

RUSS MITNEERS SURRENDER TO ROUMANIAN AUTHORITIES

The Kniaz Potemkine Puts Into Kustenji--Crew Taken Ashore and Scattered Throughout Country.

THE MEN DEMAND THEY BE NOT EXTRADITED

KUSTENJI, July 8.—THE MUTINIOUS CREWS OF THE KNAZ POTEMKINE AND HER CONSORT, THE REBEL TORPEDO BOAT, HAVE SURRENDERED TO THE ROUMANIAN AUTHORITIES. THEY HAVE BEEN LANDED AND ARE NOW BEING DISPATCHED TO SMALL PARTIES TO DIFFERENT PLACES IN ROUMANIA.

Kustenji, Roumania, July 8.—The Kniaz Potemkine arrived here today accompanied by a torpedo boat, and now lies in the outer harbor, and the Russian guardship Psezoape, the Roumanian cruiser Elisabeta, and the training-ship Mireca, are in close proximity. The commander of the Kniaz Potemkine, Gen. Alexieff, is in command of the ship with "Ensign and Quarter-master" Alexieff, the only man on board who is capable of navigating the vessel. Alexieff, according to the sailor's story, is under duress. It should be noted that the governor's story is entirely untrue. The correspondent, who visited the Kniaz Potemkine, and said everything on board was in ship-shape.

Kustenji, Roumania, July 8.—The formal announcement of the surrender of the mutineers of the Kniaz Potemkine is expected shortly. The mutineers have offered to surrender, and the Roumanian authorities have demanded the breech-locks of the battleship's guns as a pledge of good faith.

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TROUBLE ON THE CANADA

A Dispatch From Halifax Says Some of Crew Have Mutinied.

Halifax, N. S., July 8.—The Dominion Government is making arrangements for a test transfer of the Canadian mails from the Allan Line turbine Virginia to Sydney, and thence to Montreal by rail, but if the crew of the Government cruiser Canada have their way about it, no such test will be made. The crew are all open insubordinators, and say they will not go to sea for the purpose with Capt. Knowlton, who is in command of the cruiser.

They allege bad treatment, that the decks leak, making the use of the hammocks impossible, and that the bedding has not been changed for months.

The governor expressed the opinion that the career of the Kniaz Potemkine will soon be ended. He says that a sailor who jumped overboard and swam ashore during the night reports that a condition bordering on anarchy exists on board the battleship. There is much drunkenness, and there are many wounded men in the sick bay. Typhus has broken out in the Kniaz Potemkine. Over half the crew together with the sick, are in a state of rebellion, and throwing themselves on the mercies of the authorities. But they are powerless against the mutineers who have all the arms.

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A SUIT FOR \$25,000 DAMAGES INSTITUTED AGAINST DR. ENGLISH

Port Stanley Village the Plaintiff—Another Action Probable.

The trouble between the village of Port Stanley and Dr. English, chairman of the London Board of Health, has at last come to a head. Yesterday Mr. W. K. Cameron, of St. Thomas, solicitor for the village, began proceedings against Dr. English for \$25,000 damages.

It is claimed that the alleged statement of Dr. English regarding Port Stanley water have done the village great harm, and especially the alleged statement of the doctor that the people of the village have done nothing since last summer to improve the water supply.

Dr. Mothersill, medical health officer of Port Stanley, who feels injured through these alleged statements, also has brought action against the London doctor for \$5,000 damages.

It is further alleged that Inspector Farr, of the village, feels hurt, and he is now deliberating as to the amount of Dr. English's money which will soothe his wounded feelings.

Dr. English was seen by an Advertiser reporter today.

He has heard writs have been issued against him, he said "but none have been served on me. I have nothing further to say on the matter."

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TROLLEYS COME TOGETHER; ONE MAN LOSES HIS LIFE

Fatal Accident at Stanley Street and Wortley Road Results Fatally to Pte. Wood, of No. 1 Co., R.C.R.

