

BIG CROWD AGAIN AT THE FAIR; VISITORS CONTINUE TO ARRIVE

Full Programme of Amusements This Afternoon and Evening—Two Races on the Card.

There would have been record-breaking crowds at the Western Fair this year, had there been any sort of good weather. Yesterday's crowd, as it was, proved to be one of the greatest the Western Fair has ever entertained, and today there will be as large a crowd at the grounds.

As on the previous day, special trains were run on all the railroads running into London, and the cars were crowded to capacity.

Passengers were riding on the steps, and holding on in every conceivable way.

Fully ten thousand visitors came into the city on the specials, and the regular trains were also crowded.

The weather was good. The day opened badly, rain falling very heavy

all night, and continuing until after 10 o'clock. Then the sun managed to break through, and the hopes of the directors awakened.

The day will be a splendid one, and the large crowd will see the Fair at its best.

Went East Early.
The crowds made their way to the grounds early. At 11 o'clock there were nearly ten thousand people on the grounds and every car took a full load to the Fair.

The race track was rather wet after the heavy rains of the past few days, but the management got busy early, and it will be in fair condition, though

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Will Pave Dundas Street Next May

The contractors for the Dundas street pavement have at last been signed, and the Barber Asphalt Company will commence work on the pavement next May. The council, according to the bylaw authorized the agreement, and it is expected that this incident is now closed.

When the contracts were sealed, signed and delivered, City Engineer Graydon got busy. The pavement was held up by the street railway company, as it was stated that the company desired to put in new steel along Dundas street, and the work could not be done

in time to lay the pavement this year. So Mr. Graydon is resolved that the company will have the new rails in position before the pavement is commenced next May day.

He consequently has written a letter to Manager King of the street railway company notifying him of the contracts, and asking the company to get the rails laid this fall, as the city will not allow the pavement to be held up much longer. This matter has vexed the city fathers now all that is necessary, and they have resolved to settle the matter for all time.

Street Railway Conductor Injured

Conductor James Fleming, of the street railway met with a painful accident last night about 9 o'clock. He was badly bruised and shaken up, but was fortunate to escape so easily, although at work today, although still suffering from the effects of the accident.

He was in charge of an Oxford car, and had finished his run to Adelaide and Oxford streets. The car has to be

run around the "Y" to bring it back to the city. While he was leaning back over the end of the car holding the trolley rope, the car lurched and he was thrown violently on the rails. He was stunned by the fall, but the motorman stopped the car before Fleming was caught under it. He was brought around in a few minutes, and although badly bruised he managed to take his

E. W. VANDERBILT ADJUDGED LUNATIC

Verdict of the Sheriff's Jury—Order for Guardian Was Granted.

New York, Sept. 11.—Edward W. Vanderbilt, the aged, retired merchant, of Brooklyn, who married May S. Pepper, the spiritualist medium, is incapable of managing his affairs, because of lunacy, according to a verdict returned by a sheriff's jury in Brooklyn today. An application for the appointment of a guardian for Mr. Vanderbilt's estate was granted.

The proceedings were brought by his daughter, Miss Minerva Vanderbilt, Mrs. Pepper's sister. She had given to her a large portion of the real estate which he owned in Brooklyn, including the house in which they lived.

Miss Vanderbilt asserted that her inheritance rights were being disregarded, and that she had been left without a home. A brother and sister of Mr. Vanderbilt's subsequently joined her in the appeal to the courts.

The hearing was held before a jury and a commission consisting of a physician, a lawyer and a banker. Much evidence was offered to show that Mr. Vanderbilt had received communications which he supposed came from the spirit of his former wife, now dead.

The jury returned a verdict today.

MAY BE MURDER.

Hamilton, Sept. 12.—Abraham Schock is in the Dundas jail, and it is possible that he may have to answer to a charge of murder. He got into a row with Ben Rubenstein and brutally assaulted him, kicking him in the stomach until he became unconscious. Rubenstein is in a bad shape and the doctor who is attending him says that he will have a hard time pulling through. Bail has been refused for Schock.

