4 P. M. EDITION

London Advertiser

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FATAL RAILWAY CRASH AT ST. THOMAS; M.C.R. AND MARQUETTE TRAINS COLLIDE; TWO FIREMEN ARE CRUSHED TO DEATH

Two Heavily-Loaded Passenger Trains Meet on a Curve Early This Morning While Traveling at Thirty Miles an Hour---Passengers Escape Serious Injuries---How the Accident Occurred.

KILLED.

Fireman Hemphill, St. Thomas
Fireman Goodhue, St. Thomas

A head-on collision on the London and Port Stanley Railway this morning resulted in the death of two men and the destruction of two locomotives and a number of passenger coaches.

The accident occurred about half a mile north of St. Thomas, and about a stone's throw south of the steel bridge that spans the gulley. The trains that figured in it were the M. C. R. passenger, which is due to leave here for St. Thomas at 7:17 a.m., and the Pere Marquette's regular train, due to arrive here from Port Stanley at 8:40 a.m.

Cause of the Wreck.

The cause of the accident is not yet announced, but it is supposed to have been due to a misunderstanding of orders. It may, however, have been caused by a mistake on the part of the dispatcher's office at Ridgetown, all trains on the L. and P. S. R.—both M. C. R. and Pere Marquette—being handled from that place.

One Train Late.

When both trains are on their schedule time, the M. C. R. is supposed to be at St. Thomas before the Pere Marquette regular leaves that place for London. This morning the M. C. R. did not leave London yard until close on to 8 o'clock, being nearly three-quarters of an hour late. It consisted of an engine, a baggage car and a passenger coach, and is said to have been given running orders to St. Thomas. The Pere Marquette train was a little behind time in pulling out of St. Thomas, and after picking up half a dozen empty coaches there, it started for London. The train was in charge of Conductor Drake, with a St. Thomas engineer and fireman.

Curve Obstructed View.

A short distance this side of St. Thomas, and in close proximity to the long bridge, is a curve, and it was this bend in the road that prevented the engineers from seeing the approach of the opposite train until they were almost upon each other. At the time of the crash the Pere Marquette regular had not attained a high speed, the rules prevent trains crossing the bridge, except at a reduced rate. The Michigan Central was also running under reduced steam, having just crossed the structure. Otherwise the loss of life and the destruction of property would have been much greater.

Running Thirty miles an Hour.

It is estimated that the trains were running 25 to 30 miles an hour when the crash came. The force of the collision was nevertheless great enough to throw passengers out of their seats, causing several to receive a severe shaking up, and some minor injuries. The engines suffered the most. That of the Pere Marquette was almost demolished, while the M. C. R. locomotive, which was the heavier of the two, did not suffer to the same extent. Both engines remained upright, although they were derailed.

So quickly did the trains come together the firemen did not have time to jump. Both were jammed between cab and tender, and almost instantly killed. The engineers were more fortunate, and escaped with slight injuries. The engineer on the M. C. R. train was Harry Jones, of St. Thomas, one of the most careful on the road, and a veteran in the service. His fireman was George Hemphill, also of St. Thomas. He was terribly crushed.

The fireman on the Pere Marquette train was a St. Thomas man named Goodhue.

Had Large Load.

There were quite a number of passengers on both trains. The coach on the M. C. R. was fairly well filled, while three or four coaches on the Pere Marquette contained scores of Londoners who were on their way to the city from Port Stanley, where so many have cottages during the summer months.

No Time to Jump.

The passengers had no warning whatever of the impending danger. The trains came to an instantaneous stop, causing some of the occupants to be thrown over the seats and into the aisles of the cars. The greatest confusion prevailed for a time. As far as can be learned none of the passengers were seriously injured. The brakeman on the Pere Marquette train sustained a cut over the eye.

Empties As Buffer.

