

LOOKS LIKE RECORD DAY AT THE FAIR;
TWO SCORE THOUSAND AT THE GROUNDS

Visitors Pouring Into City from All Points in Western Ontario—School Teachers Ask for Passes—Troubles of Airship Man.

Western Fair crowds today are declared by old timers to be the largest ever seen in London on a Wednesday of Fair week. Since 9 o'clock this morning a steady stream of visitors has been pouring through the turnstiles. At noon it was said that not less than 15,000 people were on the grounds. Since 12 o'clock the cars have proceeded eastward crammed to overflowing, and thousands of country people used to long walks, eschewed the city man's luxury, and footed it to the grounds.

Local railway officials report the traffic to be very heavy.

The C. P. R. brought in a crowded special from Galt with between 600 and 800 people on board. The regular trains were also crowded and all carried special coaches, so that the number of visitors brought in over the Canadian Pacific will total 2,000.

The Grand Trunk Railway, which always does the bulk of the business, brought between 5,000 and 6,000 people to London.

These came on crowded specials from Brantford, Palmerston, Chatham, Sarnia and Wingham.

The Michigan Central had one special, and it brought about 800 visitors to the exhibition. They came from points east and west of St. Thomas. A couple of hundred also came here on the regular trains.

The Pere Marquette ran no specials, but nevertheless fully 1,000 people were carried to London today on the regular trains.

10,000 Enter City.

Thus with the people brought to the city by the traction company, the number of visitors runs up to about 10,000. Thousands of farmers with their families have also driven in, so that the directors feel warranted in looking for a crowd of not less than 35,000 people, while some expect 45,000.

The big show is running smoothly. There have been no accidents to visitors or others, and despite the intense heat there have been no prostrations.

The Directors Meet.

The directors held their regular daily meeting today at 11 o'clock.

President Reid, Col. Little, J. W. Jones, Ald. Armstrong, Wm. Moore, W. McNeil, George Satchell, George McCormick, Col. Galt, George M. Reid, Saunders, Wm. Oke, Charles E. Trebilcock, Dr. Routledge, John Pringle, Allan Rague, George M. Reid and Secretary Hunt were present.

A letter from School Inspector Edwards, thanking the board for granting the school children a reduced rate on Friday for the gates and stands, was read and filed.

Teachers Want Passes.

Eighty-seven local school teachers presented a petition asking for passes for the fair, on the ground that all exhibitors who pay a \$1 entry fee are entitled to a pass, and the teachers have a large exhibit of school work in the main building. "They want the earth," said one of the directors.

"They are better able to pay their way than are thousands of workmen who receive no passes," said another.

"We'll soon have more deadheads than admissions," Mr. George McCormick remarked.

A Protest.

Mr. H. K. Fairbairn, of Thedford, filed a protest against the decision of one of the judges in the beef case. The charge was unfairness.

Chairman Trebilcock, of the cattle committee, stated that the judge had acknowledged he had made a mistake, and he was aware of what he had done shortly after he had given his decision. He suggested that the board do something for Mr. Fairbairn, who was a manly exhibitor, and always took the decisions of the judges in good part.

The matter was left to a special committee to straighten out.

Mr. Riggs, manager of the Karn piano exhibit, protested against the continued page eight.

LONDON ST. RAILWAY
NOT AFTER TRACTION

Rumor About That Local Company Would Purchase Southwestern.

A rumor was going the rounds today that the London Street Railway Company are negotiating for the purchase of the Southwestern Traction Company. At the street railway offices the rumor was positively denied.

A regular meeting of the company will be held tomorrow in the offices in the east end, when it is expected that President Everett, of Cleveland, will be present. It is expected that business of special importance will be taken up.

KING'S HORSES COMING

Left Ottawa This Morning To Be Shown at Western Tomorrow and Friday.

Secretary Hunt, of the Western Fair, received a telegram from Ottawa today stating that the King's horses had left that city for London and would be here in time to be seen at the Fair tomorrow morning.

The horses are ten in number and they will be paraded before the grand stands on Thursday and Friday afternoons.

WESTERN FAIR PROGRAMME

This Evening

7 p.m.—Band concert by the Royal Venetian Band. 8 p.m.—Grounds and buildings all illuminated and complete programme of attractions. Les Remos, the Norins in their fire dive, and the funny people, Aldo and Amour, concluding with the gorgeous spectacle, the Carnival of Venice.

