

Renewal of Festivities At the American "Soo"

Jubilation Is Indulged in by Both Cities—Interesting Traffic Statistics.

Sault Ste. Marie, Aug. 2.—The American "Soo" is looking back 50 years over a period potent in progress and rich in accomplishment. Today and tomorrow its people, joined by those of the Canadian "Soo" and many visitors, are closing that half century with fitting ceremony. The towns are filled with visitors from all directions. The booming of cannon from Fort Brady on the hills back of the American "Soo," and the blowing of almost every steam whistle on the river at sunrise, awoke the people of the two "Soos."

Practically the whole of the business portion and many residences of the Michigan "Soo" are decorated with flags and bunting, while the water front and canal was last evening, when the lights were turned on for a time, a blaze of glory. The decorations on the Canadian side of the river are confined to the ship canal and pulp mills. The poles and buildings on both sides of the canals have been strung with flags, bunting and electric lights, and the outlines of the pulp mills, a short distance to the north, have been strung with lights and adorned with several other illuminated figures in the shape of maple leaves, beavers, etc. The word "Welcome," in large letters, blazed forth on the front of the ship canal power house, and the scene as viewed from the lower river was one not soon to be forgotten.

The celebration was practically opened last evening with the arrival of Vice President Fairbanks, of the United States, on the steamer Yantic. This morning's salute of vessels and cannon, which was the first event on the programme, was followed by a band concert on the American river front, and participated in by four bands.

The marine parade, one of the big features of the celebration, was taken part in by nearly all the boats on the river, both Canadian and American, and as they passed through the

DISASTER AT LISTOWEL A Coal Stove Explodes and House Was Badly Damaged

Listowel, Aug. 3.—During the momentary absence of the Misses McKenzie from the kitchen while supper was preparing, the coal stove exploded and the entire back portion of the house, a brick structure, was set in flames. Their attention was called to the fact by a passerby and the brigade summoned, but the fire had made such headway that only after cutting a hole in the roof could it be reached and quenched. The house was badly damaged. The loss is covered by insurance.

HIT BY RUSSIAN SHELLS One of Togo's Scouting Ships Had To Be Run Ashore.

San Francisco, Aug. 3.—Advices have been received here by mail steamer Siberia from the Orient, that the former Togo's scouting ship, the Japanese liner Nippon was so badly damaged by the shells of the Russian warships during the battle of the Sea of Japan that it was found necessary to run the vessel ashore to save her from being a total loss. She was one of Admiral Togo's scouting vessels, and was the first to discover Admiral Rozhdestvensky's fleet on the morning of the great naval battle. It was while bearing the news to the Japanese fleet that the steamer met disaster. It is thought, however, that the vessel may be raised and again put in service.

ROBBED BY A "PEG-LEG" Nerry Thief Takes Fellow-Cripple's Wooden Limb.

Elgin, Ill., Aug. 3.—Thomas Brown, aged 64, was robbed of his wooden leg and money this morning by a one-legged thief and a companion. The crippled hold-up immediately strapped the peg on himself. After robbing Brown the thieves threw him into the Fox River. The man floundered about and nearly was drowned. The contractors appeared on the scene, but were stopped by the regulars from Fort Brady for alleged trespass.

TRAGEDY AT NIAGARA (?) Garments of a Man Picked Up at Suicides' Point.

Niagara Falls, N. Y., Aug. 3.—It seems highly probable that a Paterson, N. J., man has gone down to death over the American Falls, for early yesterday afternoon a force, picked up a man's coat and vest at what is known as "Suicides' Point," in Prospect Park. The garments are a pair of light and dark blue. In the pocket was an envelope addressed to Mrs. F. Spruce, No. 100 West 10th street, New York. The envelope contained a blank sheet of blue writing paper.

KNIGHT TEMPLARS Great Priory Elects Officers—London Plan Is Deputy Grand.

The Sovereign Great Priory of the Knights Templar, meeting in Westminster, concluded its annual meeting, which was the most satisfactory condition, the increase in membership during the year being 501. The total now is 3,200. The following officers were elected: Supreme Grand Master—J. B. Trevelyan, of London. Deputy Grand—A. Campbell, of London. Grand Chancellor—W. Whyte, of Montreal. Grand Constable—R. Magnus, of Winnipeg. Grand Marshal—A. McComb, of Toronto. Grand Chaplain—Rev. Dr. Richardson, of Kingston. Grand Treasurer—A. Hillman, of Hamilton. Grand Registrar—S. W. Ray, of Port Arthur.