Carmel Man Arrested for Cattle Theft

Detective Rider yesterday arrested Angus Ford, a young Mount Carmel man, on a charge of having stolen a day or two ago two steers from a pasture owned by George Larey, a Parkhill farmer.

This morning Chief of Police W. J. Blisset, of Exeter, took charge of the accused young man and returned with him to Exeter, where he will be tried shortly.

Larey, the owner of the steers, alleges that young Ford, who, by the way, is the son of a very respectable farmer, drove the steers fifteen miles

after removing them from the pasture, and finally traded them off for a good road horse, paying the difference in value.

A farmer who knew Ford by sight came into the city yesterday, and gave his description to Detective Rider, who shortly afterward accomplished his arrest just as Ford was preparing to leave the city.

All nearby towns were wired and it was not expected that Ford would head for London at Fair time, when the police and detectives would all be on the lookout for suspicious appearing strangers.

Big Slander Suit Is Now in Sight; Prominent Londoners Involved

Businessman and Civil Engineer In for a Legal Tangle.

It is understood that unless an apology is coming forthwith, there will be an action for damages entered by Herman E. Roberts, the well-known engraver, and head of the firm known as the Roberts Engraving Company, of Richmond street, against County Engineer Talbot, whose office is in the county building on Ridout street.

It is alleged that as the result of a misunderstanding, the men came to blows some time ago, and that Mr.

Talbot made certain charges against Mr. Roberts involving the name of a lady, a relative of Mr. Talbot's.

Later, it is further alleged, Mr. Talbot stood up in a Springbank car and calling the attention of the passengers to Mr. Roberts, he shouted, it is charged, a very serious accusation at him.

Mr. Roberts, it is said, endeavored to have the matter straightened out, but Mr. Talbot would not grant him an interview.

Another Bunch of Wrists Issued; Many People Are Seeking Damages

Suits Against the City and Railway Companies, Etc.

Seven writs have been added to those already issued for the October assizes. They are:

Alexander Moore vs. George White & Sons Company, Limited—Action for damages for injuries received while in employment of defendants on April 13 last. E. T. Gunn for plaintiff.

W. Mitchell vs. W. R. Sparling—Action for settlement of an account amounting to \$320. Mitchell resides in the Township of Blandford, and the defendant lives in the village of St. Marys. J. M. McEvoy for plaintiff.

W. F. Ingram vs. Wabash Railroad—Mr.

Ingram sued for damages for injuries received at Nixon station, Aug. 13. J. M. McEvoy for plaintiff.

Jenkins vs. T. R.—An action by Mary Jenkins to recover unpaid damages from the Grand Trunk for the death of her husband on July 19 of the present year. J. M. McEvoy for plaintiff.

H. Peterman vs. A. Howe—Specific performance of an agreement for sale of property on St. James street. Meredith, Jedd & Meredith for the plaintiff.

McBride vs. City of London—William McBride and Jeannette McBride sue the city for damages for injuries received by reason of defects in the Pipe Line road. Mrs. McBride, on the night of Aug. 3, fell over an unguarded portion of the road into the water of the second cove, and sustained numerous injuries. J. M. McEvoy for plaintiffs.

Sterling Bros. vs. G. L. Beamish—An action to recover \$423.35, as price of goods sold and delivered to the defendant, who resides in Schreiber, District of Algoma. Gibbons, Harper & Gibbons for plaintiffs.

Operators Overworked Besides Being Underpaid

The Hours Are Still Too Long—Report of Commission on Bell Telephone Strike.

[Special to The Advertiser.]

Ottawa, Sept. 12.—The report of the royal commissioners, Mackenzie King and Judge Winchester, into the Bell telephone strike in Toronto last spring, shows that the operators were overworked and underpaid. In addition to the charges made at the time by the commission, the commissioners say

that "the hours are still too long." Working of women at high pressure at work of this kind should be made a crime at law, as it is a crime against nature herself. In regard to the use of "listener" by the company, the commissioners recommend that the criminal laws applicable to news improperly obtained by telephone operators or officials be amended so as to cover telephone companies.

