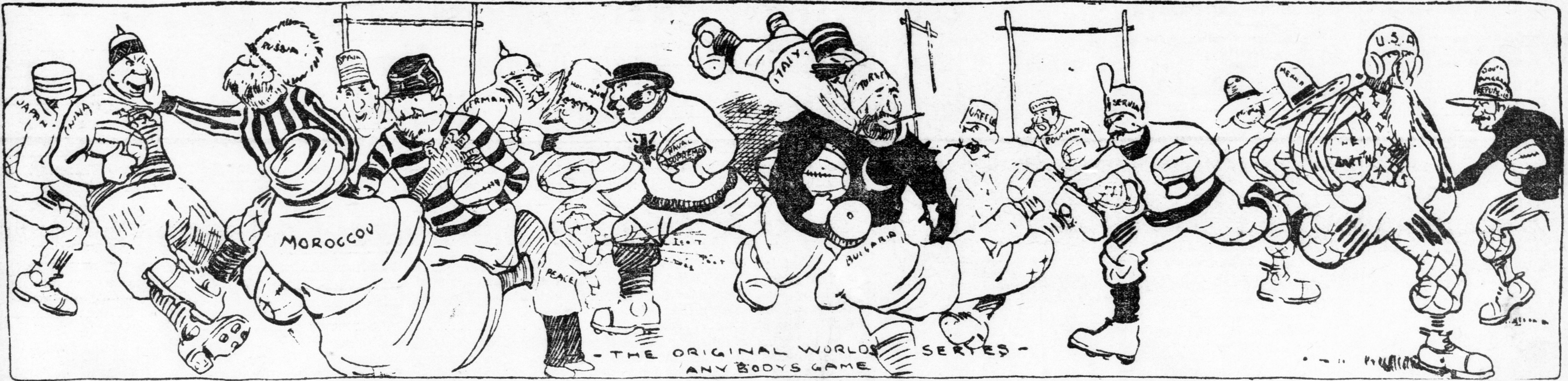


EVENTS OF THE DAY AS SEEN BY THE CARTOONIST



GREAT CHATHAM AUDIENCE CHEERS LIBERAL LEADER AS HE AFFIRMS POLICIES

Reciprocity the Only Solution to the Problem of Marketing Canada's Crops, Declares Sir Wilfrid —Borden Govt. Begging Favors From Washington That Could Have Been Had as Gift.

CANADIAN NAVY SHOULD BE BUILT, OWNED, MANNED IN CANADA

Hon. George P. Graham Charges Borden Government With Degrading Transcontinental—Powerful Arrangement of Conservative Tactics in Election Campaign by Hon. Charles Murphy.

[By Our Own Man.]

Chatham, Oct. 3.—The reception tendered to Sir Wilfrid Laurier here today, was most enthusiastic and spontaneous. It was the climax in a series of splendid meetings, and is certain evidence that the Liberal party is not dead in the Province of Ontario. Not in the days of his premiership did he receive a more demonstrative welcome than that given him here today. Thousands of people thronged the streets in the afternoon to get a glimpse of the old chieftain, and at night the Armories would not begin to hold the crowd. Packed to suffocation, thousands clamored outside for admission. An overflow meeting was held in the rink, and it too was inadequate to handle the crowd. The fondest hopes of the enthusiasts of Chatham were exceeded, and brought great joy to the Liberal leader.

ADDRESS OF WELCOME.

On his arrival at noon, Sir Wilfrid and party were met by Mr. A. B. McCoig, M.P., Mayor Anderson, and a deputation of the citizens. Mayor Anderson read Sir Wilfrid an address of welcome, expressing his great pleasure at welcoming so distinguished a Canadian to the city. Sir Wilfrid responded briefly, thanking the citizens of Chatham and surrounding district for so enthusiastic a welcome. It warmed his heart, he declared, and he would never forget the compliment.

RECEPTION AND VISITS.

He was driven at once to the Rankin House, where he held a short reception, meeting hundreds of Liberals from all over the western portion of the province. Later he was taken for an automobile ride about the city, visiting all the schools, and speaking briefly. He asked for a holiday for the scholars for the balance of the day, in memory of the day when he was a boy, desiring relief from toil.

