somewhat lower. The current this morning was estimated at a rate of between six and seven miles per hour.

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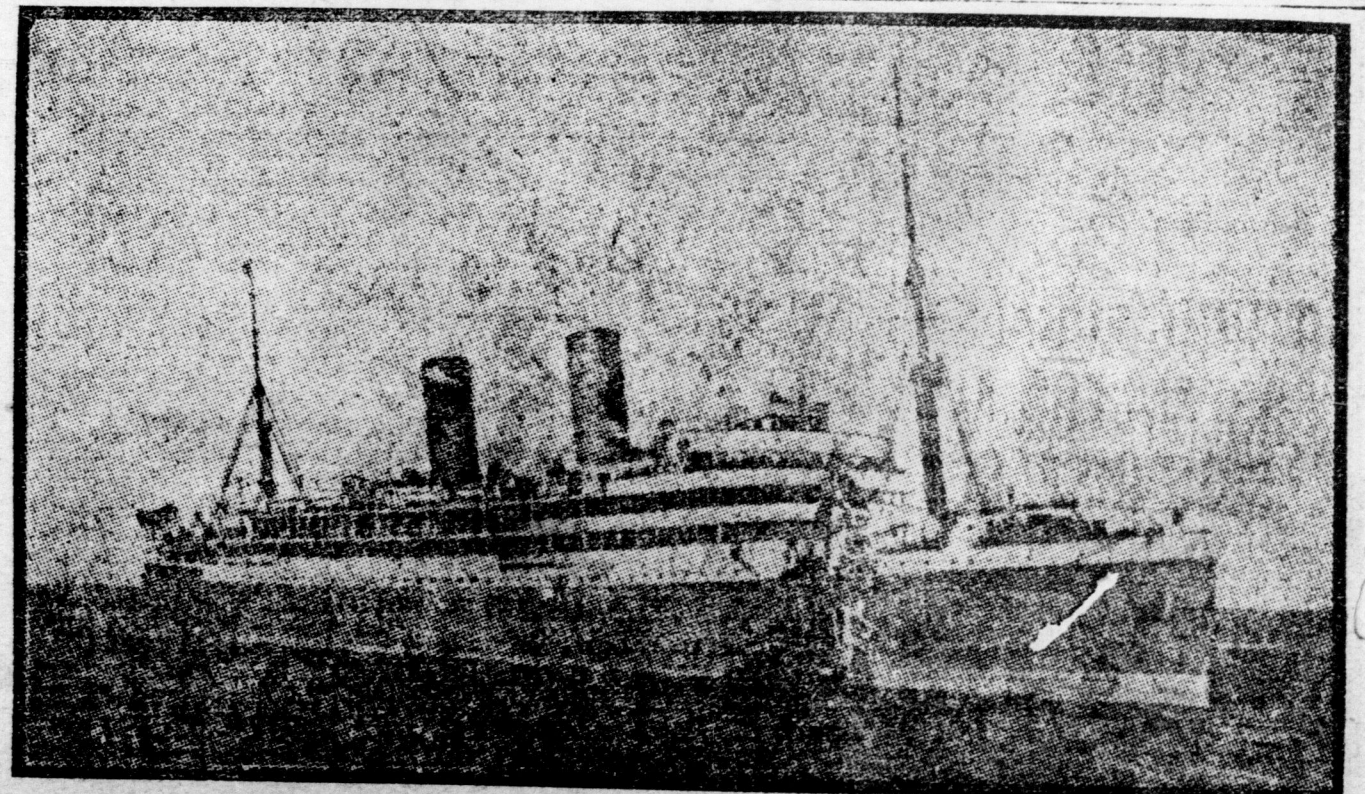
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There are three clubs in London at the present time, the London Club, the

Travellers' Club, and the Kennels, or Country Club.

A score of smaller clubs also exist. The idea of the new club is to limit the membership to the most exclusive set in the city. It will be a millionaires' club, to all intents and purposes, it is stated.

The people behind the venture would not discuss their plans today.



Canadian Northern Liner Royal George, Which Went on the Rocks Near Quebec During a Flood.