

## Saved By the Instinct of a Horse

Instinct on the part of a lively horse last night prevented serious injury, or loss of life, to four prominent young London people, who were out driving on the fifth concession line road, and in the darkness almost drove over the embankment which formerly supported the old Guest bridge, which went down with the spring freshets.

The party numbered four, and included two young ladies, whose names could not be learned, and Messrs. R. Whetter and G. B. Snell, of the Bank of British North America. They left London about 9 p.m. to take a drive in the country, and as none of the four had been out as far as the Guest bridge for some time, they were not aware that the structure had not been replaced. The road was almost in pitch darkness, and this made the pitfall the more dangerous.

The young people were enjoying themselves by singing, and all unaware of their approaching danger were driving at a fairly rapid rate of speed. Suddenly the horse shied so as to almost throw the occupants of the wagon.

into the road. The driver attempted to force the animal ahead, but in vain. The young men then got out of the rig and discovered to their horror that the horse's feet were within a yard of the edge of an embankment about 25 feet high, with an almost sheer drop to the Thames River below.

The embankment was unguarded by lights or barriers of any description, and that the party escaped serious injury or death in the darkness can be laid alone to the instinct of the horse.

County Engineer Talbot is ill at his home, but stated over the phone that so far as he knew the embankment at the point mentioned was guarded by a pile of old timbers from the ruins of the old Guest bridge.

It is thought possible that mischievous boys toppled the timbers into the river, and that they drifted away. The contractors for the new structure have been let, but work has not yet begun on the bridge. It is understood that the matter of properly guarding the bridge will be attended to at once.

## What Has Become of Money for Moir?

What has become of the money which was being subscribed at Arthur, Ont., for Moir, the accused murderer, now awaiting trial for his life in the Middlesex County jail?

The day that Moir left Arthur over \$30 had been subscribed, and plenty more had been promised.

A few days ago Moir wrote the

Arthur bank regarding the subscription, and was informed that no money had been placed to his credit at Arthur.

It is supposed that a reaction followed the wave of sympathy which swept Arthur at the time of Moir's capture, and that those who had subscribed later decided that they would not contribute.

## Hyman's Employees Had a Big Time

The employees of C. S. Hyman & Co. spent a very pleasant day at the lakeside. There was a very large attendance, and all had a good time. The following was the programme of sports:

Ten's race, boys 5 and under—1, Paul Belanger; 2, Fred Walters; 3, Tommy Hayden.

Ten's race, girls, 5 and under—1, Edith Kiley; 2, Rosie Wener; 3, Irene Guay.

Boys, under 10—1, Henry Ballantyne; 2, Ed Brennan; 3, Fergus O'Connor.

Girls, under 10—1, Hilda Tucker; 2, Hilda Brennan; 3, Carmen Guay.

Boys, under 14—1, Henry Ballantyne; 2, Ed Brennan; 3, Fergus O'Connor.

Girls, under 14—1, Margaret Tucker; 2, Aurora Guay; 3, Pearl O'Connor.

Boys, under 18—1, Ed Brennan; 2, Henry Ballantyne; 3, Jos. O'Connell.

Girls, under 18—1, Margaret Tucker; 2, Aurora Guay; 3, Mary Hohlbein.

Boys' three-legged race—1, Fergus O'Connor and Wilfred Brennan; 2, Ed Brennan and Henry Ballantyne.

Single men's race—1, Ed. Door; 2, R. J. Small.

Jas. Ballantyne; 3, Michael Egan.

Married men's race—1, John Wener; 2, Wm. Egan; 3, Wm. Todd.

Men's three-legged race—1, James Ballantyne and Michael Egan; 2, Sid Rogers and John Flannigan.

Old men's race—1, Napoleon Guay; 2, Geo. Tucker; 3, W. Moxley.

Married ladies' race—1, Mrs. Jack Price; 2, Mrs. Dawson; 3, Mrs. Wm. Egan.

Backward race—1, John Flannigan; 2, Michael Egan; 3, Wm. Todd.

Running jump—1, J. Flannigan; 2, J. Ballantyne; 3, E. Door.