A GREAT AUDIENCE.

The Armories began to fill up in the afternoon, shortly after 5 o'clock. At 6 p.m. there was scarcely a vacant seat. At 7 o'clock it was impossible to get in. When Sir Wilfrid and his party arrived shortly after 8 o'clock, it was with the greatest difficulty that they could work their way into the building. Chairman Brackin announced that an overflow meeting would be held in the rink, to be addressed by Sir Wilfrid Laurier and his colleagues.

A MASTERLY EFFORT.

The speech of Sir Wilfrid was masterly. Three score years and ten have left little apparent impress upon him. Alert, vigorous, forceful, he seemed more like a man of 40, in his prime. In fact, he seemed to be wonderfully improved since the last campaign, and his speech was more vigorous, perhaps, and telling. It was a masterly presentation of his subject, eloquent, logical and impressive.

STILL FOR RECIPROCITY.

He reiterated his faith in reciprocity as a certain relief for the economic ills of the western portion of Canada particularly. He asked the people of Eastern Canada to deal fairly with the men of the west. His long life had been spent in building up a united Canada, a unit from coast to coast. He would be sorry to see division, and asked that fair treatment be given the wheat growers of the Canadian west.

STILL A PROBLEM.

Although reciprocity had been defeated, the problem still remained, he pointed out. The Borden Government were fully aware of that fact, as they but a short time ago, had in hand, supplies beginning, had gone to Washington to secure better railway facilities through the United States for handling grain, accepting as a favor what had been refused as a gift. This was done in spite of the loyalty cry, and the oft-repeated statements of Conservative orators that they would have no truck or trade with the Americans.

A CANADIAN NAVY.

Sir Wilfrid came out strongly again for a Canadian-built, Canadian-manned and Canadian-owned navy, one that would be always ready to assist the motherland in times of danger. He criticized the Borden Administration on their dilatoriness on the question, declaring that the cabinet was not united, nor could be united, on this important question.

Hon. Mr. Graham.

Scarcely less effective was the brilliant speech of Hon. Geo. P. Graham, former minister of railways and canals. Dramatic was his scathing arraignment of the Conservative workers in the last election, who went about on the concessions whispering that because Sir Wilfrid was a Roman Catholic he was responsible for the no-tolerance decree. They had not the courage to come out in public and say

these things. They were whispered in the ear, with a knowing wink and nod, with the result that thousands of Liberals were appealed to on the grounds of religious prejudices, and led away from their political faith. Such tactics were to be despised by decent men. A brief advantage might come of such methods, but eventually it would bring down upon the men who use them the condemnation of the nation. Sir Wilfrid (Continued on Page Thirteen.)

Sir Wilfrid in Woodstock Tonight

This evening at 6:30 a special train will leave the Grand Trunk depot for Woodstock, where Sir Wilfrid Laurier, the brilliant Liberal leader, will address three meetings, one this afternoon and two tonight. The special train will stop at East London, Dorchester, etc., and will arrive in ample time to insure all securing seats. Word has been received that a large delegation will come over from St. Thomas and will join the London party at the G. T. R. depot.

Charges Against Pastor Russell Made By the Rev. J. J. Ross

Mr. Russell Denies Them and Says He Will Sue Brooklyn Eagle.

A Hamilton reporter interviewed Pastor Charles T. Russell, of the Brooklyn Tabernacle, the preacher who spoke on "Beyond the Grave" on Wednesday night at the Grand Hotel, in his room at the Royal Hotel. Pastor Russell was asked to make a reply to the sensational charges which have been heaped upon his head in a printed circular, given out and distributed by Rev. J. J. Ross, Baptist minister of Toronto, formerly of Talbot Street Baptist Church, London, who has accepted a call from the congregation of the James Street Baptist Church in Hamilton, and who commences his pastorate at that church next Sunday morning.

In attacking Pastor Russell Rev. Mr. Ross has culled from the columns of the Brooklyn Eagle many serious charges. Chief among these are the following statements:

Mr. Ross' Attack.