The lifting of the half a dozen empty coaches by the Pere Marquette train at St.Thomas was doubtless the means of preventing many passengers from being injured. The empties were placed immediately behind the engine, and it was these that suffered the most. The first three or four were badly damaged. The next one was not injured in the slightest, while the one following it was partially destroyed. The coaches following contained the passengers, and they were no damaged.

Wrecking crews were called out and the work of clearing the tracks was commenced.

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FUNERAL OF LATE MR. STREET; REMAINS INTERRED AT WOODLAND

Middlesex Bar Attends in a Body —Impressive Services at Toronto Also.

The funeral of the late Honorable William Purvis Rockfort Street, justice of the supreme court of judicature of Ontario, who died at Dansville, New York, on Wednesday, Aug. 1, took place this afternoon, from "Thornwood," the residence of Mrs. Becher, 329 St. George street, to Woodland Cemetery.

The services were conducted by Bishop Williams and Rev. Canon Dann. The pallbearers were Judge Macbeth, Mr. Richard Bayly, K.C., Mr. Campbell Becher, Mr. Edmond Meredith K.C., Mr. George Harris and Mr. George C. Gibbons, K.C., while Sir John Carling and Mr. V. Cronyn were honorary pallbearers.

Although a special request was made that no flowers be contributed, many large and exceedingly beautiful wreaths were sent from all parts of the Province.

The members of the Middlesex Bar Association attended the funeral in a body.

Among those who attended from out of town were: Capt. Street, son of deceased; Mr. Langton, of Toronto, son-in-law, and Mr. Frank Street, of Kansas City.

A special funeral service in memory of the late Mr. Justice Street was held in St. James' Cathedral, Toronto, yesterday afternoon, in the presence of a large gathering of judges and leading practitioners of the Ontario bar. The chief mourners present were Capt. Street, son of the deceased; E. G. and A. Street, brothers; Hugh Langton, son-in-law; Mrs. Furness, Mrs. Langton, Mrs. Foxley and Miss Amy Street. The representatives of the bench present were Chief Justice Falconbridge, Justices Britton, Clute, MacMahon, Maclaren, Hodgins and Magee. The honorary pall-bearers were Chief Justice Falconbridge, Justice MacMahon, Justice Britton, Justice Magee, Sir Aemilius Irving, E. B. Osler, Col. Sweny, J. Yarker, H. W. Mickle and A. H. Campbell.

Among others in attendance were Dr. Goldwin Smith, Hamilton Cassels, K. C.; E. D. Armour, John King, K. C., Geo. T. Harman, Hon. Senator Kerr, Nicol Kingsmill, K. C., Lawrence Baldwin, J. D. Falconbridge, Jas. Roaf, Jas. Henderson, W. B. McMurrich, Dr. Grasett, Dr. Reeves, Eric Armour, H. G. Wickham, V. C. Brown, H. J. Bethune, J. H. Moss, F. H. Harcourt, Huson Murray, C. S. McInnes, C. A. Moss, D. R. Wilkie, Henry Bethune and William Langton.

The burial service was impressively read by Rev. J. Broughall, Dr. Ham presiding at the organ. The hymns sung were "On the Resurrection Morning" and "Peace, Perfect Peace."

The body was conveyed after the service on the 4:30 train to London.

CHARGES C.B. WITH BREAKING WORD

Mr. Balfour in Hot Attack on British Premier.

QUITS HOUSE WITH FOLLOWERS

Sensational Scene Occurs Over Debate On the Trade Union Bill.

London, Aug. 4.—The trades dispute bill which is a direct outcome of the Taff Vale decision that trades unions funds are liable for the illegal acts of individual members of a union, passed the committee stage in the House of Commons this morning and was reported to the house amid ministerial cheering.

Considerable excitement marked the debate, during which several amendments opposed by the Government were defeated by narrow majorities, in one case the Government being saved from defeat by a few union votes.

There was a somewhat extraordinary scene after midnight, following Prime Minister Campbell-Bannerman's refusal to accept Lord Robert Cecil's motion to report progress, Lord Robert saying that the Prime Minister had pledged himself that the debate should not continue after 11 o'clock.

