

More Condemnation of School Board; Dr. MacLaren Calls Its Action a Crime

Says the Effect of This Unfairness Will Be Injurious to the School.

Dr. A. MacLaren, of Queen's avenue, is another public spirited citizen of London who condemns the high-handed action of the board of education.

Dr. MacLaren's two sons were educated in the London Collegiate, and he feels keenly the injustice placed upon Mr. R. A. Little, the latter's scholarship, his ideals, and sterling character have left a deep impression upon the pupils. Dr. MacLaren speaks of the action of the board in this matter as a crime.

Tribute to Mr. Little.

"I consider Mr. Little one of the first educationists in Canada," declared Dr. MacLaren. "He is recognized as an authority, and one of the most successful teachers in the country. He has served the citizens of London for twenty-one years. He has been promoted to the position of vice-principal, a testimony to the fact that his work was what was expected of him. If he were not fitted for such a position, it would have been his duty when it allowed him to remain as vice-principal. But he has occupied the post for many years and the citizens have found that his work has been good. He is a teacher of ripe experience, a student of note and a good disciplinarian. My two sons were educated under him, and today they have the kindest recollections of Mr. Little."

"A Crime," Says the Doctor.

"Mr. Little is a man in close touch with the school and the citizens," continued Dr. MacLaren. "For twenty-one years he has given his closest attention to the work of the school. He has been known pre-eminently as a faithful man, and his duty to the school has been his whole aim in life. Why then should not deserving merit receive its due reward? I look upon the action of the board as nothing short of a crime."

"It is one of the most cowardly and brutal acts I have ever known. So far as political partisanship is concerned, I would scorn to belong to a party that would even condone such an act. A political party guilty of such reprehensible conduct would go to pieces in six months. No party could live and sanction such a course of conduct."

Bad Effect on School.

"The effect upon the school will be very bad. How can a teacher lecture on morality and fairness when this example of unfairness is in the minds of the children? The boys are quick to notice and will form their own conclusions."

"There is not one solitary redeeming feature in the whole miserable business," said Dr. MacLaren in concluding the interview. "It should not be tolerated by the citizens of London. In an especial manner we have a right to expect and see just treatment meted out by the board of education. They ought to act from a higher moral plane, so that their action as a body be entirely above suspicion even."

No Spooning After 10 P.M. in Park

The new regulation put into force by the chief of police in regard to Victoria Park does not meet with the approval of all citizens of London.

Today a gentleman stated that he was insulted the other night by a policeman who peremptorily ordered a lady and himself out of the park at about 10 o'clock.

The police, it appears, have orders to see that no person is allowed to sit

in the park after ten o'clock at night. And the police are carrying out their orders to the letter.

The crowds of hoodlums who infested the park at nights are responsible for this action of the police, and the majority of citizens are behind the chief in the move.

The moral is if you don't want to be moved along, be out of the park by ten o'clock.

Watermelons Dear Fruit This Year; Peach Scarce, Apples Plentiful

Interesting Talk With Fruit Men Regarding the Supplies This Year.

Those who postponed putting up their fruit, hoping that they would be able to buy to better advantage later, are, it appears, doomed to disappointment. The wholesale fruit dealers at least, give little hope that any line is going to be as cheap as in the past few years.

Watermelons are very high, though the reason, outside of the backward season, seems hard to find. With the price for the luscious melon ranging from 40 cents to 60 cents, it is pretty evident that this form of fruit will only be found on the table at special occasions.

"There are some good peach orchards," say the fruitmen, "but these have largely been bought up by the canning factories, so peaches, too, will demand high prices."

Apples All Right.

Plums are selling at a higher figure than formerly. In fact the only crop that does appear to be plentiful is apples. The dealers are expecting such a demand for these, however, that in all probability their price will be run up as high, if not higher, than it has been in former years.

It certainly is a bad lookout for London citizens, but according to one wholesale man, "it will do them good." "Londoners have had cheap fruit for years," he said, "and they haven't appreciated it. This year berries were dear and there was an awful howl. No one seemed to think at all of the eleven years in which they could get all they wanted at a very reasonable figure."

London Come Home Tuesday

"K" Company, C. R. I., whose home is in Wolsey Barracks, will leave Petawawa Camp at 2:30 on Monday afternoon next, and it is expected that the men will arrive back in this city via the G. T. R. at 11:40 on Tuesday morning.

A letter received from Sergt. Cockburn, who is with "K" company states that the men met the members of the Sixth Field Battery last Sunday upon their arrival in camp and gave them a very hearty welcome. All are well at the camp.