"His friends consist of the baser sort." "He never attended the higher schools of learning." "Knows comparatively nothing of philosophy or the dead languages." "Was never ordained and has no church affiliation." "By thousands he is believed to be a religious fakir of the worst type." "In 1879 he married Miss Marie F. Ackley, who divorced him a few years ago on the ground of cruelty and of having wrong relations with numerous other women." "He stands charged with defrauding his wife of her dower of trust." "With having his name sensationally connected with those of other women." "With giving himself out as an interdenominationalist." "With causing to be sold, if not selling, Africane Wheat at \$60 a bushel." "With flouting the sick and dying to make their wills in his favor." "With engineering the sale of property worth \$35,000 for \$50 for the purpose of defrauding another." "With distorting almost every fundamental of evangelical Christian faith."

As Others See Him.

Pastor Russell was handed one of Continued on Page Four.

BALLOONIST AND BOY FALL WITH PARACHUTE

Dangling Rope Catches Leg of Lad, Carrying Him Up and in Brave Effort at Rescue, Aeronaut and Boy Fall to Instant Death.

[Canadian Press.]

Tusculum, Ala., Oct. 4.—A dangling rope from a balloon caught the leg of Lorenzo Howland, 15 years old, as it ascended, manned by H. C. Petty, who was making his first flight here yesterday. The boy hung on until 500 feet up, when both fell to their death with an unopened parachute. The boy was emmeshed several feet above Petty when the bag righted for the ascent, and several hundred spectators heard the noise as the calling to him to untangle himself, the trapeze, Howland disentangled himself, and with the balloon pitching and tossing got down to the trapeze on the parachute. Immediately after he gained a hold on the rope Petty cut loose. Then the two shot downward.

Friends of the boy had watched his perilous manoeuvres on the side of the balloon, expecting momentarily to see him fall from the ropes, and they took hope for a moment after the parachute left the balloon. But the big parachute never opened, and the two occupants of the trapeze were dashed to the ground shipshape mass. Howland landed on top of Petty, and both met instant death.

ONE LOAD OF COAL WAS 230 POUNDS SHORT

Another Was 65 Pounds Under Weight—One Out of Eight Loads Over Weight.

The following were the weights discovered by Inspector McCallum when he had wagons of local coal dealers sent to the city scales to be weighed, with their loads:

Driver's Weight Scales
Vouchers, Weight, Shortage
No. 1 ... 2,920 lbs. 2,900 lbs. 20 lbs
No. 2 ... 3,490 lbs. 3,170 lbs. 320 lbs
No. 3 ... 5,000 lbs. 5,390 lbs. 390 lbs
No. 4 ... 4,000 lbs. 3,935 lbs. 65 lbs

Mr. McCallum allowed the dealers to go with a warning this time, but he says that when next he locates the weights he will prosecute the coal men in the police court. Of eight loads weighed there were found to be correct, one was ten pounds over, and four were "short," as above.

BAIL FOR MR. E. E. MILLER

Mr. Esek E. Miller, who was arrested in Toronto on complaint of Percy H. Short, who charged him with stealing \$50 worth of machine patterns, and who has been lodged in the county jail for the past couple of days, was this morning released on bail of \$400. Half this amount was furnished by the prisoner, while two other sureties of \$100 each were provided by friends who learned of Mr. Miller's predicament. It is said that the evidence will show that the police court case arises out of business difficulties here.

AYLMER LADY TERRIBLY BURNED

Clothing Set Ablaze by Bonfire She Was Watching.

[Canadian Press.]

St. Thomas, Oct. 4.—Mrs. Baillie, wife of Alex. Baillie, manager of the Aylmer Canning Company, St. Thomas, started a bonfire in her yard this morning. Her clothing caught fire and before assistance reached her was completely burned from her body as was also her hair. An employee of the canning company, Henry McConnell, noticing her plight, threw his coat about the unfortunate lady and rolled her on the grass. There is hope for her recovery.

BRITISH SUBMARINE SUNK FOURTEEN MEN PERISH

War Craft While Manoeuvring Off the Coast of Kent Cut in Two by Liner Amerika, and Officer in Charge Only Member of Crew Rescued.

[Canadian Press.]