A NUMBER OF OTHER PASSENGERS WERE INJURED

stop, the brake is said to have refused to work, and the heavy car crashed into the front corner of the trolley, which had just at that time reached the switch.

Among the passengers on the front seat of the trolley were Pte. Wood, who was on the end of the seat struck by the other car; a party, including Mrs. Shearer and Mrs. Durkin, who were in the rear of the trolley, and the great injury was inflicted.

Although the car was moving slowly, the weight of the trolley in charge of Benstead caused it to break in the front end of the trailer. Wood, by some means or other, was thrown over the end, and was picked up a moment later under the trailer. He was then in a dazed condition.

Mr. and Mrs. Shearer were pinned in the trailer, but were soon extricated. They preferred to be taken to their home rather than go to Victoria Hospital, where Wood was taken in the p.m. His skull was badly fractured, the injury being caused, it is supposed, either by striking the iron bar that connected the trailer and motor car, or else the rail.

It was at first reported that the injured man was a resident of Thames street, named Wood, but later it was supposed that his name was Calhoun, an insurance policy on such a person being found in his pocket. However, he was identified this morning by some of his comrades from No. 1 Company. Wood came from Chatham about three months ago, and enlisted at Wolsey Barracks. He was 22 years of age, and was supposed to live at Chatham. The insurance policy, which was carried with him, was for \$5,000, and was issued by the Commercial Union Assurance Co., of London.

Conductor Rase, of the trailer (No. 13), stated that he did not see the accident, but was very much shocked by it. He was working when the car came down the South London belt, which was returning to the city with a trailer.

Fortunately, the cars were moving very slowly at the time of the collision, otherwise, the number of injured would have been much greater.

Car No. 102, in charge of Conductor John Benstead and Conductor John Wood, was the one on which the brake rod snapped. It had come under the Grand Trunk bridge on Wortley road, and was turning at the corner of Springbank, and pulling a heavily-laden trailer, crossed the trolley bridge on its way westward. Both cars were moving slowly, the rules of the company stipulating that trolleys approaching Stanley street should apply the brakes, intending to wait until the west-bound car passed.

However, when he attempted to stop, the brake is said to have refused to work, and the heavy car crashed into the front corner of the trolley, which had just at that time reached the switch.

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LIBERALS POURING TO QUEEN'S PARK

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AUDITOR-GENERAL M'DOUGALL OUT

Resigns Because the Proposed Amendments to Audit Act Were Not Accepted.

[Special to The Advertiser.] Ottawa, July 8.—Auditor-General M'Dougall resigned this afternoon. Mr. M'Dougall has several times threatened to step out unless his proposed amendments to the audit act were accepted by the Government. The climax was reached yesterday, when Mr. Fielding informed him that his amendments were not acceptable, and Auditor-General then declaring that he would quit office, whether he would be superannuated or not.

[Special to The Advertiser.] Ottawa, July 8.—The trading stamp bill which has just been prepared makes dealers liable to one year's imprisonment or \$500 penalty, the merchant liable to \$200, and the customer to \$200 penalty.

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PASSENGERS WERE SCARED, NOT HURT

Entire G. T. R. Train Left Rails at St. Marys—Tender Overturned.

The passengers on No. 3 express, which leaves here on the G. T. R. every morning at 6:20 for Toronto via Stratford, got a scare at St. Marys today.

As the train was pulling into what is known as the town station at that place, shortly before 7 o'clock, a part of the forward track on the tender, broke, causing the tender to leave the track and turn completely over on its side. The locomotive itself remained on the rails. Before the train was at a standstill over car had jumped the track, and had gone along the ties for some distance. Two of the coaches were partly on their sides, but the remainder were in an upright position, although the trucks were badly twisted.

The train had its usual number of passengers, and, strange to say, not one of them received the slightest injury.

It was particularly fortunate that at the time of the run-off the express was a short distance from the station and the auxiliaries from London and Stratford were sent to the scene, and succeeded after several hours' work in getting the track clear. In the meantime trains between Stratford and London had to be sent around via Woodstock.

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