PLACE LIGHTS ON YOUR LAUNCH

Careless Boat Owners in Grave Peril on the River At Nights.

"Some day," said a local boat owner this morning, "there will be a disastrous wreck along the river. There are about twelve or thirteen naphtha and electric launches in and about London at the present time, and not more than three of them carry lights in accordance with the navigation laws. Only a short time ago a naphtha launch containing fifteen people and not carrying lights was run down near Toledo, O., and but two of the party were saved."

"I don't know who is supposed to see that the law in this matter is enforced, but I do know that with the 12-foot channel, which has recently been dredged in the river, that it is mighty dangerous to run about in a boat without a light. Some of these naphtha launches can go like the wind, and a collision in the dark is bound to result disastrously."

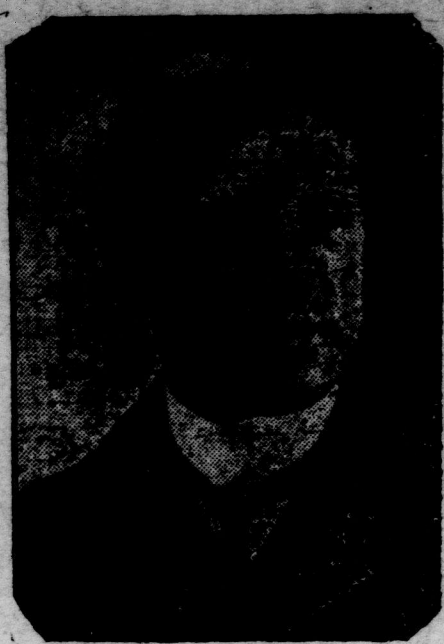
"People not only owe it to themselves to protect their own lives and property, but they should consider the welfare of others who travel on the river."

TO REORGANIZE P. M. RAILROAD

The Much Badgered System To Be Placed in Stockholders' Control.

Detroit, Aug. 17. — Before the snow flies, the much abused and badgered Pere Marquette will once more be placed under control of its stockholders. The reorganization of the company, and incidentally the amalgamation of the Pere Marquette Railroad Company, and the Pere Marquette Railroad Company of Indiana, will be formally accomplished on Oct. 28 at special meetings of the stockholders. This action was rendered possible by the faith of the stockholders in the value of the property. Notwithstanding they have received no dividends for two or three years, as promised under the lease to the Cincinnati, Hamilton and Dayton, namely, 4 per cent on the preferred stock and 5 per cent on the common, they placed their hands in their pockets and loaned to the road over \$5,000,000, in order that the receiver's certificates providing for the payment of \$1,200,000 back taxes to the State of Michigan, interest on bonds and for floating indebtedness, held up pending settlement of the road.

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ALD. SAMUEL STEVELY
Whose Intervention in the Barbers' Strike Proved Successful.

PERE MARQUETTE MEN OFF ON ANNUAL OUTING

Today is the day of the Pere Marquette employees' annual picnic to Detroit. Approximately 2,000 people from all along the line will take in the trip and an excellent time is looked for.

No regular programme has been provided. The excursionists will probably form in parties when Detroit is reached and scatter to the various points of interest in and about that city.

The plumbers and gasfitters of London, along with the employees of the Spray Motor Company, left this morning for their annual outing at Port Stanley on the 9:45 train. About 300 employees took in the trip, although it took ten cars to handle all of the excursionists and the regular trade as well.

G.T.P. WILL HELP BRING OUT CROPS

Winnipeg and Saskatoon To Be Connected by the Autumn.

Ottawa, Aug. 16.—The Grand Trunk Pacific will be made use of this autumn in handling the wheat crop. Chief Engineer Schreiber, of the railway department, who is watching the work in the interest of the Government, states that the contractors will have finished by this fall the 460 miles of road connecting Winnipeg with Saskatoon. It will be equipped with stations, and will be undoubtedly used for hauling out wheat. The road-bed is now practically completed, and 120 miles of rails have been laid from Portage la Prairie west. Sidings, stations, engine-sheds and other facilities are now being put in.

FINE GIFT FOR KING

Transvaal To Bestow a \$1,000,000 Diamond on Edward.

Pretoria, Aug. 16.—Premier Botha today announced that he would introduce a resolution in Parliament providing for the purchase by the Government of the Transvaal of the \$1,000,000 Cullinan diamond, the largest in the world, as a present to King Edward, in token of the loyalty and appreciation of the people of the Transvaal of the bestowal of a constitution on the colony.

