

43RD YEAR NO. 17961

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M'GILL ARRESTED; BAILED FOR \$50,000; EXAMINATION SHOWS MILLION DISCREPANCY

Ex-Manager of Ontario Bank Charged With Falsifying Accounts—Released on Supplying Big Surety—Action Taken by Attorney-General.

Toronto, Oct. 17.—After spending nearly eight hours in a cell in the central station, Mr. Charles McGill, former manager of the Ontario Bank, who was arrested in his rooms at the King Edward Hotel this afternoon, was shortly before 11 o'clock tonight released on \$50,000 bail, four substantial citizens of Toronto going on his bonds for \$25,000, and Magistrate Kingston accepted McGill's own surety for \$25,000. The bondsmen were A. J. Gough, clothier, \$5,000; P. C. Larkin, of the Salsola Tea Company, \$7,000; T. J. McIntyre, traveler for Lyman Bros. & Co., \$5,000; J. W. T. Fairweather, hatter and furrier, \$7,500.

One night's work upon the books of the bank supplied the investigators with sufficient evidence to base the charges against Mr. Cockburn and Mr. McGill. The accountants went over the books on Tuesday night, and reported their findings today. The method they followed was to compare the monthly statements prepared by Mr. McGill for the Government with the books for each month as they were covered by those statements. They found that at the end of August the regular statement was forwarded to the department of finance. The "current loans in Canada" column was filled in with the figures \$13,725,277. The accountants' report, after examining the books, is that the current loans in Canada on Aug. 31 amounted to \$12,723,000, a difference of \$1,002,277. Information was given to the counsel who prepared the information to which Detective Mackie swore.

The charge against Mr. McGill, therefore, does not charge him with a technical offense under the bank act. The information was laid under section 265 of the Criminal Code, which charges Mr. McGill, as manager of the Ontario Bank, with making a statement which he knew to be false, with intent to defraud the shareholders and creditors of the bank.

The charges against Mr. Cockburn is, however, one of fraud which carries a 1500 provides the penalty. Section 99 of chapter 2 makes the signing of a deceptive statement a misdemeanor, and, therefore, a summons, and not a warrant, was issued for Mr. Cockburn.

"The action today is the direct result of instructions from the Attorney-General, Hon. Mr. Foy. There was a consultation between him, Mr. Bicknell, representing the Bankers' Association, and myself, concerning the bank's troubles," said Crown Attorney H. L. Drayton this afternoon.

"What discrepancies appear so far as have been ascertained?" was asked Mr. Drayton.

"I don't know very much about the exact figures at present," was the reply. "In the current loans of the bank it has been discovered that the difference between the statements as handed to the completion of month and the actual figures amounted to perhaps a million dollars."

THREE CHILDREN PERISH

Burned to Death in Upper Part of a Barn.

Flour Falls, S. D., Oct. 16.—Three children of Anthony Hughes, at Floureaux, were burned to death today in a fire which destroyed a barn over which the family resided.

Freemont, O., Oct. 16.—Fire destroyed the Lake Shore Electric Railway Company's repair shops with much valuable machinery, motors and rolling stock. Loss, \$100,000.

TIMES A BIG LOSER

Drops \$50,000 a Year Through the Publishing of Book Advertisements.

[Special to The Advertiser.]

Toronto, Oct. 17.—The fight between the Times and the book publishers over the former's attempt to dictate the trade price at which the publishers shall sell their wares is drawing to a close. It is expected that Mr. Hooper, the American who is running the Times advertising department, who is now in New York, will issue a statement. Mr. Douglas, secretary of the Publishers' Association, has informed the correspondent that the loss to the Times in consequence of the publishing advertisements was at the rate of \$50,000 a year. The Times, which runs a book club, is now compelled to buy books at the published net full price. Therefore, the more it buys, the greater its loss. On the Times' own computation, the publishers are making 800 per cent profit on a book.

WHOLE TOWN DISFRANCHISED.