The establishment of permanent conciliation board of employers and employees is suggested to settle all difficulties as they arise.

BRASS BAND SAVED SHIP

Captain Heard Music Just in Time to Anchor Off Reef.

Boston, Sept. 12.—The booming of a brass band on a warship warned the Norwegian steamship *Bergenshaug* from what would undoubtedly have been her destruction off Gloucester in a dense fog last night.

The *Bergenshaug* was bound from Louisbourg, C. B., to Boston. A dense fog on the Massachusetts coast had deceived Capt. J. W. Kehrs as to his real position, and unaware that the vessel was many miles off her proper course he was proceeding when the lusty playing of a band warned him that he was dangerously near shore.

The vessel was stopped and anchored, and the passengers awakened at dawn to find themselves within a hundred feet on either side of dangerous reefs.

GIVE A KNOCKOUT BLOW

French Premier's Order to Commander at Casablanca.

Paris, Sept. 11.—Premier Clemenceau announced tonight that he had received no further news from Morocco. He has instructed General Druce, the commander of the French expeditionary force, to deliver a sharp and decisive attack upon the Arab tribesmen when, in his judgment, the occasion is opportune. At the same time the premier requested the general to inform him by telegraph when he thought he would take the offensive. No answer has yet been received.

MODEL SCHOOL PUPILS.

Toronto, Sept. 12.—Hon. Dr. Pyne, minister of education has issued an announcement setting forth that for the present session of the county model schools, and not thereafter, county boards may admit pupils who are qualified non-professionally and who will be 18 years of age or below Aug. 17, 1908. Certificates of qualifications will not, however, be issued to such candidates until they are of legal age.

NEARLY CHOKED.

Strathroy, Sept. 11.—Clarence, the 11-year-old son of James Haney, of this town, met with a peculiar accident today. In handling some money he put a 25-cent piece in his mouth which stuck in his throat. Dr. Berdan was quickly called and relieved the little fellow of his sufferings.

LONDON MAN GETS DETROIT DIVORCE

Because His Wife Preferred to Live Here Instead of Across the River.

In its divorce court reports the Detroit News says:

A young woman who prefers London, Ont., to Detroit, Mich., was discovered in the suit of Charles H. Evans, a D. U. R. employee, against Elizabeth May Evans. "When I came here for a job she refused to accompany me, saying she'd rather live in London than Detroit any day," said Evans. The judge thought that a girl with such peculiar tastes should be allowed to "gang her ain gait," and signed a decree for the husband.

THE LUSITANIA ON HER LAST DAY

Must Make 24 Knots an Hour All the Way Now to Break the Record.

New York, Sept. 12.—The Titanic turbine Lusitania, Cunard Line, entered today on the final day of her maiden voyage, which may break all transatlantic records.

The newest greyhound of the sea was reported 150 miles east of Sable Island at 11:20 last night, and no further reports of her may be received until tonight, when the big Cunarder will enter the Nantucket wireless zone.

With 800 miles to sail at 11:20 o'clock last night, the Lusitania will have to make 24 knots or better until Sandy Hook light vessel is passed in order to excel the unbroken record of 23.15 knots held by the Deutschland, of the Hamburg-American Line, while the Lusitania is in the Atlantic.

The Lusitania will have fair weather for her last day's run, and every ounce of the propulsive power will be used to make up the time lost in the fogs of the Grand Banks. Driven at her top speed, the giant Cunarder may be expected at the lights shortly before 7 o'clock Friday morning, making the time for the trip a shade under five days, and establishing the Lusitania as a four-day ship.

Wireless dispatches from the Lusitania show that the ship is running smoothly, and that her machinery has been shaken down so that her run from Sable Island to this port can be made at her highest speed.

Officials of the Cunard line planned to have the Lusitania at the end of the ocean-racing lane at 5 o'clock tomorrow morning, and despite the fogs, they believe she will be found at the lights near that time.

While the Lusitania is expected at the gateway of the port at sunrise tomorrow, she will slip through the Narrows until several hours later when the tide serves full in the Ambrose Channel. The Lusitania will be the first ocean liner to enter the port through the new fairway.

