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garment, \$1.50
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Block of five or six houses in Parkdale.
Have no objection to taking old houses
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APPEAL OF LABOR TO LONDON'S VOTERS

J. D. Jacobs and Major
Beattie Address Elect-
ors--Public Owner-
ship Theme for
Discussion.

LONDON, Oct. 22.—(Special.)—John D. Jacobs, the Labor candidate, and his friends are infusing life into the London by-election, and a number of people assembled at the city hall at noon to-day to witness the nominations, although it was generally understood that the proceedings would be of a purely formal character. Both candidates had their papers filed with Charles H. Ivey, the returning officer, before the noon. The chair. Major Beattie's signers were all Conservatives. Mr. Jacobs had signers from all parties, some of them laboring men and others merchants. At 2 o'clock Mr. Ivey announced the two nominations: "Thomas Beattie, retired merchant," and "John D. Jacobs, iron moulder," and declared the nominations closed. He briefly addressed the electors and urged them to have a clean election. He lamented that at present the finger of scorn was pointed at this riding.

It was then decided to have a joint meeting and Major Beattie spoke. He regretted the cause of the by-election to wit: the ill-health of Mr. Ivey. He hoped that his health might soon be restored and that he would be able to return and take his place as one of the most respected citizens of London. He had made a first-class minister of public works, and he was, as they all knew, a highly respected business man.

Sentiment Toward Labor.
There was, he continued, no burning question before the public. He was a strong protectionist and in favor of clean economic government. He favored old age pensions and civil service reform. As to the Labor party, he had no quarrel with labor. All men who worked were laboring men, and he himself included. He favored the eight-hour day and had introduced an eight-hour day bill in parliament.

A voice: Why don't you give it to your own employees?
Mr. Beattie: I have none.
A voice: How about the gas company?
Mr. Beattie: I am only one of several shareholders on the gas company, but I did get the stockers reduced to eight hours a day.

Children and Women Abused.
John D. Jacobs, the Labor candidate, is a forcible speaker. He took up the platform of the Canadian Labor party plank by plank, and a running discussion sprang up as to prevailing labor conditions in Ontario. Mr. Jacobs claimed that a large number of children, who ought to be in school, were at hard labor. He himself rose at 6:30 a.m. and on his way to the foundry he saw many children hurrying to work.

Major Beattie questioned this, and said that if any child could miss a day from school, Allan Studholme, M.L.A., assured him that child labor was very common in Toronto; it was winked at by the authorities.

A still more animated difference as to facts developed in discussing female labor. Mr. Jacobs claimed that many women worked in iron foundries where they could not dress modestly on account of the character of the work, and made the sweeping statement that women generally were paid less than men for the same work, even though they performed it equally well.

Major Beattie denied that women were paid less than men and insisted upon it, although the audience plainly showed dissent.

The great hit of Mr. Jacobs' platform and speech was the declaration for public ownership of all public utilities, including railroads, telegraph, water and light. This elicited great applause.

Public Ownership.
Major Beattie was asked if he favored government ownership, and replied that he thought that the G. T. P. should have been built by the government. He also expressed great horror of "watered stock," in reply to a question.

Alphonse Verville, the Labor M. P. from Montreal, made a breezy speech. He declared that the reforms demanded by the Canadian Labor party were not favored by either political party, and that the man who was elected to the house as a straight party man was tied hand and foot by the party caucus. He had little faith in the recent election, and that the man who was elected to the house as a straight party man was tied hand and foot by the party caucus.

Completion of Canal
NORTHUMBERLAND'S ISSUE
Owen and Mulholland Nominated and the Speech Making is of a Rather Lively Order.

HASTINGS, Oct. 22.—(Special.)—Messrs. C. L. Owen (Conservative) and A. A. Mulholland (Liberal) were the

Continued on Page 7.

The Toronto World

TWELVE PAGES—WEDNESDAY MORNING OCTOBER 23 1907—TWELVE PAGES

HOW the Railways Serve the People and WHY

The Canadian Pacific express from Montreal was forty minutes late yesterday morning. Her passengers were delayed in consequence and some of them missed their connection here or will miss it at Detroit or at Chicago. Anyone leaving Montreal for California on this train is bound to be stalled a whole day in Chicago if it runs an hour late in Ontario! And so it is more or less at Toronto, at St. Thomas, at the Niagara River, at the Detroit River and a lot of other points. These travelers have no redress—not even an explanation.

One belated man appealed to the policeman at the station. From him he went to someone else; and to a third, who said he might telephone Mr. Foster. Who was Mr. Foster? The district passenger agent. Where was he or what was his number? "The line's busy," or "Mr. Foster's not up yet," or "He's out of town putting up bills for the Woodbridge fair special rates." That's all he got.

There was no executive man at the station; there never has been and there never will be as long as the Toronto public stand for Montreal (mis) management of Ontario's railway system.