Standing jump—1, J. Flannigan; 2, J. Ballantyne; 3, E. Door.

Hop, step and jump—1, J. Flannigan; 2, J. Ballantyne; 3, W. Land.

Starters—T. J. Kiley, C. J. Beal, W. House.

Judges—D. Guhan, F. Connell, M. J. Small.

The baseball game at 3:30 p.m. was won by Flannigan's nine. Score, 11-3. Batteries—Flannigan and O'Connell.

Reagan, Brackett and Stephenson.

The committee was as follows: A. Beal, chairman; Wm. M. B. Boyd, secretary; J. A. Belanger, W. F. Hyman, R. Jackson, T. J. Kiley, D. McIntosh, R. Quinn, F. H. Yocum.

## Runaway Horse Distributes Lumber

Mr. J. Macurdy, of Westminster Township, has a horse which doesn't like automobiles, and what is more it isn't a bit averse to displaying this aversion to the ill-smelling rubber-tired steel whenever an opportunity presents itself.

This morning Mr. Macurdy had occasion to drop into a store near the corner of Dundas and Ridout streets. When he came out a few minutes later it was to perceive his faithful, but somewhat erratic steed hitting nothing but the high spots down the Dundas street hill, while an automobile leisurely climbed upward to Ridout street.

Having taken in the cause and effect at a glance Mr. Macurdy busied himself with the result, and a second later he was in full pursuit of the runaway, which was looking straight ahead and going along at a rate which

suggested at once that all he wanted was the right-of-way. The light wagon behind the frightened horse was loaded down with light lumber, and this was being distributed impartially along the street until the Dundas street bridge was reached, when some of the lumberware fell into the river.

Midway of the bridge the runaway met another horse and wagon, and for a moment it looked as though an exciting smashup were imminent. Fortunately, however, the wheel of the rig drawn by the runaway became tangled up with some rods along the side of the bridge, bringing it almost to a standstill. The man in the other rig at this juncture ran out and after a little difficulty succeeded in stopping the horse.

The rig was slightly damaged, and some lumber is probably on its way by this time to Springbank, but otherwise no damage resulted.

## Seventh Manoeuvred on the March

The Seventh Regiment held a route march last night, during which they were put through company movements while on the march. Last night's parade was one of the last before the regiment goes to Quebec, and the names of those present were called by the officers and taken in the regimental books. Nobody absent last night will be allowed to go to Quebec.

The officers who will be in charge of the companies at the celebration are as follows:

A Company—Captain Taylor, Lieut. Westland and Color-Serg. Newton.

B Company—Captain Becher, Lieut. Howard Ingram and Color-Serg. Footitt.

C Company—Captain Bentley, Lieuts. Andrews and Dillon, and Color-Serg. Penwarden.

D Company—Captain Little, Lieut. Brown and Color-Serg. Hayes.

E Company—Capt. Gregory, Lieut. Gordon Hunt, and Color-Serg. Kemp.

F Company—Capt. Spittal, Lieut. Miller, and Color-Serg. Cooper.

G Company—Capt. Murphy, Lieuts. Ware and Tait, and Color-Sergs. Fleming and Galbraith.

H Company—Capt. Ingram, Lieuts. Carling and Mortimer, and Color-Serg. Gardiner.

Bearer Company—Capts. Campbell and Kingsmill, and Hospital-Serg. Adkins.

The regiment is considerably over strength, and some of the later recruits will be unable to go to Quebec. The band will be taken at full strength. Only 20 men are allowed to go with the band at the Government's expense, but it is understood that the full band will be taken, and the extra expense paid for out of the company funds.

Col. Reid and the officers of the Seventh are confident that the regiment will, if anything, surpass itself on this occasion, as the men, one and all, have taken the keenest interest in the drills, and have worked hard and earnestly.

The final parade before the departure will be held on Friday evening.

## Personal Mention.

Mr. and Mrs. Frank Smith, of Wilson avenue, West London, are holidaying at Port Stanley.