Dover, Oct. 4.—The British submarine B2 was run down by the Hamburg-American liner Amerika here today. It sank at once, drowning fourteen of the crew. The officer in charge was rescued.

The disaster in which the "B2" was sunk, occurred while the third patrol of submarines consisting of six vessels, was manoeuvring on the coast of Kent. The liner Amerika appears to have cut the submarine completely in two. Lieut. Richard I. Pulleyne, who was second in command, was the only man among the crew of fifteen who was saved. He was found floating in the sea too exhausted to say more when he was rescued than: "The submarine is cut in two. I went down a mile."

Nothing has been heard from the Amerika up to the present. The "B2" had left Dover harbor at 5 o'clock this morning to participate with the other submarines in a series of manoeuvres. The accident occurred just an hour later, although none of the sister submarines knew anything about it until Lieut. Pulleyne was picked up from the sea. The young lieutenant collapsed after

he was taken from the water and conveyed to the parent ship.

The liner Amerika stood by after the collision and threw life buoys overboard, while a number of torpedo-boats after being informed of the accident by wireless telegraphy, searched the sea for hours. None of the other members of the crew, however, was found, and no sign of wreckage was discernible in the vicinity. The Amerika then proceeded on her voyage to Southampton and Cherbourg on her way to New York.

The "B2" was one of the older and smaller class of submarines, having been built with ten sister ships between the years 1903 and 1907. Her length was 100 feet and her beam 12 feet 7 inches. Her displacement on the surface was 180 tons, and submerged 210 tons. Her indicated horsepower was 600 on the surface and 150 below. Her engines developed a speed of 11½ knots on the surface and 8 knots submerged. She was fitted with two torpedo tubes, and her complement was two officers and thirteen men.

This is the sixth disaster to British submarines, each of them involving the loss of from 11 to 15 lives. Lieut. Percy B. Officer, who perished, was the commander of the "B2."

East Middlesex Liberal Convention on Saturday

The Liberals of East Middlesex will hold a convention in Hyman Hall tomorrow (Saturday) afternoon to consider the advisability of naming a candidate for the Ontario Legislature to succeed the late Robert Sutherland. The party is most enthusiastic and confident, and a large representation of delegates from all parts of the riding will be present.

SIR WILFRID HAD DRIVE AROUND STREETS OF LONDON

Met By a Large Number of Influential Liberals an Informal Reception Was Held in the Chieftain's Private Car—Entire Party Was in Jubilant Spirits.

Sir Wilfrid Laurier and party arrived in London this morning at 10:30 o'clock from Chatham, and spent two hours here, the guests of local Liberals.

The old chieftain looked particularly fit, after a hard day at the Maple City. He evinced no signs of fatigue, and was bright and cheerful. The leader was met by a number of prominent local Liberals, among them being Messrs. Philip Pocock, president of the Reform Association; Sir George C. Gibbons, T. H. Purdom, K. C., J. C. Elliott, M. P., West Middlesex; Senator James Ross, Senator Thomas Coffey, Alf. Talbot, John McMillan, Alex. Calder, Geo. S. Gibbons, Claude Sanagan, J. A. Croden, A. G. Fraser, J. W. Jones, ex-Mayor F. G. Rumball, ex-Warden Moss, Glenoe, and scores of others.

An Informal Reception.

An informal reception was held in Sir Wilfrid's private car, and after this he was taken for an auto ride about the city. Hon. Chas. Murphy, Hon. Geo. P. Graham, Hon. Sydney Fisher, and Hon. Mackenzie King accompanied him, in motors belonging to Mr. Philip Pocock, and Mr. J. C. Duffield.

Mr. F. G. Inwood, Liberal organizer, looked after the arrangements. On the train was also Mr. T. Passingham, of the Liberal Information Bureau, Ottawa. Owing to the fact that No. 6, the

train scheduled to take the party to Woodstock, was over two hours late, the Grand Trunk ran a special train at the regular hour, landing Sir Wilfrid and party into Woodstock at the proper time.

A great reception has been arranged for the Liberal leader at Woodstock, special trains being run from several directions into the city.