A RIGID INVESTIGATION

Railway Commission Inspector to Probe Essex Explosion.

Windsor, Aug. 16.—E. C. Lalonde, of Ottawa, chief inspector of accidents for the Dominion Railway Commission, has arrived in Essex, where he will begin a thorough investigation into the causes leading up to the recent dynamite explosion in that town. Inspector Lalonde hopes not only to ferret out the real cause of the accident, but expects to make recommendations that may be of service to the commission in regard to the prevention of similar disasters.

THE INVESTIGATION WILL BE CONDUCTED PRIVATELY AND IS TO BE ENTIRELY APART FROM THE INQUEST PROCEEDINGS.

The official stenographer of the commission, Mr. N. R. Butcher, accompanies Inspector Lalonde.

WAS MOURNED AS DEAD

St. Catharines Man Was Supposed to Have Been Drowned.

St. Catharines, Aug. 16.—After being mourned for as dead for the past eight years Harry Shelters returned to the city yesterday. It was thought by his relatives that he went down with the ill-fated steamer Bannockburn when she sank in Lake Superior. He had shipped on the Bannockburn, but missed the steamer at Fort William, thus escaping a watery grave. He has since wandered all around the West and down into the Southern States. No word was received from him by his relatives during his wanderings. His homecoming was not as happy as could be wished, for his mother died but recently and her son knew nothing of the sad occurrence.

GOING TO GRANDSON'S FUNERAL KILLED ON TRACK AT PARIS

Tragic Death of a Plattsville, Ontario Lady This Morning.

[Special to The Advertiser.]

Woodstock, Aug. 17.—Mrs. James Harmer, of Plattsville, was run over and killed by a train at Paris this morning. She was on her way to Woodstock to attend the funeral this afternoon of Leslie Arthur Grant, her 7-months-old grandson, and while waiting to make connections, she got in front of a train.

Mrs. David Grant, her daughter, is nearly prostrated as the result of the double bereavement, first her son being taken and then her mother, so suddenly. Mrs. Harmer lived in Plattsville all her life, and was most favorably known. She is survived by a large family. She had been in poor health for some time. The body will be brought back to Plattsville for interment. She was about 50 years old.

Manager Bryant, of the Continental Life Insurance Company, of this city, was on the train and witnessed the affair. He says that just as the train pulled into the station, the woman ran in front of the engine, and was cut to pieces.

Aldermen Declare Ald. Garratt Is Going Too Fast Re Inspector

Had Absolutely No Right to Advertise for a Man to Inspect Buildings.

Ald. Garratt is being criticised on all sides today because he has advertised for a building inspector. He was acting mayor yesterday and took the opportunity of making the occasion memorable. He did it off his own bat, without consulting No. 3 committee or the council.

"Ald. Garratt is hurrying a trifle," declared an alderman this morning. "He has positively no authority for doing such a thing. The matter of a building inspector was referred by the council to No. 3 committee. Since then that committee has not met, and the matter has been only incidentally discussed."

"Mayor Judd has had communication with several cities, and is quite conversant with the question. It was

left over until he came back. Then all the information he had acquired will be at the disposal of the council and committee, and they can act intelligently on the subject. At present the council does not know what it wants. It has absolutely no precedent to guide it. The chairman of No. 3 committee will not meet in the meantime. The action of Ald. Garratt seems untimely. He must have someone in mind for the position, and wants to stampede the council for his choice. No. 3 committee will not have the appointment. The council will settle that question."

Ald. Garratt, however, stated yesterday that he was for immediate action on the matter. The municipal year is nearing a close, and something definite should be done. He wants the question disposed of immediately.

It was stated today that Mr. J. L. Thomas, the local architect, is an applicant for the position of inspector.

Goods Weighed on London Market Reach Value of \$600,000 Annually

Weigh Scales Clerk-Dean Gives Out Some Very Interesting Figures.

"Things are pretty busy around here today," remarked a reporter to the Scales Jas. Dean this morning.

"Yes," replied Mr. Dean, "but all the same this is our dulllest time. Winter is when we are kept on the move."

Mr. Dean then proceeded to give some statistics about the amount of business that is transacted at the weigh scales during the year. There are between 19,000 and 20,000 loads weighed every year, including 8,000 loads of coal. These are weighed free, while all other loads are paid for at regular tariff rates.

The stuff handled during the year amounts to about \$600,000 in value. It is easily seen how this sum is arrived at, when it is known that yesterday Mr. Dean weighed a load of brass valued at \$500, while just the day be-

fore two loads were weighed whose aggregate value was \$15,000.