The traffic of Ontario is so enormous that it is essential that it be handled from Toronto by men of the rank of vice-president, with executive power, power to do things then and there, to initiate, to spend money, to even order equipment when necessary.

"To blazes with Ontario, and let us go to the club for another Scotch and soda!" is the invariable attitude of Montreal railway chiefs toward this province. There are nights when this same C. P. express from Montreal has three private cars—some minister from Ottawa, a Canadian Northern magnate, a C. P. magnate, and these three heavy cars can make 100 full-rate passengers lose their connection at Toronto!

Here is a little further light on the situation:
Editor World: Your traveler who says he has missed the train out of Toronto three times, by reason of the C.P.R. express being late, ought to be a little wiser.

I have learned the lesson, and what I do is this: When I leave Ottawa or Montreal for any point in Western Ontario or by the C.P. from Montreal, for that matter, I only buy my ticket to Toronto, and then I buy my ticket out of Toronto by whichever line gives the first service out.

I used to buy, say from Ottawa to Detroit by C.P., now I buy to Toronto by C.P. and when I get there, either the G.T. or C.P., whichever happens to suit my situation.

As for the so-called direct and quick service that the Ontario public are supposed to be getting between Toronto and New York—it is made up of delays and missed-connections. Why does not the New York Central come into Toronto? Because the Canadian Pacific has them under some kind of restraint not to come past Hamilton! Some day the Niagara River business may be livened up if there is a New York service from Rochester via Lewiston, St. Catharines, Hamilton, Toronto or Rochester, Buffalo, Toronto. But there will never be any improvement with the business of this province treated as a joke by the men in Montreal.

Most of the newspapers of Ontario are railway chloroformed. A thousand dollar advertisement in a Christmas number is a great sleep producer when public interests are concerned. The country editor, all newspapers, get transportation for advertising. Abolish this law, as they have in the States, and the press will waken up. But here is an editor who is not "doped":

Editor World: I am publishing this week in full your letter from the Beamsville man begging for cars and also your comments in full. I am delighted with your stand in this matter, as it is right along the lines I have been fighting in The Independent for the past five years. I hope that the publication of your editorial in full in my paper will commend The World to the people of this community in such a way that you may have an increased circulation in this locality for your splendid journal.

James A. Livingston,
Editor Grimsby Independent.

Grimsey, Oct. 21.
Did you ever see the list of Ontario newspapers that are in the railway job printing business? Part of the contract is absolute silence on railway grievances, open or round-about attack on everyone who takes the side of the public. Members of parliament or of the legislature are nearly all deaf to public grievances against railways.

Not one newspaper, not one member of the legislature, only two members of parliament between Toronto and Cornwall helped The World when it forced the Grand Trunk to reduce its rates to three cents a mile.

Here's a local grievance, just to hand:
PORT PERRY, Oct. 21.—Editor World: In response to your inquiry in Saturday's World as to railway grievances in Ontario, the people in the County of Ontario, especially along the line of the Whitby and Manilla line of the G.T.R., have every reason to make a kick and ask for fairer treatment than is being given them. In the first place, when this line was bought by the different municipalities it was agreed upon by the G.T.R. Company that two regular daily trains should be run. Up to ten years ago this was carried out to fairly good satisfaction, considering the business done on a branch line such as this. However, about that time the G.T.R. claimed that this line was being run at a loss and they took off one train, moved their round house and headquarters to Lindsay. This move started the train from Lindsay at 6 a.m., passing thru here at 7:30 to Whitby, back at 10 to Manilla Junction, down again at 11:30 and up from Whitby in the evening at 7:30. The different municipalities, especially the Towns of Port Perry and Whitby, made a great kick, and after about two years of this nonsense another train was put on from Lindsay at 11 a.m., following the noon train south about one and a half hours later, and returning in the evening at 5:30. As it now stands, there is no down train after 1:20 in the afternoon, and anyone wishing to go south after that must either drive or go afoot. Then, again, with the 10 a.m. train north, it only makes connections for Lindsay and east, and anyone wish-

(Continued on Page 8.)

JAPAN'S FORMAL REPLY.

Received by Premier Thru British Ambassador.

OTTAWA, Oct. 22.—(Special.)—In reply to the Dominion government's communication expressing regrets to Japan, Sir Wilfrid has received the following reply from the British ambassador to Japan:

"I have conveyed your message of Oct. 12 same day to Secretary of State for transmission to His Majesty the Emperor of Japan. Just received the following answer: 'His Majesty receives with pleasure the message from the Governor-General of Canada and Government of Canada

with greatest gratification and notes with much satisfaction earnest intention of Governor-General and Government of Canada to promote cordial and friendly relations which exist between British Empire and Japan. Count Hayashi adds that Japanese Government deeply regrets unfortunate occurrence at Vancouver, but they have full confidence in the sincere action in devising measures for future, and they have much satisfaction in hearing expression of regret conveyed by the Premier of Canada in the name of the Governor-General of Canada and Canadian Government, and assurances given that Canadian authorities will use all efforts to prevent recurrence of such regrettable events.'"