THURSDAY, SEPT. 13

All prize tickets are displayed and everything is at its best. Buttermaking competition continued. Band concert, morning, afternoon and evening, by the Royal Venetian Band. 1:30 p.m.—Second grand parade of prize animals before the grand stand, to be followed by the programme of attractions—the swinging wire act by Mile. Zoar, the trick house act, etc., concluding with the flight of the airship America.

Speed Events.—1. Gentleman's road horse wagon race, 1/4 mile heats, best 3 in 5; trot (hobbies barred), open for horses only that have not been raced at regular race meetings since and including Aug. 1, 1906. A. T. A. rule 24 suspended, thereby allowing a stable or owner the privilege of starting more than one horse in this race. First \$100, second \$50, third \$30, fourth \$20.

2. Free-for-all; trotting and pacing; best 3 in 5; mile heats. First \$125, second \$75, third \$50.

Thursday Evening

7 p.m.—Buildings and grounds illuminated and band concert by the Royal Venetian Band before the grand stand. 8 p.m.—All the attractions before the grand stand; the Kita Banzai Japanese Troupe, including their Slide for Life; the Norins, in their startling fire dive; and the grand display of fireworks, concluding with that wonderful representation of the Carnival of Venice.



A FINE QUARTET OF AYRESHIRE.

FATAL WRECK
NEAR SUDBURY

Seven People Reported Killed in Accident to a C. P. R. Train.

Montreal, Sept. 12.—Bulletin reports from Sudbury and North Bay are to the effect that a C. P. R. train was wrecked twelve miles west of Sudbury today and seven people were killed outright. Several others were injured and five of them have since died, making the total casualty list up to the present twelve.

'QUAKE AT VALPARAISO
PEOPLE TAKE TO OPEN

Another Seismic Shock Starts Terrible Panic in Chilean Capital.

New York, Sept. 12.—A Valparaiso cable to the Herald, dated yesterday, says: Another violent earthquake shock at a quarter past 8 o'clock last evening, caused a terrible panic. The people, fearing another catastrophe, spent the whole night in parks and open spaces. The quakes continued at short intervals, but were less violent.

RED TRIO PLOT KAISER'S DEATH;
POLICE CORNER JUST IN TIME

Anarchists Slated to Kill Emperor Caught After a Desperate Fight.

New York, Sept. 12.—A Berlin cable to the Sun says: According to the Tageblatt, the Kaiser was just saved from being the victim of an anarchist plot by the timely arrest at Breslau of three foreigners, who had been committed by the international terrorist organization to assassinate his majesty during the military maneuvers he is now attending in Silesia.

The prisoners are an Italian of the name of Maccari or Maccini, an Austrian known as Flieger or Friedling, and a Pole named Landesberg, or Lendenberger. Maccari was expelled from Italy two years ago. Since then he has associated with Russian terrorists in Geneva. He shared in recent outrages in Poland.

The three arrived at Breslau at different times. They were watched by detectives for several days, including the four which the Kaiser spent there on the eve of the maneuvers, when the most elaborate precautions were taken to protect him. It is not explained why they were not arrested then, as they are alleged to be known as more dangerous than others who are reported to have been arrested or expelled from the country. A dozen police entered a house, which was their rendezvous, on Posener street, today. They had a hard fight to capture the desperadoes, who savagely resisted with knives, and daggers, but after a long tussle in which the furniture of the room was wrecked, the police secured and handcuffed them.

It is stated that papers found in the house established the fact that three men were constantly communicating with the terrorist group, for whom they were acting as agents. Papers indicate that their intention was to throw a bomb at the Emperor while he was riding in an automobile between certain points of the maneuvers.

BRITISH VICTORS
IN AFRICAN WAR

Rebellious Natives of Nigeria Surrender After Severe Fighting.

Liverpool, Sept. 12.—The steamship Tarquah, which arrived from South Africa, brings details of severe fighting in the borderland of Benin, Southern Nigeria, which ended on Aug. 8 in the surrender of the rebellious natives to the British. A native society, called the "Silent Ones," murdered Commissioner Crewe Read last June.

Capt. Weyling, with an expedition of native troops, was sent to recover the body, but he was wounded in the first encounter, several of his men were killed, and he was wounded, and he was compelled to ask for reinforcements.

Capt. Rudkin, with another native force, was hurried to his assistance, and after heavy fighting, succeeded in relieving Weyling.

The combined British force then vigorously attacked the native camp at Owa, and defeated the enemy, who though taken by surprise, fought with great courage. The severe fighting and heavy rains caused the British a loss of 25 dead and 100 wounded.