Hyden, Ky., Oct. 17.—Every voter in the town of Hyden has been disfranchised because nobody thought to open the registration booths on the day named by the state legislature.

DROPPED DOWN.

Petrolia, Oct. 17.—Mr. Nichols Casgrain, a wealthy retired farmer, who moved into town last month, dropped dead in his room this evening. Dr. McAlpine was in attendance immediately, but nothing could be done.

Newfoundland Not Party to the Modus Vivendi

Premier Bond Says the Colony Has Conceded Nothing.

Hallifax, N. S., Oct. 17.—A St. John's, Nfld., dispatch says Premier Bond in an interview today declared that statements in American newspapers to the effect that the colony was a party to the modus vivendi are false. The premier asserts that the

colony has conceded nothing, that she insisted upon her rights, and besought the Imperial Government to support them. The modus vivendi, he says, was concluded against the protests of the colony of Newfoundland, and the Government did not sanction any of the concessions granted to the Americans, but had exhausted every resource it could command in opposing the agreement, which attitude of opposition, he says, it does not intend to abandon, regarding the measure as derogatory to colony rights and laws.

BIG SHAM FIGHT FOR THANKSGIVING

Military District No. 2 to Maneuver Between Toronto and Hamilton.

Toronto, Oct. 17.—The headquarters staff of military district No. 2 today had made arrangements for one of the biggest sham-fights on Thanksgiving Day, in which the units included in that district had ever participated. A field extending from Toronto to Hamilton has been chosen for the maneuvers, and although the tactics and place of combat are being kept absolutely secret, the likelihood is that the battleground will be somewhere midway between the two cities. Officers of the umpire staff, including Lord Aylmer (Inspector-General, Ottawa), Brigadier-General Otter (Toronto), Col. Gwatkin (of the headquarters staff, Ottawa), and officers of this city and Hamilton, will go out tonight to Lorne Park to prepare for tomorrow's event.

IN REVENGE

South Carolina Negroes Said to Have Burned a Town.

Charleston, S. C., Oct. 17.—It is reported that the town of Seneca, Oconee County, this state, where a negro college was destroyed by dynamite last Saturday night, has been burned by negroes.

MUST EARN THE BONUS

Conditions to Granting of Extension to New Muskoka Railroad.

Toronto, Oct. 17.—A deputation headed by Mr. A. A. Mahaffey, of Bracebridge, waited upon Premier Whitney and Attorney-General Foy today and asked for an extension of the bonus time for the Bracebridge and Trading Lake Railway Company, a projected railway from Bracebridge to Bayville, a distance of sixteen miles. The chief engineer for the railway was granted a bonus of \$3,000 per mile. The Dominion Government also granted a bonus of \$4,000 per mile. The railway was to have been completed on Dec. 31 of this year. The Dominion Government has granted an extension until August, 1908. The usual consideration was promised, but it is understood the Government will grant an extension of time for the commencement and the completion of the road, carrying with it the earnings of the bonus.

THE RAILWAY COMMISSION

A Subway for Essex, Ont., Crossing Now Under Consideration.

Essex, Ont., Oct. 17.—The Dominion railway commission was in session all day, rehearsing arguments in regard to grade crossings of the Windsor, Essex and Lake Shore Railway crossing the M. C. R. here. Chief Justice Killam and Dr. Mills constituted the board. The Hon. Mr. Bernier being unable to be present owing to illness. The hall was filled with a representative gathering of country folk, besides a number of aldermen and councilmen from surrounding municipalities, including Leamington, Windsor, Kingsville and Amherstburg. The electric company were represented by Joseph Leggat, of Windsor, and Matthew Wilson, of Chatham, the M. C. R. being represented by Mr. Catnach, of St. Thomas; the officials of the railways being present including General Manager L'Honnidieu, and Chief Engineer Kinneer. The witnesses examined during the day were: John Wortley, Warden Stone, Major Raines, of Essex, and Engineers Jennings, Toronto; McKay, Windsor; Holgate, Montreal, and Laird, Essex. The witnesses represented by Joseph Leggat, of Windsor, and Matthew Wilson, of Chatham, the commission decided on at the first hearing, would be impractical. The commission are still in session hearing further witnesses, and will not give a decision at present.