Leave to Appeal Refused. London, Aug. 3.—In the suit of Williams vs. the G. O. R. R. the application for leave to appeal was refused. Mr. Shepley, K. C., Toronto, solicitor for Williams, contended that special legislation was necessary. An appeal was allowed in the suit of Ross vs. Beaudry.

Special for Injured Railway Man. Yarker, Aug. 3.—Augustus Montgomery, section-hand on the Bay of Quinte Railway, was struck by the train last evening and both legs and one hand were fearfully mangled. E. W. Rathburn, president of the road, witnessed the accident, and ordered the injured man taken to Kingston Hospital by a special train. The special left at 8 o'clock, with two doctors and a trained nurse in attendance.

Strengthening Forces South of Tumen River Where He Has 22,000 Men.

Tokio, Aug. 3.—An unofficial report has been received to the effect that Gen. Linewitch's first army is disposed near Chumungmen; that the second army holds the Fenghua-Pamienchen line, and that the third army occupies positions in the vicinity of Taoma. Bodies of cavalry protect the extreme rise of either wing.

SOMETHING DOING BY LINEVITCH RATTLES BITES A BERRY-PICKER

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ENDED HIS LIFE BECAUSE HE THOUGHT STARVATION FACED HIM

Wm. Ironside, One of City's Oldest Employees, Suicides With Strychnine.

Hard-working, honest, old William Ironside, who for many years had been in the employ of the city of London, holding many positions under the board of works, and acting for the past ten years as a sewers inspector, last evening committed suicide by taking a dose of strychnine.

Ironside was about 75 years old. He has known what trouble means, and he has known what it is to work incessantly and never get a dollar ahead. But as long as he had work he was content. A couple of weeks ago the sewers job, upon which he was acting as inspector, was completed, and he was laid off.

Too old to earn a living at hard labor, he feared that starvation was facing him. He did not know that his lay-off was only temporary. It was the intention of City Engineer Graydon to put him to work next week, but he did not know this.

Of late he made half a dozen trips to the city hall, but as there was nothing for him to do, he became despondent. He thought that as he was growing old the city had tired of him. A few days ago he made his last trip to the city hall. On his way he met a neighbor.

"If the city doesn't do what is right by me," he said, "I will go no more down town. The best part of my life I have spent in the city's service. Now I am old and growing feeble. I don't do much more than sit at home. I am growing tired of it."

He went down town and as usual he didn't secure work. He became morose and melancholy and kept to himself. He lived in the rear of 589 King street, and a Mrs. McKenna, who lived in the other end of the double house he occupied, kept house for him.

On Friday evening Mrs. McKenna heard the old man groaning, and entering his apartments she found him lying on the bed, and apparently in great pain.

She alarmed the neighbors, and Drs. Tillman, Cline and Ferguson were summoned at once. They administered antidotes, but the poison was too great a hold, and it was soon apparent to the doctors that Ironside could not live.

Dr. Tillman asked him why he took the poison and where he secured the drug, but he refused to answer. At 9 o'clock he died.

Ironside was well known to the city officials, and they all speak well of him. He had a horror of being buried by charity, and it is said he had laid by a sum of money sufficient to secure him decent and independent burial.

He is survived by one son, Robert, formerly of the city engineer's office, and two daughters, one of whom is an invalid in the home for incurables here.

Misplaced Switch Causes Wreck on Grand Trunk

A misplaced switch was the cause of a serious accident on the Grand Trunk at Berlin this morning. Express No. 4, bound from Chicago to Montreal, via Stratford, was entering the Berlin yard at 6:20 o'clock when it ran into a siding and pitched headlong into a freight train that had a short time previously cleared the main track.

The passenger train included eight or nine cars, and as it was unusually heavy, it was drawn by two engines—Nos. 573 and 410.

The result of the crash was the overturning of the two locomotives and their tenders in the ditch, and the doubling of one or two freight cars. The engines were badly damaged.

The passenger cars were pretty well filled, but it happened that at the time of the crash the train was running at a reduced rate of speed, and none of the occupants were injured.

Engineer Ford and Fireman Alford, who were on the police engine, stopped after they had done everything possible to bring the train to a standstill, and it was apparent that a collision was imminent. Ford escaped with a sprained ankle, but Alford was not so fortunate, receiving injuries that are of a very serious nature, and may, possibly result in his death. He is now in the Berlin Hospital.

Engineer Hall and his mate on the second engine received only a few bruises.

The line was blocked for a couple of hours.