Miss Mildred Crouch, of the Buffalo Homeopathic Hospital, leaves on Wednesday for Buffalo, after spending three weeks with her parents, Mr. and Mrs. A. E. Crouch, King street.

Rev. and Mrs. J. E. Hockley, of Dunville, announce the engagement of their eldest daughter, Evelyn A. to Rev. Albert J. Elson, B. A., B. D., of Guelph, and son of Peter Elson, M. P., of Hyde Park.

Mr. Wilfred Trace, of the Bank of Montreal, Brandon, has returned after a pleasant visit to his home on Burwell street.

Orchard grass is richest in protein, being 4.9 to a hundred pounds, almost double that of timothy.

## IN THE COPPER TRADE

Gilbert Pritchard Charged With Making a Crooked Deal.

Gilbert Pritchard, a young London Township man, appears before Judge Elliott this afternoon to answer to a charge of having stolen over a hundred pounds of copper from the Wilcox Manufacturing Company plant, at Chelsea Green, lately.

Pritchard, when arrested by the county constabulary, stated that he had merely sold the copper on behalf of the company, and that he intended to make good the value of the stolen property.

It is possible that a settlement will be reached.

Government experts are investigating seaweed with the object of determining its economic value.

## BOATMEN WITH VIGOROUS KICK

Object to the Removal of the Extra Board at the Springbank Dam.

London boatmen are up in arms against the action of the province in taking down the extra board which had been placed on the Springbank dam at the time of the London Rowing Club regatta.

The boatmen lay some of the blame on Contractor Howe, whom they state entered a protest against the maintenance of the board on the grounds that it interfered with his taking gravel from the river bed north of Dundas street.

"I paid \$600 for my launch," said one boatman today, "and I think it rank injustice that the only means we had of keeping enough water for navigation in the river should be taken away because one man kicked about it."

There are at least fifteen launches anchored along the river, which cannot at present be used owing to lack of sufficient water, and the owners are not stinting themselves in saying what they think of those responsible for the removing of the board from the dam.

The owners of the boathouses are complaining too, and state that every means, seemingly, has been taken this season to make the river un navigable.

A suggestion that people living on the north branch of the river might object to the board on the grounds that it caused the river to back up on their property was laughed at, "the boatmen stating that a tail race of sand near Albert street prevented water from going back further than that."

The board which was removed is a 12-inch one, but allowing for the joint, would not raise the water more than eleven inches.

"There is scarcely enough water in the river now to float a toy sail boat," remarked an irate aquatic expert, when discussing the matter today, "and I think that we should have some rights as well as contractors and others."

## SENATOR FERGUSON SEES DARK PLOT

Sure Money Advanced to Aid Banks Was Wrongfully Used.

[Special to The Advertiser.] Ottawa, July 14.—In the senate this morning Senator Ferguson concluded that the \$5,000,000 in Dominion notes advanced last autumn to aid banks in paying crops had been used, not to aid crop movement, but for the purpose of taking gold from the Dominion treasury and sending it to New York.

He gave figures to prove this. Secretary of State Scott said that the Government had advanced money to the banks for the purpose of aiding them to move the crop last autumn and had no doubt the banks had used it for that purpose. He said the export of gold would have taken place whether the Government had advanced notes to aid the banks or not.

The fact was gold was at a premium in New York, and following its regular practice the banks sold gold in New York and took their profit.

[Special to The Advertiser.] Ottawa, July 14.—The House of Commons at 2:15 this morning adjourned, and when it resumed at 11 o'clock this forenoon, Mr. Aylesworth introduced a bill to amend the criminal code by repealing what is known as double liability upon the railway men. The bill provides that any person who is liable to prosecution under the criminal code, other than under the criminal code, there is also a clause relating to the use of trading stamps and obtaining credit by false pretences or fraud is made a criminal offence. The bill was passed by a vote of 104 to 8.

The House then went into committee on Dominion election bills.

WOULDN'T WRITE HOME. Toronto, July 13.—The attorney-general's department is being interested in the case of a boy of 16, who seems to have been severely dealt with at the hands of justice.