Hogs also are weighed in large quantities, about \$75,000 worth of these animals having gone on the scales last year.

July and August are the dull months here, as almost everywhere else, but after the fair things begin to rush as then the farmers start bringing their grain and hay in.

What makes Mr. Dean work particularly hard, is the way all the work comes in a few hours. On a busy day 100 loads pass over the scales in a few hours. This happens as the farmers leave their farms about the same time forming a regular procession near the scales.

Contrary to what might be expected, Saturday is not the busiest day. The bylaw forbids any hay to be brought on the market on that day, except such as has been ordered, so any week day will see more work for the weighing clerk than Saturday. There are enough questions to answer on that day, however, to keep Mr. Dean from having any chance to get lonely.

Contractors Object to Regulations

The contractors have a quarrel with City Engineer Graydon and Chief Williams. Their claim that the city officials are altogether too severe in the matter of putting building material on the roadway.

Mr. Graydon insists that the stuff be either placed on the boulevards or in the back yards, and the chief of police sees to it that this is done.

The builders complain that it is impossible to live up to the letter of this law, and that a little latitude would help them materially.

Most owners object to having building material put on their boulevards, in fact the majority of them will rather let their work stand over until fall rather than allow it. The contractors are complaining and want Mr. Graydon to give them some latitude. This he refuses absolutely to do, as he claims that it is dangerous to allow the material to stand on the street.

CRUSHED UNDER LOCOMOTIVE

Young Man's Body Was Mutilated Beyond Description.

Brockville, Ont., Aug. 17.—Edward King, a young man residing at Wexford, was crushed to death by a locomotive at Prescott while attempting to board a freight train for Montreal. In coming to a grade the train backed twice to get speed, and when King tried to make the jump he was thrown to one side and caught by a light engine going in the opposite direction. King was accompanied by five friends, but the boys did not go back to see what had happened to him, and on reaching town did not tell anyone of the accident. The body, therefore, lay there all night, the trains passing over it until the morning. When found by John Tyner, it was mutilated almost beyond description.

MR. BLAKE AT MONTREAL

Still Unable to Walk, His Left Side Being Paralyzed.

Montreal, Aug. 16. — Hon. Edward Blake arrived here tonight, traveling from Quebec in the private car Alberta. He left for Toronto tonight, where he will reside in future.

Mr. Blake stood the journey across the ocean splendidly, but the train journey from Quebec was trying. He is still unable to walk, as his left side is useless from the late paralytic stroke.

He stated that he had come home to Canada to rest.

Employers Grant Increase to Men; Ald. Stevely Ends Barbers' Strike

Unionists Are All at Work—Were Out Three Weeks—Everybody Satisfied.

Owing to the untiring efforts of Ald. S. Stevely, the barbers' strike has at last been settled, and the men all went back to work this morning with their old employers. Neither side claim a victory, the settlement being in the nature of a compromise and entirely satisfactory to all parties concerned.

Several days ago Ald. Stevely met the men, and asked if they were prepared to settle the matter, and if they would meet the boss barbers, provided he could arrange a meeting.

The men were ready to discuss any reasonable settlement, and the boss barbers also declared themselves perfectly willing to meet the men and arrange a basis of agreement. Both sides appointed committees, and last night they met in Stevely's store on Richmond street, with Ald. Stevely presiding.

The men were represented by Mr. John Trotham, John Secker, secretary of the union, Mr. Harold Smith, Mr. Dan Frenzell, and Mr. Chas. Lewis. The bosses were represented by Mr. Chas. Brennan, president, Mr. G. Burrows, Mr. Chas. White, Mr. Thos. Taylor and Mr. Harry Crellind.

Agreement Reached. The first meeting was held at 8

o'clock, and a settlement was discussed until 10:30 o'clock. No agreement could be reached and the meeting adjourned for half an hour. Both sides to the controversy held separate meetings and talked the matter over. In half an hour they met again in joint meeting, and inside an hour a basis of agreement was reached. The new scale calls for a guarantee of \$11 a week, with 50 per cent over \$17. The men had a meeting this morning, and they agreed to the new scale. The bosses signed it, and today all the downtown barber shops are working full force.

A Three Weeks' Strike.

The strike last just three weeks. On Saturday, July 27, the men walked out, and they have been out ever since. Thirty-six men went out. Only eleven were not earning money when the settlement was reached last night. The rest were placed in the shops that union men bought out, and others were employed on extra chairs placed in union shops.