GERMAN WARSHIP OF THE UNIFORM

"Fetish," Says Press, and Accounts for Big Steal from Town Treasurer.

[Special to The Advertiser.]

Berlin, Oct. 17.—The bold robber, who, disguised as an officer of the guards, placed the city councilors of the town of Copenick under arrest yesterday and then looted the municipal safe, has not been traced yet, and his victims can give only a vague description of him. All that is known is that he is about 50 years old, and gray-haired. All he was able to steal was 4,002 marks.

The burgomaster and treasurer have published statements. It is believed that their captor really was a soldier. A report of the case has been telegraphed to the Kaiser.

While the whole of Germany is amused by the trick played by the pretended captain of the guards, it is generally recognized that the docility and subservience of the civil population when face to face with military uniforms should stop. The official organs naturally are silent, but the independent newspapers comment in tones of lamentation over the ascendancy of militarism in Prussia. The Tagblatt quotes the occurrence as an instance of what it terms the fetishism of uniform. It declares that civil liberty, constitutional rights, the sense of civic freedom, in fact every attribute of citizenship, is as bad as they were 100 years ago, and dwindle to nothing in the presence of military. It remarks that the only many persons in the whole of Germany who are not in uniform are the beggars, who are generally accompanied by a soldier. The National Zeitung holds that the stolen marks are a cheap price to pay for the lesson against blind popular subservience to military uniforms. It is noteworthy that there is not the least public sentiment of indignation with the thief. His audacity and cleverness are universally admitted.

FAVORED CORBETT

Has Better of Terrible Terry McGovern in Six-Round Bout.

Philadelphia, Oct. 17.—Young Corbett and Terry McGovern met for the third time this evening, and while no decision was given, it is generally conceded that the former had the better of the contest. The fight was a fairly fast one, and went the entire six rounds. Corbett gave his opponent a bad hammering in two of the six rounds.

A PERILOUS SPOT

C. P. R. Lined Third Boat to Go on the Trial Island Rocks.

Vancouver, B. C., Oct. 17.—So far as heard, no lives were lost when the Princess Victoria, the crack C. P. R. passenger steamer, the swiftest on the Pacific coast, last night ran on the rocks of Trial Island, four miles out of Victoria, on her run there. It is expected she will be got off safely in a day or two. Capt. Hickey was in charge. Capt. Griffin, former master, is suspended as a result of the charge of manslaughter. There has been heavy weather in the straits. The City of Seattle ran on the rocks off the same island some weeks ago, but got safely off. The C. P. R. steamer Tees ran ashore there two years ago, with no serious result.

PONTIAC MAN MISSING.

Detroit, Mich., Oct. 17.—Relatives of Patrick McGowan, aged 60, of Pontiac, came to Detroit today to attempt to find some trace of him. McGowan left home five weeks ago to visit in Dublin, Ont. His intention was to come to Detroit, go from here to Port Huron, and then across to Ontario, but since he left the family has had no word from him.

FOR QUEENS-SHELBY

Hqn. W. S. Fielding and Mr. Weldon Nominated for Parliament.

Hallifax, N. S., Oct. 17.—Hon. W. S. Fielding, Liberal, and Mr. Weldon, Conservative, were nominated in Queens-Sheburne today. Mr. Fielding is expected here on Saturday. Mr. Weldon has been in the riding a week.

CUBA'S CASH COUNTED

Treasury Contained \$12,000,000 in Gold—Books Exactly Balanced.

Havana, Oct. 17.—Major Ladd reported to Governor Magoz today that he had finished counting the funds in the Cuban treasury, and found that they totalled a little more than \$12,000,000, mostly in American gold. The books balanced exactly.