After the capture of Owa, Read's body was recovered, and his murderers were tried and put to death.

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EXTRA!

A fatal accident occurred this afternoon at 3 o'clock, at the corner of Colborne and Dundas streets.

The victim was Mrs. Hinsley, of 356 Dufferin avenue, city.

Mrs. Hinsley was at the corner in company with her sister, and father, who had come to the city to see the fair. Mrs. Hinsley's father was at the southeast corner of the crossing, waiting for an eastbound car to take him to the fair grounds, while Mrs. Hinsley, with her two little children, were at the northwest corner.

As the car was approaching from the west Mrs. Hinsley crossed to the corner where her father stood to give him some money, and she was about to return to her sister and her children, when she slipped on the north track and fell.

As she did so a car bound from the Fair grounds to the city approached, and before the motorman could bring it to a standstill it passed over the unfortunate woman.

Mrs. Hinsley was terribly mangled, and died instantly.

The victim of the accident was about 30 years of age, and leaves a husband and two children.

OPENS LONDON BRANCH

Latest Move of Salvation Army In Its Immigration Work.

The Salvation Army has decided to open a branch office in this city in connection with its immigration work, and it is taking advantage of the Fair to make the fact known to the farmers. Cards are being passed around notifying the farmers of the latest move and requesting them to call or write for information. Up to the present time the headquarters for their immigration work has been in Toronto.

TRAVELER INJURED

Mr. John T. Greene Thrown To Ground, While Boarding Car.

Mr. John T. Greene, of 20 Grovenor street, the well-known traveler, met with a serious accident the other day while attempting to board a street car at the corner of Oxford and Richmond streets. Mr. Greene caught hold of the rails on both sides of the platform while the car was moving, and he was thrown off his feet and dragged a considerable distance. The car was stopped and Mr. Greene was able to board it, but before he had proceeded a couple of blocks he found that his knee had been seriously injured. The pain became so great that it was necessary to summon Dr. Tillmann, who had the patient removed to his home. Mr. Greene is now confined to his bed, and his knee is giving him much trouble. He was otherwise badly shaken up, and he will be unable to attend to his duties for some time.

THE GLASS BLOWERS.

The directors of the Western Fair have, by long experience, learned what variety of attractions its people who attend the Western Fair like, and this fact is demonstrated by the presence of the famous Glass Blowers. This show may be seen about the center of the Midway. In this part of the country people seldom have the opportunity of seeing the wonderful glass blowers at work, and therefore, this high-class and educational show will prove to be a sight worth seeing, and at the small admission fee which is charged, no one should miss it. It is equally interesting and instructive to both young and old, and no person who has small children can find a better amusement for them than to take them to see this, one of the most wonderful trades, in operation. The tradesmen, at work in this show are not amateurs or tradesmen who are not sufficiently expert to position in glass manufacturing plants, but are experts, of wonderful skill, and manufacture everything from test tubes and thermometers to lamp globes and dishes.

For four years Toronto's great exhibition has had the Glass Blowers on its Midway, and the show has proved to be the hit of the season, as it promises to be here.

THE WEATHER

TOMORROW—COOLER.

FORECASTS.
Wednesday, Sept. 12—8 a.m. Today—Fair and warm, with local thunderstorms or thunderstorms.

Thursday—Cooler and unsettled, with local showers or thunderstorms.

TEMPERATURES.
Stations. 8 a.m. Min. Weather.
Calgary 25 24 Fair
Winnipeg 44 42 Fair
Port Arthur 55 53 Cloudy
Perry Sound 68 64 Fair
Toronto 66 62 Clear
Ottawa 70 66 Clear
Montreal 70 64 Clear
Quebec 64 56 Cloudy
Father Point 50 50 Clear

WEATHER NOTES.
Local thunderstorms have occurred during the night in both Ontario and Quebec. The cold wave is advancing slowly from the west. Light frosts are reported this morning from Alberta and Saskatchewan.

LOCAL TEMPERATURES.
The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 8 p.m. Tuesday were: Highest, 84°; lowest, 55° above.

G. T. R. AND CITY IN PROLONGED WRANGLE;
MUCH TALK, BUT THE DEADLOCK REMAINS

Company's Representatives and City Council After Five Hours Fiery Debate Fail to Agree on the Liability Clause.



A GROUP OF HIGH-CLASS HOLSTEINS.

The Unfinished Agreement

The following is a brief summary of the matters agreed upon by the city and the Grand Trunk Railway at the meeting held last night. All was going swimmingly until the liability clause was struck.