A Berlin special says: As the G. T. R. No. 4 from Chicago, the train was yards half an hour late this morning, it ran into an open switch, crashing into a string of freight cars, demolishing a number of them. The double headers, Nos. 4 and 5, a complete wreck. Engineer Ford and Fireman Alford, on the first engine, after doing all they could, jumped, Ford escaping with a few bruises, but his assistant Alford, now at the general hospital seriously injured. Engineer Hall and his mate on the second engine, fortunately none of the passengers of the nine loaded coaches were seriously hurt. The strikers, from Stratford, are rapidly clearing up the wreck. It is unknown so far who is to blame for the accident. Another dispatch from Toronto says: The Chicago express, No. 4, due at Toronto at 7:40, ran into a misplaced switch at Berlin this morning at 6:30, crashing into the rear end of a freight train on the siding and injuring two members of the crew of the express. It was a very heavy train and was drawn by two large mogul engines. The injured are: Engineer Walsh, ankle sprained; Fireman Oldfield, in the injuries not specified. None of the passenger cars left the rails. The train was cleared in two hours. It was officially stated today that the damage to rolling stock was slight. The accident was caused by the carelessness of one of Norris & Rowe's circus employees, who after switching the circus cars, left the switch open.

Double Header Passenger Train Runs Into Freight at Berlin.

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BIG CROWD FROM DETROIT Fifteen Hundred Old Boys and Girls Coming to Reunion.

A Detroit dispatch says: "It is expected that not less than 1,500 former London men and women will leave here on special trains on Sunday next to attend the jubilee week celebration at their old home."

The Detroit Association of London Old Boys has been made permanent and has a ladies' auxiliary. There are some 3,000 Londoners now resident in Detroit.

THE WEATHER. CAN FISH FOR BASS

Tomorrow—Fine and a Little Warmer. London, Thursday, Aug. 3. Sun rises...5:08 a.m. Moon rises...7:55 a.m. Sun sets...7:32 p.m. Moon sets...9:17 p.m.

The weather has been showery today in the Gulf of St. Lawrence and the Maritime Provinces. Elsewhere fine, and in Manitoba and the Northwest Territories for the most part very warm.

Victoria, 54-58; Edmonton, 54-78; Calgary, 48-58; Prince Albert, 48-50; Winnipeg, 52-59; Port Arthur, 42-72; Toronto, 52-74; Ottawa, 54-76; Montreal, 58-74; St. John, 54-62; Halifax, 58-64.

RESTRICTIONS PLACED ON THE NORTH BRANCH OF THE THAMES EXPIRE.

During the last few days there has been a great deal of inquiries regarding bass fishing in the north branch of the Thames.

For the special benefit of the anglers, it might be stated that on August 1, 1903, a restriction was placed on bass fishing in the north branch, to extend over a period of two years, and that as the restrictions expired, on Tuesday, the fishing for the black fellows may be resumed.

The placing of the two-year restriction has resulted in the river getting pretty well stocked with bass.

Will Look Into Poor Law. Drowned in a Tub.

Cornwall, Aug. 3.—The little daughter of F. Fountain, West Second street, was accidentally drowned yesterday. She was playing in the yard and tumbled headfirst into a tub of water. Some other children noticed her feet and clothes above the edge of the tub and gave the alarm. The little one was not quite dead when pulled out, but all efforts to restore respiration failed.

"A Distant Colonial War;" Russia's View of Conflict

Nations Magnify Importance of Trouble in Far East Says M. Witte.

New York, Aug. 3.—Sergius Witte, Russia's ranking plenipotentiary to the Washington conference, landed here yesterday from the Kaiser Wilhelm Der Grosse as quietly and democratically as the most humble of his fellow-passengers. M. Witte comes to discuss with the Japanese plenipotentiaries means of ending the war, and provided a basis acceptable to Russia is obtained, to sign the treaty of Washington, equal in every way to the poverly conceived one of Baron Komura. He brings instructions which outline the general policy he is authorized to pursue. There are many respects elastic, but it was made plain that he had not come to obtain peace at any price. On shipboard, M. Witte was reticent when the subject of his mission was mentioned. However, to a correspondent who accompanied him from Cherbourg, M. Witte said: "Almost everywhere in Europe, as well as in America, not only Russia, her forces, her resources, and her power of resistance are known, but the people are even mistaken about the true results of the war. The Russians have had reverses, but this does not signify that they have lost the power which was known to the Muscovite Empire before the war; it does not mean Russia has become a negligible quantity or that the Japanese have acquired such a supremacy as to make the Russian Empire consider them a truly redoubtable enemy. M. Witte recognizes the good qualities of the Japanese military, naval and administrative organizations, and he is not averse to the idea of a Russo-Japanese alliance, which would have been able to resist Japan as Russia has done. 'How- ever,' he said, 'the Japanese have not made such progress as is generally be- lieved; in fact, they would have to advance four times as much as they have done in the past year and a half to reach Russia proper, in which case alone they might consider themselves in a position of imposing the conditions of peace. But they are very far from this, and the more they advance north, the more the respective conditions of the Russians and the Japanese will be reversed.'