CANADIAN MAILS DELAYED

Some 70 Sacks on the Dock When the Teutonic Started.

New York, Oct. 17.—Seventy-nine sacks of mail from Canadian points, which were to have been taken to Europe by the steamer Teutonic, were left behind when she sailed today. The Canadian mail was due here before the Teutonic's sailing hour, but the train was late, and the mail reached the dock just as the vessel backed out in the stream.

HAMEL LET DOWN LIGHTLY

Embezzler of Telegraphers' Funds Gets a Year in Jail.

Montreal, Oct. 17.—Sentence of one year in jail was imposed today on Philip D. Hamel, the officer of the Order of Railway Telegraphers who was found guilty of having embezzled \$3,000 of the funds of the order. The motion of prisoner's counsel for a reserve case was refused, and notice of appeal was given by the defense. The court made the sentence light on account of the comparative youth of the accused.

THE LITTLE ONE WON

Last of Airship Racers for Kaiser's Cup Comes Down.

Berlin, Oct. 17.—The balloon Frank, of the Frankish Airship Club, the last of the airships in the race for the International cup offered by Emperor William, came down today south of Gortitz, Prussian Silesia. All of the contestants have now landed safely. The smallest of the balloons, the Ernst, Berlin Air Navigation Society, Dr. Borchelmann, wins the race.

THE BUCKINGHAM INQUEST

An Inquiry Into the Fatal Strike Riots Opened.

Buckingham, Que., Oct. 17.—The inquest on the body of Detective Warner, who died on Monday as the result of a wound received at the Buckingham strike riot, was begun today. Crown Prosecutor Guerin, of Montreal, is present. Obstructive tactics by the lawyers for the strikers caused a lengthy duel between Mr. Guerin and Mr. Marchand. The latter maintained that it was unfair to the defense that the inquest on the body of Warner should be held before the inquest on the bodies of the two dead strikers were finished. Mr. Guerin intimated that counsel were present only on surfeance, and that it was due only to the desire of the crown to see that all parties got justice. Mr. Guerin, counsel for the MacLarens, made the remarkable statement during the investigation this morning that Dr. Rodrigue, the coroner, who has been superseded, told him in the Russell House, Ottawa, that he had been in the rig which brought the rifles to the scene of the riot.

OUR SOLDIERS ARE BIG

Demand for Winter Coats Shows Permanent Force To Be Large Men.

Ottawa, Ont., Oct. 17.—A militia order today draws the attention of officers commanding units, permanent force, to the abnormal demand for large-sized coats and cloaks. The majority asked for are for men from 5 feet 10 inches to 6 feet 2 inches in height. The numbers corresponding to height, as indicated on size roll form, are to be strictly adhered to. Commanding officers will see that this matter receives attention. The following officers have been examined by a board of officers at Aldershot camp, Nova Scotia, and are considered qualified for the rank of subaltern in infantry: Lieut. C. R. Thorne, Sixty-sixth Regiment; Lieut. F. L. Miller, Sixty-ninth Regiment; Lieut. E. P. Chase, Ninety-third Regiment; Lieut. W. T. Letcher, Ninety-third Regiment; Lieut. J. H. Jewkes, Ninety-third Regiment; Lieut. F. A. McEchen, Ninety-fourth Regiment.

THE WEATHER

Toronto, Oct. 17.—8 p.m. The weather continues everywhere very fine, except in Manitoba, where rain has been more or less general. Minimum and maximum temperatures: Victoria, 60-56; Edmonton, 48-35; Calgary, 44-35; Qu'Appelle, 40-35; Winnipeg, 44-36; Port Arthur, 44-38; Parry Sound, 50-72; Toronto, 60-50; Ottawa, 44-36; Montreal, 44-39; Quebec, 42-38; St. John, 54-36; Halifax, 42-30.

FORECASTS.

Fresh easterly winds; fair today; not much change in temperature; showers in some localities on Friday.