Company elevate tracks from the Wharncliffe road to two feet west of Ridout street.

Works to be completed in 90 days.

Works to be constructed to the satisfaction of the city engineer and the council.

Wharncliffe road subway to be 62 feet in the clear, with two piers, one on either curb; 15 feet headway.

Wortley road to be 16 feet wide, with no piers and a headway of about 20 feet.

Company must light subways on the Wharncliffe and Wortley roads.

Company to provide for all drainage made necessary by the works.

Embankment to be seeded down and kept trim by the company within one year after the agreement is signed.

Company to fence in its property within one year, between Ridout street and the city limits.

Cove bridge to be of two spans, one of 175 feet, and one of 185 feet. With a center pier.

Two piers to be taken out, and cut down to the bed of the river.

Company must not interfere with water pipes, sewer pipes, etc., in the construction of the improvements.

Streets must not be kept open or closed for a longer time than is necessary.

All streets used must be left in proper shape.

Company to construct cement sidewalks on both sides of subways.

Street car and other traffic not to be interrupted any more than is absolutely necessary.

The Grand Trunk Railway to be given a strip of land west of the Wharncliffe road, and which runs parallel to the company's tracks. It was stated that the ground is worth about \$450, if it could be sold to anyone else.

Company to put boxes under rails on embankment to allow of fire hose being passed through.

Company to give to city gratis, any part of its property abutting on Wortley road which might be required to widen the street to a uniform width of 56 feet.

MAYOR REFUSES
TO SIGN CHECK

Question of Cost of Isolation Hospital Is Referred to City Council.

The board of health had a meeting yesterday afternoon, and for the second time Mayor Judd and Dr. English, chairman of the board, crossed swords on the question of the cost of the new isolation hospital.

The matter was introduced when an account was presented in favor of Contractor Ed Martin for \$337 46, the balance due him on the hospital contract.

The mayor told the board in very plain language that there was no use of passing the account at present, as he would not sign the check until he knew where the money was to come from. He complained that the sum first mentioned as necessary for the hospital was only \$300, whereas it was over \$1,000, the contractor having already been paid over \$700. The mayor characterized the matter as decidedly unbusinesslike.

The upshot of the mayor's objection to the passing of the account was its reference to the city council, together with a statement of the needs of the hospital and a request for funds to meet the liability to the contractor.

Dr. English defended himself yesterday by stating that the exhaustion of the board's funds was due in no small measure to the outbreak of smallpox.

There is nothing more certain this year than an overdraft for the board of health. The appropriation was \$2,500, which has already been spent, the item for the isolation hospital, the trip to Ottawa, and the care of the smallpox patient running away with a good share of it. Now the mayor does not propose to stand for the spending of any more money than can possibly be avoided.

The board has agreed to defray one-third of the cost of treating Frank Sage at the smallpox hospital, and it will ask Mr. Sage to bear the remainder. Dr. Hutchinson was also asked to present a report on the case of Mrs. Todd, a supposed smallpox patient.

Mr. Skinner complained of the alleged nuisance at Hyman's tannery, a slaughter-house in the north end of the city, and Keenleyside's rendering works. Dr. English will present a report on the several cases.

SHORTY BILLY'S
PLUNDER FOUND

Farmer Comes Across Jewelry Supposed to Have Been Stolen by Texas' Pal.

A Chatham dispatch says: On Sunday morning Charles Johnson, who owns a farm near Prairie Siding, noticed a pile of brushwood, and thinking that it did not add to the appearance of his property, he set it on fire.

On Monday morning he went by the spot where, until the day previous, the brush heap had stood, and was surprised beyond measure to see that he had come upon what appeared to be a veritable mine of wealth. There were watch cases galore, in addition to chains, and cuff links in quantities enough to serve for a small army of dressy youths.

Mr. Johnson remembered that his bush had served as the hiding place of the spoils of a gang, one of whom was the notorious "Shorty Billy," killed while attempting escape in London, and he also remembered that the shop of Walter Polle in Tilbury had been robbed of a lot of goods.

Mr. Polle is now a business man of Chatham, so Mr. Johnson notified him. Mr. Polle drove out and identified the stuff as once his property. The watches had been despoiled of their works, and the rest of the stuff was not of the most valuable nature.

It would appear that the thieves took their leisure at the job, and afterward dumped the remainder of the plunder where they thought it would not be found.

The theft took place on Sept. 19, 1903, so that the case is quite old, though a well-remembered one.