When the motion was defeated by a Government majority of 212, Mr. Balfour accused the Prime Minister of deliberately breaking his pledge. He declined to take further part in the proceedings and invited his followers to leave the House.

The invitation of the former prime minister was accepted by all of the three score of members of the Opposition present amid ironical Ministerial, Natiinalist and Laborite cheering.

A few of those who left the chamber returned subsequently, but the front Opposition bench remained empty, and several Liberals and Radicals took seats on it amid Radical cheering.

The debate then proceeded without interest to its close.

20,000 ARE OUT AT ST. PETERSBURG

The Railways of Russia To Be Tied Up Monday.

HELSINGFORS STRIKE IS OVER

Eyewitness Finds Fortresses in Harbor Badly Wrecked From Battle With Mutineers.

Helsingfors, Finland, Aug. 4.—The strike of the employes of the street railroads and factories here is over. All the leaders of the socialist red guard have been arrested, and the organization has been broken up.

20,000 Out On Strike.

St. Petersburg, Aug. 4—2:45 a.m.—St. Petersburg was in darknes for a time tonight. The employes of the electric lighting plants ceased work in obedience to the call for a general strike. Later, the electric light service was restored by sailors of the technical corps. The call to strike already had been obeyed by 20,000 factory hands in the capital.

It will be impossible, however, to predict the success of this universal political strike until Monday, as the workmen in St. Petersburg and the provinces have two holidays, Saturday, which is the fete day of the Dowager Empress, and their regular holiday of Sunday.

The only other available index to the situation is the railroads. Up to 2 o'clock this morning the railroad men had not heeded the call for a general strike, except in the case of an insignificant line running to Sestroretzk, and other shore resorts. The men of this road barricaded the line, with the result that they had an unimportant collision with Cossacks last night.

In the meantime, the fate of the Stolypin cabinet sways in the balance, and Russia is upon the verge of disorders which may lead either to the reign of the military or the proletariat. It can be stated definitely that the first step toward a dictatorship may be taken Sunday or Monday by the nomination of Grand Duke Nicholas to the chief command of all the troops in Russia.

This would virtually place him in control of all the disturbed districts of the empire, where martial law has been proclaimed. This matter was a subject of earnest discussion during the interview between the Emperor and Premier Stolypin yesterday. The revolutions at Sveaborg and Cronstadt and the mutiny on board the cruiser Pamyat Azova gave the tone to the conversation.

Fortress Badly Wrecked.

Helsingfors, Aug. 3. — 11:30 p.m. — The correspondent of the Associated Press today was permitted to look over the fortress on the main island, as well as all the other fortifications overlooking the town. The scenes proved that the mutineers had the upper hand in practically all the fortresses until the arrival of warships. The minor barracks and fortifications and the wharf and neighboring quays bristled with machine guns.

Flagstaffs had been splintered where the mutineers had tried to shoot away the Russian colors. The most severe fire from the fortress was directed at the headquarters of the commander, who, on the second day of the trouble, was forced to seek shelter in a better protected place. The barracks in the vicinity showed plainly the effects of the fighting.

There are today nothing more than tottering ruins, upheld by iron girders. The church in which hangs the memorials of the French and English bombardment of 1855, was struck several times, but it is evident that the mutineers did not wish to destroy the building. The results of the firing were seen in every hand, fragments of shrapnel, chain shot, and shells littering all the walkways. The fortress bore many signs of the bombardment, great rents in the walls, holes in the roof, and destroyed windows telling their own tales. There is no question that until the warships came up the Government was powerless adequately to reply to the mutineers and was able simply to hold its positions. The commander scarcely had fled from his headquarters, leaving them a heap of fallen ruins, when the warships crept up the coast and opened fire. Taken unawares without leaders and with but little food, the mutineers gave up. It now transpires that there were two officers among the mutinous men, Lieut. Kohonsky and Lieut. Emil Janoff. The latter was wounded; Kohonsky gave himself up to the Bogatyr and asked pardon. A special court is coming here from St. Petersburg next week to try the prisoners. One thousand men are confined in Helsingfors and Skatudden. The total of the casualties is not yet known, but 650 men are missing. It is impossible to say how many were wounded. As previously cabled, only five officers were killed.