THE TYPHOON AT HONG KONG

Unparalleled Damage Was Done in Two Hours.

MAIL ADVICES BY STEAMER

Awful Scene on the Waterfront When 10,000 Persons Lost Their Lives.

Victoria, B. C., Oct. 17.—Ten thousand lives were lost, seventeen steamers and sailing vessels were wrecked or badly damaged, over a thousand junks swamped, turned over, or battered to pieces against the stone walls of the Praya, 80 per cent of the lighters, launches, yachts, houseboats and small native craft went to pieces, many wharves were wrecked, and many damaged, as the result of a typhoon lasting but two hours at Hong Kong on Sept. 18, according to letters brought by the steamer Empress of Japan, one of the few vessels to escape the disaster.

The Empress of Japan, just a day before, gave place to the Kowloon Company's wharf to the steamer Changshu, which was entirely wrecked at the dock. Kowloon sustained the heaviest loss, but all sections of Hong Kong and the Hinterland suffered. There were 24 Europeans among those killed; others were Chinese, mostly of the boat and junk population. They usually ran for shelter when the warning gun was fired, but on the morning of the storm the signal was fired at 8:10. The junkmen scurried for shelter, colliding with each other, cutting down yachts, houseboats, etc., striving through the driving rain to reach Causeway Bay. Thousands were thrown into the sea, washed to a fury, with waves 20 and 30 feet high. The wind blew the junks around, and sent them swirling and twisting, to be dashed to pieces against the Praya, where hundreds of junks and sampans were dashed to matchwood, and the mangled bodies of the crew battered against the stone walls, within sight of those on shore, powerless to lend aid. The storm ceased as quickly as it began. The sun shone then on scenes of unparalleled destruction at Hong Kong. This typhoon exceeded all others experienced there in severity.

Hundreds of Chinese gathered on the sea front walling, hundreds of newly made widows wept bitterly, and many stood stolidly looking on as Chinese usually do. Hundreds of bodies were swept ashore, and the work of carrying them away by carloads to incineration morgues began at once. Corpses being photographed in groups of eight, and tagged for identification. Hundreds of mangled bodies were piled among the debris, and the scenes were sickening. It was evident soon after the storm began that the shipping would not ride it out, and vessel after vessel dragged, awrecked, and was driven on shore, some being piled right among the stately buildings which line Hong Kong's sea front. The Canadian Pacific steamer Montague, which drove ashore at Kowloon, broke the French gunboats Fronde and Franchise adrift, and both were driven ashore, the latter being a total wreck, and five of her officers were drowned.

The steamers Kwong Chow and Albatross, both founded with all hands except the captain, having only a white master and engineer. The loss of life on the larger craft, however, was not as great, the junkmen contributing the greater part of the victims. The identified Europeans are: J. C. Hofer, Bishop of Hong Kong, whose junk capsized when he was bound on a preaching voyage to a fishing village. Mr. W. F. Donaldson, wife and two children, who were on the steamer Kwong Chow. Capt. Patrick and Chief Engineer Wallace, of the steamer Albatross. Capt. Mead and Chief Engineer Morgan, of the Kwong Chow, and Capt. Maxfield and Chief Engineer J. Williamson, of the steamer Hong Kong. A list of the steamers sunk, ashore, or damaged follows: Sunk—Steamers Sancheong, Ayentede, Soroagan, Kwong Chow, Albatross and Perseverance. Ashore—Steamers Montague (afterward refloated), Heungshan, Kinsing, Changsha, Patsan, Wingal, Takshing, Kongmoon, Sunono, H. M. S. Phoenix, H. M. S. Rosario, French gunboats Fronde and Francisque, Joanne, Sexta, Single, Petrarch, Emma, Luken and American ship Hotchkiss, this vessel being right upon the sea wall near torpedo depot. Damaged—Steamers Prinz Waldermar, Devagongse, Quinta, Strathmore, Coptie, Redbushire and Poona. When the European officers were endeavoring to save the steamer Hungshang, gallantly swimming ashore with life-lines, thieves started to loot the baggage of the passengers. After saving the vessel the officers turned their attention to the looters, most of whom escaped ashore, some being drowned. The damage at Hong Kong and Kowloon and vicinity is estimated at over \$20,000,000. The damage in the city was not great, being confined to uplittered roofs and broken windows.