FARMER'S HEAVY LOSS

Barns of Mr. Archibald Campbell, of Clachan, Burned.

St. Thomas, Sept. 12.—The barns of Archibald Campbell, of Clachan, were recently burned to the ground. The structure caught fire while threshing was going on and all his crops, sixteen pigs and a bull were destroyed. He also lost 40 tons of hay. His loss will be nearly \$5,000, with \$800 of an insurance.

ROWLEY THE DEFAULTER

Report That He Has Been Released Is Not Correct.

[Special to The Advertiser.]

Ottawa, Sept. 12.—The report from St. Thomas that Rowley, the defaulter, has been released, is not correct, the department has not done anything in the matter.

EN ROUTE TO VANCOUVER

Three Hundred Japanese on Board the Indiana.

[Special to The Advertiser.]

Ottawa, Sept. 12.—Mr. Nosse has received a telegram stating that 300 Japanese are on the Indiana en route for Vancouver from Honolulu. This is said to be the last of the number which Mr. Shillingworth contracted for.

THE TUNNEL CAVED IN.

Detroit, Sept. 12.—With a roar like the discharge of a galling gun, the earth around the big Michigan Central shaft No. 1 slid together about 10:30 yesterday morning. Huge timbers 10x12 were snapped off like reeds and back under the ground others were twisted round and round by the force of the avalanche.

The collapse followed a gradual crumbling away in the earth's surface in the sides of the shaft and this alone saved the laborers at the bottom, who frantically scrambled to the heli, and were lifted to safety just as the ground came down.

Action Against Local Shoe Firm; Breach of Alien Labor Act Alleged

Cook-Fitzgerald Company Is Not Worried—Ex-Employees Bring Suit.

An interesting suit will be tried at the division court in a couple of weeks. Not long ago, it is alleged the Cook-Fitzgerald Shoe Company, of Brockton, Mass., was discovered working in the firm's large shoe manufactory.

From time to time after that employees of the firm were dismissed to make room for the importations, so the discharged workmen claim.

The reasons for the dismissals were sufficient for the firm all right, but the men were not satisfied, and immediately sought redress.

The matter was placed in the hands

of Mr. G. N. Weekes, the local lawyer, and it was decided to sue the Cook-Fitzgerald Company for damages under the Alien Labor Act.

This suit will be tried in the division court, as it is understood that the men will seek only the minimum penalty.

Had the maximum penalty been sought the case would have come before the fall assize court.

The minimum penalty is \$50, and the maximum is \$1,000. The deportation of the men will not be asked for. The Cook-Fitzgerald Company is not worrying, so the management says. They claim that the firm has not violated the Alien Labor Act.

It is true that the men have been brought from Brockton, the seat of the shoe industry in the United States, but as the men are skilled mechanics, they do not come under the act. The case is causing very considerable interest among workmen in the city.

Trolley Car Collides With a Cab

Have you ever danced foolishly back and forth on the sidewalk while a person directly in front of you and going in an opposite direction did the same thing? Such an occurrence is never attended with dire results.

It is another proposition, however, when a cab and a street car get to performing along the same line.

Yesterday afternoon Mr. G. R. Coughlin, of Montreal, left the Teacumseh House in a hack driven by Joseph Gilligan, an employee of Mack's livery stable, going in a southerly direction down Richmond street.

Running alongside of the cab was an Oxford car, while coming north from Horton street was car number 122 on the Belt line.

Just across the G. T. R. tracks on Richmond street, opposite Bathurst street, is a double track.

The southbound cars cross the railroad tracks as the northbound car was entering the single track from the double one, and as a consequence it was necessary for one or the other to back up. The motorman of the Belt

line car rang for a signal and backed up when he received it.

Just at that time Mr. Coughlin, in the cab, who, by the way, was an invited guest at the Macfie wedding in South London, remembered that he had forgotten some small article at the hotel, and the cabbie was directed to turn around. The hack attempted to go across the tracks as the car started to back up.