According to the story of his grandparents, who interviewed E. R. Rogers, inspector of prisons, he was lured away from his home by a man, who after he was found in a freight car and sentenced to six months for vagrancy. Afterwards some things were mislaid from the car and the boy was arraigned for theft and sentenced to two and one-half years in Kingston. Three months of the six he spent in Guelph jail and the other three in the Central.

The Central he wrote a note to his grandparents, requesting them to visit the sanitarium of New York and Philadelphia.

—Mrs. Patrick O'Leary wishes to thank her many friends for their kind sympathy shown her and her family during their sad bereavement.

—Mr. and Mrs. Kenneth G. Seabrooke and son, Ivan, have returned to this city after an absence of six months in Toronto, and will take up their residence in South London, as formerly.

—New steps are being placed at the Richmond street entrance to the Grand Trunk station. This morning a gang of men tore up the old ones and part of the platform and set to work to put in new steps and repair the platform.

Water Meeting.

The meeting of citizens to discuss the water question will be held on Wednesday night, not on Tuesday night, as has been erroneously stated.

Will See "Bobs."

When Mayor Stevely goes to Quebec, which will be some time next week, he will endeavor to have an interview with Lord Roberts, and will endeavor to have him come to London.

Fitzhugh Optimistic.

Third Vice-President Fitzhugh of the Grand Trunk passed through the city last night en route for Chicago. "The railways are getting busier all the time," he told The Advertiser, "and if traffic keeps increasing as it has been in the last few weeks, the coming season will be fully up to any in the past." Mr. Fitzhugh could say nothing in regard to improvements in this city, further than that London was one of the first places that would be dealt with when the time comes.

Death of Robert Hughes.

Mr. George Hughes, 557 Bathurst street, received word yesterday announcing the death of his brother, Mr. Robert Hughes, which took place in Buffalo on Sunday. Mr. Hughes had been ill for some time. He was 56 years old, and is survived by two brothers, Mr. George Hughes, of this city; Mr. Joseph Hughes, of Toronto, and one sister, Mrs. Yaman, of Mount Jamet.

The funeral will be held in Buffalo tomorrow.

DROWNED FROM DREDGE.

Amherstburg, Ont., July 14.—Robert Graham, aged 22 years, an employee of Star dredge, No. 5, "Bar Point," was drowned off the dredge last night. Parties are still searching for the body. Mr. Graham was a resident of Rodney, Ont.

## NO TROUBLE IN HANDLING CROP

The Canadian Pacific Is Prepared to Supply Sufficient Cars.

Montreal, July 13.—"The Canadian Pacific Railway knows the crop prospects of the west as well and probably better than anybody else, and there is not the slightest doubt that they will be in a position to handle the business as far as their resources go when the time comes." This was the reply of Mr. G. M. Bosworth, fourth vice-president of the C. P. R., this afternoon to the dispatches that have been repeatedly sent out from the west of late accusing the Canadian railroads of supineness in connection with the anticipated big crop of wheat to be hauled out this fall.

Reports have been pouring into Montreal of a probable car shortage this fall when the wheat commences to move, and it is feared in the west that the railways do not seem to appreciate the imminence of the harvest and are not making proper preparations to handle it. Asked as to this, Mr. Bosworth, who is in charge of the C. P. R. freight department, remarked: "The C. P. R. is always making preparations for the harvest, and is, in addition, taking every precaution to see that it is likely to offer in the future, so as to be able to get ready for anything that may turn up. So far as the western crop is concerned, I think that we understand the crop position in the northwest at least as well as anybody else, since we are constantly securing reports from every section in order that our estimates may be carefully prepared. We know pretty well what is to be expected, and are making every necessary preparation to handle it."

In connection with this, Mr. Bosworth pointed out that the Canadian Pacific had largely increased their rolling stock, both of engines and cars, since last year. In addition to this, the double-tracking operations between Port William and Winnipeg had been greatly advanced, to a point where the double tracks would prove very useful in forwarding traffic over this "spout," where the great congestion of the grain, and in forwarding the grain collected at Winnipeg from all over the west to the lake ports. Under these circumstances,

REMOTES INJUSTICE FROM RAILWAY MEN

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