TO ENLARGE HOSPITAL.

Windsor, Oct. 17.—If plans at present under consideration are carried into effect, an addition costing several thousand dollars will be shortly built to the Hotel Dieu, and the staff at the hospital will be correspondingly increased. At present the hospital is crowded to its fullest capacity. One of the most important plans is the establishment in the new building of a training school for nurses with a superintendent in charge.

City Can't Buy London Street Railway at Par

President Everett Says Corporation Will Have to Do Better to Get the Road.

Mr. Henry A. Everett, of Cleveland, president of the London Street Railway, and controller of half a dozen other lines in different cities of America, is in London on a pleasure trip. He arrived last evening with an auto party, and is accompanied by Mrs. Everett, Mr. and Mrs. Horace B. Horner, of Cleveland; Miss White, Cleveland, and Mr. and Mrs. H. A. Clark, of New York. All are registered at the Tecumseh.

Mr. Everett was seen by The Advertiser in regard to Mayor Ladd's scheme to purchase the railway. "It is possible for the city of London to purchase the railway?"

"It's a straight business proposition," Mr. Everett said. "It all depends upon the proposition the city is ready to make."

"It is the prevailing opinion," the reporter ventured, "that the city will be able to secure the line at par value. Would the company be willing to sell out at par?"

"If that's the best the city will do, then it may as well drop the idea right now," Mr. Everett stated emphatically. "The city cannot buy the line at par value, but on the morning of the storm the signal was fired at 8:10. The junkmen scurried for shelter, colliding with each other, cutting down yachts, houseboats, etc., striving through the driving rain to reach Causeway Bay. Thousands were thrown into the sea, washed to a fury, with waves 20 and 30 feet high. The wind blew the junks around, and sent them swirling and twisting, to be dashed to pieces against the Praya, where hundreds of junks and sampans were dashed to matchwood, and the mangled bodies of the crew battered against the stone walls, within sight of those on shore, powerless to lend aid. The storm ceased as quickly as it began. The sun shone then on scenes of unparalleled destruction at Hong Kong. This typhoon exceeded all others experienced there in severity."

"Your franchise has only nineteen years to run."

"Yes, but a nineteen year franchise is worth something, isn't it? The com-

pany is not anxious to sell. We will not consider an offer at par."

"Is it the intention of the company to steadily improve the system?"

"Most decidedly. We have made many improvements, but we cannot do everything at once. We will have the road in first-class shape shortly. More cars will be put on, and we hope to have the system improved so that there will be no complaint from citizens."

Mr. Everett expressed himself as well satisfied with the improvements which have been made by Manager King, and he is well pleased with the management here.

Mr. Everett's statement as regards the purchase of the road makes it clear that if the people of London are to own the system it will be at an expenditure of over \$1,000,000.

The railway is capitalized at about \$500,000, and there is an issue of about \$500,000 in bonds.

Niagara power, the mayor admits in his manifesto, is at the bottom of the proposal to purchase the street railway.

If the ordinary citizen is to be asked to mortgage his home for the purpose of securing cheap power for the manufacturer, it is necessary to show him that he will be directly benefited in some way or another. And the scheme is to buy the street railway and operate it by Niagara power, and hold out inducements for cheaper fares.

There is this financial fact to be considered, however, that if the road is taken over it will mean an annual outlay in sinking fund and interest on a 40-year debenture issue of somewhere between \$35,000 and \$40,000, which is equal to about two mills on the tax value.

Mr. Everett stated that no business of special importance will be taken up by the company while he is here. His party returns to Detroit Friday.