Sir Wilfrid will address the farmers in the afternoon, and the citizens at night at two meetings. A Wonderful Reception. "We are all feeling in splendid condition," said Hon. Geo. P. Graham. "The trip has been especially pleasing, the receptions tendered Sir Wilfrid being wonderful in the spontaneous enthusiasm exhibited. A new spirit is upon the party, and we look for great results."

It is expected that several hundred will go to Woodstock this evening from London and vicinity to hear Sir Wilfrid discuss the issues of the day.

SHOT WHILE HUNTING.

North Bay, Oct. 4.—Moses Beaucage, a middle-aged Indian, lies in North Bay Hospital in a critical condition as the result of a gunshot wound received while hunting on the reserve west of North Bay. Beaucage was found almost dead from loss of blood with a gaping wound in the thigh, and stated that he fell while trailing a shotgun, which dropped out of his hand and exploded, the charge entering his thigh and making a terrible wound.

D. & C. LINE BOATS WILL CALL DAILY AT PORT STANLEY

One of Largest American Companies Rents Docks With Option to Purchase.

MOONLIGHT RIDES TO BE A FEATURE

None of Firm's Boats More Than 15 Years Old—A Most Important Announcement.

The announcement is made today by Mr. John S. Moore, of the London and Western Trusts Company, that the famous "D. & C." Line had decided to make Port Stanley a daily port of call during the summer months. This is regarded by businessmen as one of the most important pieces of news that Port Stanley and London have heard in recent years.

As is generally known, the D. & C. boats are operated by the Detroit and Cleveland Navigation Company, and the line is one of the largest in the United States. Boats are operated as far south as New Orleans by the company, and it is said that they have not a boat in their service that is more than fifteen years old, or that has a capacity of less than 2,000 passengers. Their boats are fitted for considerable journeys, and it is expected that one of the best of their steamers will be put on the Port Stanley run.

Take an Option on Dock.

Mr. Moore's company has had control of the dockage facilities at Port Stanley formerly used by "The Forest City," and for some time he has been negotiating with the "D. & C." people. Thursday afternoon he received word to the effect that the company had agreed to rent the docks for one year, and that they would put a daily service to Cleveland into effect early next spring. The schedule will be arranged, so that moonlight excursions will be conducted. The company at the same time takes an option on the docks, agreeing to purchase within a year if business warrants.

The "D. & C." boats will be the largest that have ever called at Port Stanley, and as the company has a reputation for "going after" business, and knowing how to use publicity effectively it would seem that their success is practically a certainty. The removal of any sort of steamship service will revive summer business at Port Stanley considerably.

It is thought to be a certainty that the business available from Port Stanley will prompt the company to take advantage of its option.

Will Aid Sunday Cars.

The consummation of the deal is also most opportune in another connection. Patrons of the London and Lake Erie Railway and Transportation Company are at present circulating many petitions which will be presented to the Lieutenant-Governor-in-Council, supporting the company's request to be exempted from the clause of the Lord's Day act, which prevents it from operating a Sunday service. These documents are being signed by hundreds of residents of the different places along the line, while farmers are also joining in the movement.

The establishment of the international connection by means of the lake service will probably be a consideration as patrons of the line of steamers would otherwise be compelled to "lay over" in Port Stanley from Sunday till Monday before being able to continue the six or seven miles to St. Thomas or the twenty-five miles to London.

THE WEATHER.

TOMORROW—FAIR.

Toronto, Oct. 4.—8 a.m.

Today—Moderate westerly winds; fine and warm. Saturday—South and southeast winds; fair until evening, then showery.

Temperatures.

The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Stations	High	Low	Weather
LONDON	66	45.5	Fair
Calgary	70	38	Fair
Winnipeg	68	42	Clear
Port Arthur	62	48	Clear
Perry Sound	62	50	Clear
Toronto	65	52	Clear
Ottawa	64	52	Fair
Montreal	66	56	Clear
Quebec	66	44	Cloudy
Father Point	44	44	Cloudy

Weather Notes.

The low area which was centred near Lake Superior yesterday has moved to Northern Quebec, and another which will probably prove of considerable importance in moving southward across the Western Provinces.