Perceiving the danger the conductor gave a stop signal. At the same time the driver of the cab began to back off the track, and the conductor, thinking that the track would be clear before the car reached the spot again, signaled to go ahead.

Then the hack started across the tracks again and there was a collision which gave Mr. Coughlin and his driver a severe shaking up and resulted in the loss of two wheels, a front and a back one, from the cab, which was taken to a nearby carriage shop for repairs.

The horses were clear of the track when the smash came and were uninjured. No damage was done to the

Fell Through Window---Discharged

When William Burgess faced Magistrate Love this morning on a charge of having been drunk and disorderly it was with a feeling that something disagreeable was about to happen.

Burgess became disgusted yesterday, when the rain in the afternoon spoiled a contemplated trip to the Fair, and proceeded to reduce London's liquor supply with the result that he finally succeeded in falling through the

plate-glass window of Barnard's jewelry store on Dundas street.

This morning Burgess looked about the court room with much fear and trembling, and when he caught sight of Mr. Barnard himself his fears were in nowise abated.

Great was his joy, however, when Mr. Barnard arose and announced that he had no desire to prosecute the case.

Magistrate Love dismissed the overjoyed Burgess with a warning that if he appeared in police court again he would be punished severely.

Medals for the Heroic Fire Fighters

Fire Chief Clark and Fireman Dan McDonald have been awarded bronze medals by the Humane Society for bravery shown in the rescue of the late James Angus from a burning building on Richmond street in May last.

The medals were sent on to Inspector Sanders and arrived yesterday. They were turned over to Ald. Gillen, chairman of No. 3 committee, in whose

possession they now are. They are very beautiful bronze medals, and were much admired by many citizens this morning. The inscription reads: "To Lawrence Clark, for heroism in the rescue of James Angus from a burning building in London, in May, 1907."

It is expected that the medals will be presented to the brave firemen some day next week.

The Travelers Interview Sir Wilfrid

Ottawa, Sept. 12.—L. Howard, president, and James Sargent, secretary of the Toronto Commercial Travelers' Association; Alfred Robinson, W. L. Underwood and C. W. Nichols, of London; M. E. Maloney, Quebec, and

Messrs. Mann, Wadsworth, Brown, Marceau and Pecard are in the city to see Sir Wilfrid Laurier.

They will ask this afternoon that Thanksgiving Day be changed from Thursday to Monday for the benefit of business in general.

Picture Postcard Craze in London; 500,000 Sold in City Last Year

Is a Fad No Longer—Card Is Viewed With Favor by All Classes.

The picture postcard has passed the fad stage, and is now a recognized industry, one of the marvels of the twentieth century. When one considers that over half a million cards were sold in London last year, the greatness of the industry is noticed.

Now they can be bought almost anywhere in London, stationery stores, news dealers, cigar stores, barber shops, drug stores—in fact, almost anywhere except in a green grocery store.

A Big Business.
"Firms buy on a large scale now. We used to buy them in 500 lots," said a prominent dealer this morning. "Now, we order them in 10,000 lots. The business is growing and seems destined to stay."

New designs are being imported, and are being put on the market.

More elaborate cards than the fad would warrant, are being made every year, now that the industry is established. Some very fine samples for Christmas are being shown by dealers.

In many cities large businesses have been built up with nothing but the picture card for sale.

Circulation in Canada.
In Canada over twenty-five million postcards were circulated in the past year, and each year the sales have been doubled, and promise to more than double this year. The picture postcard originated in Germany thirty-one years ago. Up to ten years ago the postal laws of England and Canada would not permit of their use in those countries. Six years ago they were first introduced in Canada. About 90 per cent of the cards sold in Canada are imported goods which call for a duty of 25 per cent to 30 per cent. Owing to this great importation the employment in Canada in this connection is in the sale alone, nearly seven hundred and fifty persons being employed in all. Canada is behind Germany and England as far as the superior quality of cards is concerned, but she is one year ahead of the United States.

Introducing New Cards.
There are fifteen wholesalers in and throughout Canada. It is necessary (Continued on Page Eight.)