SPEND \$1,000,000 ON BIG SMELTER

Will Employ 200 Men at the Outset and Produce 200 Tons Daily.

Toronto, Oct. 17.—If a smelter is built in Toronto by the Canadian Northern Railway Company it will cost over \$1,000,000, will start with 200 employees and have an output of 200 tons of pig iron daily. This would be but part of the advantage to Toronto. The town of Port Arthur has a smelter and expects two other large industries, tube and nail manufactures, to locate beside it. Toronto would offer far superior inducements to similar concerns.

The ore would come from the Moose Mountain iron range in Hutton Township, in the district of Algoma, and the borders of Nipissing. These iron mines were bought out by Mackenzie & Mann and are about 25 miles north of Sudbury. Others are to the west of Hutton Township. The James Bay Railway, being constructed by the same railway firm, will furnish the means of transportation for the ore. The line from Toronto to Parry Sound is already practically complete, and from the Key Inlet, a few miles from the south, the line to the mines has been surveyed and graded.

So valuable are these mines believed to be that no further extension will be attempted until the 90 miles from Parry Sound is completed and ore is being hauled.

The ore averages between 55 and 65 per cent of pig iron, and an output of 200 tons a day would require from 300 to 350 tons of ore. Nearly ton for ton of coal is consumed in the smelting process, so that over 300 tons of coal would be the daily consumption. A furnace capable of turning out 200 tons a day would be the minimum.

RETAINED BY MCGILL.

Toronto, Oct. 17.—Mr. E. F. B. Johnston has been retained as counsel for Charles McGill, general manager of the Ontario Bank, arrested this afternoon on the charge of making false returns to the revenue general's department.

RUSS SAILORS ACQUITTED.

Cronstadt, Oct. 17.—The trial of 235 sailors of the battleship Imperator II, charged with mutiny last July, has resulted in the acquittal of forty-five of them. Several were sentenced to six years at hard labor. The majority received lighter terms of imprisonment.

Something for Everybody in the Amusement Line—Turkey Comes High This Year.

It is Thanksgiving Day in London once again.

Not the old-fashioned Thanksgiving, with plenty of piping cold weather late in November, but a dreamy Thanksgiving, in the Indian summer-time.

It is not the old-time Thanksgiving, either, with turkey at 9 cents a pound, but turkey as tough and leathery as the proverbial breeches of Brian O'Linn, at 18 cents a pound. Turkey comes high these days.

In London today there will be special Thanksgiving services in many of the churches in the morning, with special programmes of music. There will also be special services in several in the evening.

In the afternoon there will be a mat-

EFFORTS TO SAVE SUNKEN SUBMARINE

Chances of Raising the Lutin Are Considered To Be Very Slim.

Bizerta, Tunis, Oct. 17.—Preparations for an attempt to raise the submarine boat Lutin, sunk near here yesterday, with an officer and fourteen men on board, were inaugurated at dawn. Admiral Bellue left here at an early hour to verify the spot, three miles off the coast, where the Lutin is supposed to have sunk. The chances of raising her to the surface in time to save the crew are slim.

Valetta, Malta, Oct. 17.—The British battleship Implacable, the armored cruiser Carnarvon, and the torpedo-destroyer Albatross, left here at full speed this afternoon for Bizerta, with diving gear, to assist in saving the French submarine boat Lutin.

Paris, Oct. 17.—At the ministry of marine it was ascertained today that the Lutin was equipped with safety weights beneath her hull, which were automatically detachable, and calculated to permit her to rise to the surface in case of danger. Only a leak or an accident to her machinery, it is added, could have prevented the appliance from working.

The Lutin is not a real submarine boat. She was built to navigate on the surface with the use of petroleum engines, except when she dives to fire torpedoes, in which case she is operated by a dynamo.

Admiral Bellue cabled later in the day that the Bergrer Wilhelm had arrived at the scene of the disaster, but that the weather was unfavorable for salvage operations.

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