MISTAKEN ABOUT RUSSIA. According to the Russian plenipotentiary, those who do not know Russia well, oppose to those reasons the specter of the internal conditions of the empire, imagining all kinds of cataclysms, but even about this they are mistaken. M. Witte did not wish to discuss at this time the events in Russia, affirming, however, that they have not the character nor the gravity attributed to them, nor can they bring about the consequences which have been predicted, partly by those prejudiced against Russia and partly by those ignorant of Russian internal affairs.

"What is going on in the Muscovite Empire," he said, "cannot have any influence on her foreign policy, even less on the continuation or cessation of the war. The great majority of the Russian people do not attach to the conflict in the far east the importance which is given to it in Europe and America. It is considered a very distant colonial war, but the whole Russian people would regard as a single man, the day in which they should think it is no more the question of a colonial war, which is not dangerous, but of a conflict threatening the security of the country."

M. Witte indicated, notwithstanding these views, that he does not mean to say he will not make every possible effort toward the conclusion of peace, adding, he is favorable to peace as a Russian and as a man, always having worked to prevent war, and understanding that at present nearly the entire world desires the end of the conflict.

TWO CARS PLUNGE OVER EMBANKMENT

Johnstown, Pa., July 3.—The morning train bound for Johnstown from Rockwood was wrecked about 8:30 o'clock at the Paint Creek bridge in Somerset County. A rail broke on the bridge and part of the train plunged into the creek.

It was at first reported that everyone on board was killed or injured. A special train bearing doctors, nurses and newspaper men was sent from here to the scene.

Johnstown, Pa., Aug. 3.—The morning train from Rockwood to Johnstown over the Baltimore and Ohio Railroad was wrecked today between Bordertown and Foustwell, seven miles from this city. One woman was fatally injured, another probably so, and half a dozen others so badly hurt that they had to be taken to the hospital.

The most seriously injured are: Miss Mabel Beach, 26, Somerset, Pa., skull fractured and arm broken; Mrs. C. C. recover, Miss Emma Vickroy, Windsor, Pa., upper jaw broken and internal injuries; recovery doubtful.

That the forty passengers on the train escaped death is little short of miraculous. Thrown from the track by a broken rail, the only car to roll down the steep embankment was the baggage coach, which went tumbling over and over, and finally landed in the creek. The smoker and a day coach, well filled, went only part way down the embankment. The second car being held up by a telegraph pole on the brink of the embankment.

Wreck on Baltimore and Ohio Railway—Two Women Fatally Injured.

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ALBERTA FALL WHEAT Harvest Now in Full Swing—Crop Is Half Cut.

Winnipeg, Man., Aug. 3.—"The Alberta fall wheat harvest is now in full swing," says George Speers, of Calgary today, "and the crop is about half-cut."

"The yield ranges from 20 to 35 bushels an acre, and it is unusual for any field to run less than 30 bushels."

Mr. Speers stated that he had only seen one field under this average this year.

TORONTO DEFEATS STREET RAILWAY

Toronto, Aug. 2.—Judge Snider gave judgment this morning in the case of the city against the street railway company, claiming \$100 penalty per day for every day in which the company did not carry out the orders of the city engineer relative to the number of cars and their frequency on certain lines. He finds against the company for \$18,100 for 181 days' violation of the agreement.

The judge says that if he is wrong in his law, then the company did in their own way their best to meet the traffic requirements, although the Government had decided to appoint a royal commission to inquire into the working of the poor law.

Got Judgment for \$18,100—City Engineer's Orders Must Be Carried Out.

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No Japs for Panama.

Tokio, Aug. 3.—The emigration companies object to sending laborers to Panama to work on the canal on the ground that the conditions there are unsatisfactory. They assert that there are no arrangements to care for the sick, no provisions for returning home the families of deceased laborers, and no allowance of passage money. They also assert that the drinking water and