AS MOTHER'S LOVE FLASHED OVER ATLANTIC, SON DIED

Edward Hankey, Right Hand Man of Marconi, Passed Away at Glace Bay Towers.

GLACE BAY, N.S., Oct. 22.—(Special.)—The death took place to-day at the Marconi towers of Edward Hankey, of the engineers' staff, after an illness of about three weeks. A Chicago passenger train narrowly missed destruction Sunday night. The boy said he did not know his work would do any harm.

DRIVEN FROM HOME.



THE WIDOW PELLATT: It was the sad day for the widow and orphans when you lost your political

YOUNG WOMAN'S HEROISM PREVENTS TRAIN WRECK

Found Pile of Iron on Railway Track and Hurried Three Miles to Warn Officials—A Boy's Dangerous Ignorance.

ST. CATHARINES, Oct. 22.—(Special.)—At 8:30 o'clock Sunday night a young woman rushed into the tower house on the west side of the canal at the Michigan Central Railway bridge, at Welland, and breathlessly told the men on duty that iron was piled on the westbound track that would wreck the train.

Fast express No. 3 was due. The depot was hurriedly called over the phone, as the express was heard approaching, and the semaphore lights flashed against it just in the nick of time.

James Turner of Niagara Falls, yardmaster, and Gerrit Hill, clerk in depot, mounted a handcar and started for the spot, which came so near being the scene of a great railway wreck. They found two rail spreaders and a fish plate placed on the inside rail in a manner that would almost assuredly have hurled the express into the deep ditch alongside the track with frightful results.

The obstruction was removed and the express proceeded on its journey. Miss Sweeney, a school teacher, residing three miles west of Welland, who gave the alarm, was walking to town when she discovered the iron piled on the tracks, and she says she removed seven pieces of iron as heavy as she could lift, before hastening to town to warn the railway express. She gave out the alarm, and the express was delayed about three weeks. A Chicago passenger train narrowly missed destruction Sunday night. The boy said he did not know his work would do any harm.

An Arrest at Welland.
WELLAND, Oct. 22.—(Special.)—Edward Palmer, an English boy, aged 15 years, is in the county jail arrested by Detective Monahan for placing a pile of rail plates and iron creepers on the M. C. R. tracks a mile west of here. A Chicago passenger train narrowly missed destruction Sunday night. The boy said he did not know his work would do any harm.

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SHOULD NOT DEGRADE OUR MUNICIPAL BONDS

Credit of the Country is Being Damaged in Great Britain, Says London Correspondent.

(Special, Via Marconi Wireless)
WEST STRAND, LONDON, via Glace Bay, N.S., Oct. 22.—The credit of Canadian municipalities is being damaged, and credit generally not helped by the recent touting of municipal bonds in London.

I believe cities of the Dominion could get money at reasonable rates if they went the right way about it, but if you want English money you must follow English methods. Canada ought not to be weakened in the money market.

POLICE NOT ABSOLVED.

License Inspector at Kingston Makes Flat Denial.

KINGSTON, Oct. 22.—(Special.)—The license inspector, being charged with dereliction of duty, replies by a denial and an affirmation that he gets no help from the police.

This has brought the conduct of the police up for criticism for their indifference in so important a matter, and I believe calls attention to the fact that the police are not relieved from the duty of enforcing the liquor law by the presence of a license inspector.

Reynolds is in Good Shape Begins His Walk Home

Reaches Toronto at 10 o'clock and Was Homeward Bound an Hour Later.

Jimmy Reynolds, the 57-year-old "walking barber" of Port Hope, who left that town at 6 o'clock yesterday morning to tramp to the King Edward Hotel, Toronto, and then return, a distance of 128 miles, in 36 hours, completed one-half his trip well within time at 10:10 last night.

From the Woodbine, along Queen and King-streets to the hotel he was escorted by a big crowd, and responded to the plaudits by waving his hat almost continuously. His pace was speedy and many a young fellow had to exert himself to a half trot to keep up with him.

Ad. Church and "Canada First" McConnell were among those who escorted him in from the Don. A large number of women were at the hotel to see Reynolds come in. He was hurried upstairs with his

BALLOON LANDED NEAR HAMILTON

Flight from St. Louis, 610 Miles, in Gordon Bennett Contest.

No. 3 balloon (United States), manned by Major Hersey of the weather bureau at Washington, D. C., and A. G. Abernethy, landed 12 miles south of Hamilton early last evening, after a day's flight across Western Ontario, which was watched by thousands of people.