St. Petersburg, 2:15 p.m., Aug. 4.—Probably not more than 30,000 workmen were out when the general Russian strike went officially into force at noon today. The final decision to call

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BIG WHEAT CROP WEST WILL REAP

Of Sixty Points Covered, Average Yield Is Placed at 28 1-2 Bushels to Acre.

Winnipeg, Aug. 4.—The crop report of the Canadian Northern Railway, issued last evening, is the fullest and most explanatory statement regarding the big harvest which will be in full swing in less than a couple of weeks. The yields run from 18 to 35 bushels an acre. The railway's reports cover 60 points, and will have an average of 28½ bushels to the acre. Swan River, Kinistino, Minitonas, Star City and Prince Albert report as high as 35 bushels to the acre. In the country surrounding Battleford the harvest is uniformly heavy, averaging 30 bushels. The cutting in that district, however, will not commence until Aug. 17. Prince Albert also reports an immense crop, with its harvest date set a little later than Battleford. In Manitoba generally the bulletins say "Excellent," "Very good," "Very healthy," "Very best," "Splendid," "First class," and so on. In the Brandon district and in Southern Manitoba, at such points as Roundthwaite and Emmerson, the yield indicated is not as large as the Northwestern reports, 18, 20 and 22 bushels to the acre being the probable returns from the field. Only one station reported the commencement of the harvest, which is Minitonas, and the date was July 28. Three stations report slight damage, ranging from 5 to 10 per cent. They are Underhill, Ell and Oakville. Wawanesa reports 10 per cent damage from rain and hail. One significant fact indicates the prosperity of the farmers and the activity of the implement firms, and that is that few districts report a shortage of machinery. Only three points report they will need considerable binder twine. They are Portage la Prairie, Methven and Eden.

WHOLESALE RESCUER.

London, Aug. 4.—The Rev. J. R. Wright, of St. Fergus' United Free Church, Buchan, saved twelve young women of his church who were thrown into the waters of the lake by the upsetting of a ferryboat yesterday.

THE KAISER BACK.

Berlin, Aug. 4.—Emperor William returned here today from his cruise in northern waters, and drove immediately to the Marble Palace, the residence of Crown Prince and Crown Princess Frederick William, to see his grandson, who was born at Potsdam on July 4, during his majesty's trip to Trondhjem.

WOMAN SUFFRAGISTS CONVENE.

Copenhagen, Aug. 4.—The third conference of the International League of Women Suffragists will meet here from Aug. 7 to 11. The Queen of Denmark yesterday granted an audience of one hour to Mrs. Carrie Chapman Catt, of New York, president of the league. Her majesty showed deep interest in the suffragist movement, and regretted that prevented her entertaining the delegates.

THE WEATHER

TOMORROW A LITTLE COOLER.

FORECASTS.

Toronto, Aug. 3—8 p.m.

A few scattered showers have occurred today in Ontario and Manitoba, while elsewhere in the Dominion the weather has been fine. The temperature contiues high from the great lakes to the Maritime Provinces, but is still moderate in the Northwest Provinces.

Minimum and maximum temperatures: Dawson, 50—68; Victoria, 50—76; Vancouver, 48—76; Edmonton, 38—72; Qu'Appelle, 50—72; Winnipeg, 52—66; Port Arthur, 60—78; Parry Sound, 68—88; Toronto, 66—76; Ottawa, 60—84; Montreal, 62—84; Quebec, 54—86; St. John, 58—76; Halifax, 54—78.

Saturday, Aug. 4—8 a.m.