All parties speak very highly of the efforts of Ald. Stevely to end the trouble, and frankly say that if it had not been for him the strike might have gone on indefinitely, and caused much unnecessary inconvenience to the public.

"Ald. Stevely is a prince," declared one of the strikers.

When the men went on strike they were receiving \$10 a week and half of all they took in over \$18 per week.

Big Crowd Took in the Detroit Trip

About 1,000 Londoners left for Detroit this morning on the Grand Trunk Railway and the Canadian Pacific.

Of these the Grand Trunk carried exactly 748.

The latter railway had the Chosen Friends' excursion, the fare being only \$1.60, good for three days. The C. P. R. met this rate.

This has been an exceptional summer for picnics to outside points and Detroit has had the call over all other places.

During the season there have been about a dozen excursions to the City of the Straits, its many amusements and beautiful Belle Isle Park appealing to Londoners.

"It's something enormous the amount of money spent by Londoners in Detroit," said a gentleman to The Advertiser today. "Estimating that 10,000 people from this city visited Detroit this summer, and that they spent only \$5 each, it is seen that Londoners spent in the American town about \$50,000."

MOORS DEMAND FRENCH SURRENDER

Say They Will Exterminate the Army and Destroy Casablanca.

Casablanca, Aug. 16.—The hostile Moors surrounding Casablanca sent a message to General Druce, the French commander, yesterday evening notifying him that unless he surrendered immediately, his troops would be exterminated, and the town destroyed. The general ignored the message.

Last night passed quietly, but the Moors are expected to attack the French camp tonight or tomorrow.

The condition of the British colony at Casablanca, which is the most important of the foreign contingents, is pitiable. Shells have destroyed the house, and the Arabs have looted them. A deputation of British subjects has started for Tangier to confer with the British minister there, after which the delegates will go to London and ask the foreign office to arrange that compensation be granted to these who have sustained losses.

The French have been compelled to give up much of the loot which they secured here.

MINERS FALL 400 FEET TO BOTTOM OF SHAFT

Pittsburg, Aug. 17.—By the overturning of an elevator cage at the Sonman Shaft Coal Company, near Johnstown, Pa., today, five miners are dead and three injured.

The men killed fell 400 feet to the bottom of the shaft.

GREAT DETECTIVE CALLED BY DEATH

Robert A. Pinkerton Dies on S.S. Bremen, Enroute to Europe.

New York, Aug. 17.—Robert A. Pinkerton, head of the Pinkerton Detective Agency, died on board the steamer Bremen, on his way to Europe, on Aug. 12.

Mr. Pinkerton was on his way to Germany for his health, and was accompanied by Florence Sullivan, the Tammany politician.

LONDON LADIES' AT OLD ORCHARD BEACH

Wire Home That They Did Not Suffer Through the Big Fire.

Miss Frances Scretion, daughter of Mr. S. Scretion, chairman of the hospital trust, and Miss Treblecock, of this city, are spending their summer at Old Orchard Beach, where the disastrous fire took place the other day. They are stopping at the Abbott House, and escaped the fire zone.

Mr. Scretion received a telegram from them last night saying that they were all right. The town is divided into two parts by a ravine, and only one side was effected by the fire.

GOING TO JAMESTOWN.

Hamilton, Bermuda, Aug. 17.—The Swedish cruiser Fylgia, with Prince William on board, has arrived here. The cruiser is bound for the Jamestown Exposition. After the ceremonies there, Prince William is to visit several other eastern cities, including New York and Newport.

The Operators Ignore General Strike Order

Union Officials Are Now Ready and Willing to Arbitrate.

Chicago, Aug. 17.—The officials of the Telegraphers' Union late today changed front on the proposition to arbitrate, and announced that they would accept the offices of the general board of arbitrators of the American Federation of Labor in settling the differences. This board consists of John Mitchell, of the Mine Workers, Daniel J. Keon of the Longshoremen, and Samuel Gompers. It was Mr. Gompers who made the above announcement.

General Strike Order Fails.

Despite the issuance of the general strike order by President Small, the situation here has not been materially changed. All of the men who were disposed to strike, and who might have been affected by the general order, were already out. It was believed by the union officials that the order would paralyze a number of brokerage and commission houses, but no additional strikes in this direction have been reported.

Both the Postal and Western Union Companies increased their forces on the board of trade late yesterday and again today. They both reported the situation as steadily improving, with occasional applications from strikers for their old positions. It was said at the offices of the companies that they were every day handling matter with more dispatch.