Several of the watches were identified as having belonged to Tilbury parties who had them in for repairs.

AFTER BOTH POLES.

Brussels, Sept. 12.—At the session of the Polar Congress here today Dr. Jean Charcot announced that he was organizing an expedition to the south pole, and Charles Benard, president of the Belgian Oceanographic Society, stated that society was organizing an expedition to the north pole. The two expeditions will operate in concert.

The city of London and the Grand Trunk Railway again failed to come to an agreement regarding the improvements west of Ridout street at a meeting of the city council and the company held last night.

The session lasted until a few minutes to 1 o'clock this morning, and finally, when everything looked rosy, the split occurred over the matter of liability for the placing of piers or posts on the curbs of the Wharncliffe road for the purpose of supporting the girders over the Wharncliffe subway.

What City Demands.

The city demanded that the Grand Trunk be liable for any suits which might result through runaways, people getting hurt, etc., but Manager McGuigan positively refused to accept the liability at the subway. He maintained that if an accident took place on the Wharncliffe overhead bridge the city would now be liable, because of the fact that the bridge is only 30 feet wide, and it has two sidewalks and a street railway track upon it. Now the company proposes to make the roadway the full width of 66 feet, with the piers at the outside of the sidewalks, and a clear space of 34 feet for vehicles in the center, and he could not see why, under the circumstances, the company should be called upon to assume any liability.

Mr. McGuigan's Contention.

"You are not paying a cent for the subway," Mr. McGuigan said, "and your street will be in infinitely better condition than it is now. Why should we be liable for damages from runaways?"

The council did not heed Mr. McGuigan, however, out by the following vote decided to make the company liable:

Yeas—Ald. Cooper, Gillen, Booth, Matthews, Garratt and Wyatt—6.

Nays—Ald. Greenlees, Stevenson, Armstrong, Saunders and Gerry—5.

Will Company Back Down?

As matters now stand, there appears to be only one way for the city and company to come to an agreement, and that is for the company to go back on the position taken by Mr. McGuigan and accept the liability.

Ald. Cooper gave notice of motion to reconsider the matter at the next meeting of the city council on Monday night next, providing Mr. McGuigan can produce a new plan for the construction of the subway, whereby the piers in the street may be removed. As Ald. Matthews, Booth and Garratt appear unalterably opposed to the agreement, however, there is no chance of a reconsideration unless Ald. Forristal should be present, as a two-third majority of the council is necessary to reconsider.

Thus the whole matter stands practically where it was a month ago.

A Long Meeting.

Early in the evening the meeting came near being brought to a close over a disagreement between the Grand Trunk and the London Street Railway Company regarding the Wharncliffe road subway, but the matter was finally patched up by the G. T. R. agreeing to change its plans, so that no piers would be in the center of the street, but instead there would be piers at either side.

The meeting was one of the longest, and at the same time, one of the most interesting held in the old council chamber in many years.

Manager McGuigan, Superintendent Brownlee, Chief Engineer Mitchell, Engineer Crowley, and Solicitors Biggar and Pope represented the Grand Trunk Railway.

Vice-President Smallman and Manager King looked after the interests of the London Street Railway Company.

Mayor Judd, Ald. Wyatt, Gerry, Garratt, Saunders, Armstrong, Booth, Matthews, Greenlees, Gillen, Cooper, Stevenson, City Solicitor Meredith, City Engineer Graydon and City Clerk Baker were present on behalf of the city.

Pyrotechnics.

Some fireworks occurred during the evening. Ald. Matthews repeatedly relegated to himself all the honor for the care of the public interests, and his brother aldermen refused to accept him at his own valuation.

Then Ald. Matthews lost his temper and accused the Grand Trunk solicitors, but especially Mr. Pope, of laughing at him.

"It's a shame for you, Mr. McGuigan," the alderman said, "to come here and allow your solicitors to laugh at the aldermen."

It Is To Laugh.

Mr. McGuigan said he hadn't noticed anybody laugh.

"Don't get mad, Dick," said Ald. Saunders, "you're enough to make anyone laugh. They couldn't help it."

Mr. Biggar denied laughing, and Ald. Matthews said he referred particularly to Mr. Pope. The latter did not deny that he had laughed.

Another Mix-Up.

Then Manager McGuigan and Manager King got into a mix-up over the Wharncliffe road subway.

"I'll throw the whole thing up in a minute," Mr. McGuigan said to Mr. King. "You people are getting all the

Continued on page four.