Light to moderate variable winds; mostly fine and decidedly warm, with a few local showers or thunderstorms.

Sunday—A little cooler; northerly winds.

TEMPERATURES.

Stations.	8 a.m.	Min.	Weather.
Calgary	44	40	Fair
Winnipeg	56	48	Fair
Port Arthur	62	58	Cloudy
Parry Sound	70	62	Cloudy
Toronto	68	64	Fair
Ottawa	74	66	Fair
Montreal	72	70	Cloudy
Quebec	70	58	Cloudy
Father Point	60	52	Clear

WEATHER NOTES.

Showers occurred yesterday in Manitoba and in Eastern Ontario, while in other parts of Canada the weather was quite fine. Present indications are for a continuation of fine, warm weather in the Northwest Provinces.

GOVT. CANCELS THAT CONCESSION

Refuses to Sanction the Commission's Choice—New Tenders To Be Asked For.

Toronto, Aug. 4.—The Government has declined to approve of a lease to the Right-of-Way Mining Company, of Ottawa, of mineral lands on the right-of-way of the Temiskaming and Northern Ontario Railway, on the terms recommended by the railway commission.

The commission, which consists of Messrs. C. B. Smith, Toronto, the chairman; J. L. Englehart, Petrolea, and Denis Murphy, of Ottawa, has been advised by the Government to publicly call for new tenders for the right to mine on the land in question.

The new terms set by the Government for the lease are a minimum cash bonus of $50,000, the same as originally asked, and a royalty of 25 per cent gross of the value of all ore mined. In the original advertisements the terms demanded were identical with those outlined by Premier Whitney in the Legislature, namely, a cash bonus of not less than $50,000; 10 per cent of the gross value of ore assaying less than $400 per ton; 25 per cent for ore between $400 and $1,000 per ton in value, and 50 per cent for all ore over $1,000 per ton in value, in addition to an annual rental of $500.

The commission, however, entered into a provisional agreement with the Right-of-Way Company for a lease on terms involving a bonus of the amount named, and 25 per cent gross on all ores mined. This they did without any public notice that they had decided not to adhere to the advertised terms, which Premier Whitney declared in the House to be the minimum terms.

The Right-of-Way Mining Company, the incorporation of which was gazetted last week, is an Ottawa concern, and its membership includes a son of Mr. Denis Murphy, one of the railway commissioners, and an officer in a company of which he is president.

The decision of the Government was reached at yesterday's meeting of the cabinet, Hon. Mr. Foy, the acting premier, presiding.

It is authoritatively stated that there is no question of asking the commissioners or any of them for their resignation; that the Government has every confidence in the gentlemen, and hope they will continue in office. It is said that the feeling among the members of the cabinet is that the commissioners acted without ulterior motives in recommending the lease. For the Government it is pointed out that under the act of last session the commission's authority to sell, lease or deal with mines and minerals or mining rights on the right of way can only be exercised subject to the approval of the Lieutenant-Governor in council. Therefore there could be no lease without that approval, which in this case, is, as stated declined, the commission's power ceasing with a recommendation to the cabinet that acertain course be pursued. At the same time it is held that in order to avoid the slightest ground for suspicion, new tenders should have been publicly called for in the present instance.

WAR RUMORS FROM NORTH AFRICA

Rebels Marching on Moroccan Capital—Anti-French Agitation Spreads.

London, Aug. 4. — A dispatch to the Pall Mall Gazette from Tangier, published this afternoon, says: "Highly sensational reports are being received here, causing the utmost excitement. Daily, almost hourly, comes information from the interior of the rapid spread of a violent and anti-French agitation. The rebels are concentrating their military contingents around Marakesh (Morocco City), the southern capital."

SMUGGLING IN N. B.

Officers On Both Sides of the Line Keeping Sharp Lookout.