After crossing Michigan, the balloon was seen in East Dover Township, four miles north of the mouth of the Thames River yesterday afternoon. It then traveled west to Chatham, and was afterwards seen at Highgate, Ridgeway and Port Stanley. Coming west from Point Bruce promontory, the balloon was only 200 feet above terra firma, the ballast evidently giving out. At 6:13 p.m. it was reported at Chatham and a few minutes later it landed.

The United States crossed the State of Illinois, thence across Lake Michigan and Lake St. Clair, in the middle of Lake Erie, when a change of wind carried it north into Canada, to the place of landing.

The distance from St. Louis to Hamilton, on an air line, is approximately 620 miles. Therefore the United States traveled about 610 miles, which is far ahead of the record made in the European race by Lieut. Lahm, whose balloon won the international cup by sailing from Paris to a point in England, 402 miles distant.

A second balloon is crossing Lake Huron and will probably land in this province.

Will Doors Stay Closed?
The Knickerbocker Trust Company is not without hope that it may still receive adequate aid from financial institutions. If it does it will open its doors as usual.

IS IT INDIAN SUMMER?
The weather man does not exactly know whether it is or not, but these nice days are deserving of the credit of the title. Such weather encourages the purchase of the fall hat and the new felt styles in the famous Dineen specials are favorites, for the price is only \$2.50 and \$3 and the quality cannot be gained. Dineen's, at Yonge and Temperance-streets, are headquarters for hats. No purchaser can make a mistake in patronizing the old reliable firm.

The Trusted Official's Friend.
Whoever is founded under our fidelity and guarantee bond holds the highest credential he could present to his employers. We bond reliable men, filling positions of trust, to the extent of their monetary responsibility. These bonds place an insurance upon integrity. Issued for every legal and business purpose. London Guarantee & Accident Co., Confederation Life Building, corner Yonge and Richmond-streets, Phone Main 1642.

NEW YORK, Oct. 22.—Credit, the under-the-surface foundation of all business, trembled for a time to-day, and before confidence could be restored, New York's second largest financial institution had emptied its cash vaults under pressure of the biggest run experienced here in a generation; a stock exchange firm had failed for \$5,000,000; Wall-street's principal securities had settled from \$5 to \$8 a share; call money had risen to 70 per cent., and local bankers, unable to stem the tide of distrust, had been forced to appeal for relief to the secretary of the treasury at Washington.

All this was in the face of reassuring statements by the acting state department of banks that the suspected bank was solvent; declarations by prominent bankers that there was no true basis for alarm, and assurances from Washington that Secretary Cortelyou would not hesitate to act promptly in any situation where legitimate business was threatened.

Now that the first scare is over and the worst of the future discounted, it is believed that local bank affairs will soon readjust themselves and that the opposition by the limited attempt of the Heinzees to corner copper will be found to have given way to a saner conduct of financial affairs.

"MALTESE CROSS" INTERLOCKING RUBBER TILING
The best floor for banking rooms or hotels—both for its beauty and its wear-resisting qualities.
THE GUTTA PERCHA & RUBBER MFG. CO.
of Toronto, Limited.

27TH YEAR

PANIC ON WALL ST. RUN ON LARGE TRUST CO.

New York Financiers Trembled Under Greatest Strain in Recent Times—Doors Closed.

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Secretary of the Treasury Cortelyou reached New York from Washington at 3:30 o'clock to-night.

Before leaving Washington late to-day, Mr. Cortelyou directed that \$6,000,000 be deposited with New York banks as soon as the necessary collateral had been furnished and at the same time he issued this statement:
"Run on Knickerbocker."
The Knickerbocker Trust Co., the storm centre to-day, paid out cash to depositors at the rate of \$44,444 a minute for three hours this morning, but then closed its doors. The directors, as they thought, fully prepared for a run, and caused to be announced in today's papers that \$8,000,000 in cash was on hand to meet all eventualities.

At 9:30 o'clock a few depositors withdrew their accounts, and an hour later hundreds were in line to take out their deposits at the main offices at 34th-street.

Last night 12:30.
The \$3,000,000 lasted until 12:30, when Vice-President Joseph T. Brown announced that the bank was no more cash available, and payments were suspended. Mr. Brown said that the bank would open to-morrow and payments be resumed at 10:30. The directors, as they thought, fully prepared for a run, and caused to be announced in today's papers that \$8,000,000 in cash was on hand to meet all eventualities.

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Mayer & Co. Down.
NEW YORK, Oct. 22.—The assignment of the firm of Mayer & Co., brokers and members of the New York Stock Exchange, which had been amounting to \$6,000,000, was announced today during the annual hour of trading-to-day. Although there had been rumors that the firm was weak, the extent of its liabilities was greatly in excess of the expectations of most of the traders. It was said that its assets might be sufficient to meet the liabilities, and that the firm hoped to resume business, offers of aid having been received.

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