Vanburen, Maine, Aug. 4. — The United States and Canadian customs officials are investigating reports that numerous smuggling operations have been carried on between Vanburen and St. Leonards, a village on the New Brunswick side of the St. John River. Officers on both sides of the boundary line are keeping a sharp lookout for violations of the laws. It is said that among the articles brought from the American side of the river were several costly instruments used in surveying. Some of these instruments are worth $120 each, and can be purchased in the United States much cheaper than in Canada. It is claimed that Canadian goods have been taken to Maine free of duty. The United States officers say that men who have been surveying a line of railway through Quebec and New Brunswick used instruments which were smuggled from this country.

TURKEY AGAIN IN TROUBLE

France Maintains Rights in the Tripoli Hinterland.

Paris, Aug. 4.—The Constantinople correspondent of the Temps says M. Constans, the French ambassador, has handed to the Porte three notes, maintaining the French rights in the Djanet Oasis, in the Tripoli Hinterland.

It is said that the Porte is obstinately upholding its claim, and is preparing to raise the whole question of the Tripoli Hinterland. It is reported that Turkish troops already have occupied the Djanet Oasis.

The trouble between Turkey and Persia is becoming less acute. The troops of the Turkish Empire on the frontier number 25,000, while the Persian force does not exceed 10,000. Persia is now seeking a pacific settlement of the boundary dispute.

HUSBANDLESS AND SEEKING AID

Two Women, Deserted by Their Spouses, Seek Food and Shelter.

Two women, both of whom claimed to have been deserted by their husbands, were callers on Inspector McCallum and Mayor Judd at the city hall today. One of them had a child of nearly two years, and the other had a baby of a few months. They were in search of aid from the city.

But the city could not do anything for them. One of the women, it transpired, was married in the city, but at the present time her home is beyond the limits, and she was told to apply to the township authorities.

DEATH SUMMONS JUDGE SEDGWICK

Member of the Supreme Court of Canada Passes Away at Chester.

Halifax, Aug. 4.—Justice Sedgwick, of the supreme court of Canada, died at 4:45 o'clock this morning at Chester, where he had been spending the summer with his family. He has been seriously ill for a couple of weeks and had been unconscious for some days. Besides the members of his family, his brother, Rev. Dr. Thomas Sedgwick, was present when he died.

The late judge was born in Scotland in 1843, and came to Nova Scotia when a year old, his father being Presbyterian minister in Middle Musquidiboit.

Justice Sedgewick has been puisne judge of the supreme court of Canada since 1893. He was born May 10, 1848, his father being the Rev. Robert Sedgewick, of Nova Scotia. Justice Sedgewick was appointed to the Ontario bar in 1872, and the Nova Scotia bar in 1873. He was made a Q.C. in 1880, was recorder of Halifax 1885-1888, and deputy minister of justice from 1888 to 1893.

HART NOT RESIGNING

Will Still Remain in Charge of Chinese Imperial Customs.

London, Aug. 4.—Answering a question in the House of Commons today, Foreign Secretary Grey said the Government had no reason to believe that the report of the intended resignation of Sir Robert Hart, inspector-general of the Chinese imperial customs, was correct. The foreign secretary had been informed by the legation at Pekin of the new instructions given to the inspector-general of customs, and they did not appear to be contrary to the assurances given by China that the actual administration of the customs will continue as before.

STEAMERS ARRIVED.

Aug. 3.	Reported at.	From.
Empress	Liverpool	Quebec
Sannic	Genoa	New York
United States	Copenhagen	New York
Bremen	Bremen	New York
Bostonian	Manchester	Boston
Cedric	Queenstown	New York
Prinzess Irene	St. Michaels	New York

EARTHUAKE AT MARTINIQUE.

New York, Aug. 4.—A cable dispatch to the Herald from Fort-de-France, Martinique, says: Four strong earthquake shocks were felt here Thursday night.

NURSES LAID OUT BY PTOMAINE

Twenty of Hospital Staff Victims of Canned Tongue, It Is Said.

New York, Aug. 4.—The World says today: Twenty women nurses of Bellevue Hospital, ill of ptomaine poisoning, have been under treatment since Wednesday in the Bellevue school for training nurses.

It is said that they were poisoned by ptomaine in canned tongue and ham, served for supper at the hospital on Wednesday evening. After Thursday the physicians were able to get five of the nurses on their feet and to send them back to work.

Seven more recovered yesterday and last night there were eight still ill.

ALFONSO AT COWES

Has Racing Craft iWth Which to Compete in Regatta.

Cowes, Aug 4.—King Alfonso, who, with Queen Victoria, is visiting Princess Beatrice of Battenberg, brought several small racing craft aboard the cruiser Princess de Asturias, which accompanied the Giralda. These boats will compete in some of the minor events at the Cowes regatta.

It is rumored the king has a big racing yacht concealed somewhere, with which he intends a surprise, but those well-informed do not believe this. Gossip alleges that Alfonso finds Cowes too conventional. He brought his own automobile with him, and in this today he went scorching over practically every road of the island. After he returned to the royal yacht Giralda, his suite lost track of him. He was eventually found in the stokehold.

BRITISH HOUSE ADJOURNS.

London, Aug. 4.—The members of the House of Commons and of the House of Lords met today to clear up the business of the summer session, after which Parliament adjourned until Oct. 23. The session of the Upper House was very brief, their lordships simply meeting to pass the appropriation bill and receive the royal assent to bills passed before the adjournment.

ESSEX FARMERS IN SCOTLAND.

Edinburgh, Aug. 4.—Thirty-one Essex farmers left the south on Thursday night to study Scottish methods of agriculture, under the auspices of the Essex Education Committee.

DEATH OF ADMIRAL TRAIN

Was Commander-in-Chief of the U. S. Asiatic Fleet.

Che Foo, China, Aug. 4.—The sickness of Rear-Admiral Charles J. Train, commander-in-chief of the United States Asiatic fleet, who died here this morning, began July 20. He arrived here on the flagship Ohio on June 24, went ashore and put up at a hotel, apparently in the best of health. He sailed July 5 to meet the drydock Dewey on her way to the Philippines, and returned here on July 20. He went to his hotel and informed the officers of the Ohio that he was unable to return on board. He was confined to his room shortly afterwards, but his illness was not considered serious until yesterday. The admiral's son, Russell, was at his bedside when he died.

The body will be taken on the Ohio to Yokohama.

RICHEST ORGAN-GRINDER

Old Wideman, Worth $75,000, Is Dead at Toronto.

Toronto, Aug. 4—Melcher Wideman, 76 years old, believed to have been the richest organ-grinder in the world, died in St. Joseph's Hospital Thursday. He was blinded in an accident at Staten Island twenty-eight years ago and since that time had ground out "Rock of Ages" and "Jesus, Lover of My Soul," at least a million times, so it is said, at the entrance of Glen Island.

Wideman always stuck to sacred music, as he thought it inspired more sympathy than ragtime, and during the busy season his income averaged $25 daily. It is estimated that he was worth $75,000. He had no relatives, as his wife, who helped him, died two years ago, and it is thought Wideman left his fortune to the Roman Catholic Church. A priest took charge of the body.

BOTTOM SIDE UP

Two Men and Boy Cling to Captized Boat Many Hours.

Norfolk, Va., Aug. 4.—A Virginian Pilot special from Washington says that Captain George McKinney, in command of the schooner Annie Farrow, which arrived here yesterday, boarded on last Wednesday a schooner bottom side up in Pamlico Sound, and rescued I. A. Ballance, Charles Foster and a boy named Benjamin Hennett. They had clung to the boat's bottom since Monday afternoon, and were almost dead from exhaustion and starvation. Mrs. S. A. Johnson and Miss Jennie Burrus, of Middleton, who were in the cabin when the boat capsized, were drowned. The wrecked vessel was supposed to be the Luther B. May, from Hatteras with a cargo of fish.