

**WALMER ROAD HILL**  
Beautiful wooded lots, excellent location for gentlemen's residence, fine surroundings.

**H. H. WILLIAMS & CO.,**  
Realty Brokers, 26 Victoria St.

**PROBS**—Partly fair and warm, but showers or thunderstorms probable.

**4000 AT LONDON**  
**GIVE BORDEN**  
**WELCOME**

And All Stand Up to Cheer the Leader—Attorney-General of B. C. Adds Strength to Conservative Tourists.

**HOT-FOOT AFTER PREMIER**  
**AND WORDS NOT MINCED**

**4 CHINAMEN FOUND**  
**HIDDEN IN BOX CAR**

**LANDS FOR VETERANS**  
**WORTH \$8 AN ACRE**

**THE GOAT**—“But, by Gum, I Can't Swaller That.”

**AGITATION FOR LOWER**  
**RATES IN THE U.S.**  
**ALARMS AGENTS**

**SO MANY DING**  
**GRAVES CAN'T**  
**BE DUG**

**SENTENCED TO HANG**  
**FOR MONTREAL MURDER**

**LEMIEUX VS. FORGET.**  
**Battle Royal in Charlevoix County Seen Likey.**

**A SUBURBAN CONTROLLER.**

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# The Toronto World.

FOR RENT  
Ground floor, in centre of wholesale district, 5000 square feet, brightly lighted, two private offices, two vaults, splendid shipping facilities.  
**H. H. WILLIAMS & CO.,**  
Realty Brokers, 26 Victoria St.

12TH YEAR

TWELVE PAGES—WEDNESDAY MORNING SEPTEMBER 23 1908—TWELVE PAGES

## MR. BORDEN AT MASSEY HALL TO-NIGHT

The rally at Massey Hall to-night will be the chief Conservative meeting of the federal campaign, and it will have a wide effect all over the Dominion. Ontario is the great province for politics, and Toronto is the political centre of Ontario.

Mr. Borden, the Conservative chief, has grown in political stature in every direction; he is a finished speaker, a vigorous debater in the house, and a man that all the people want to see and hear. He has a thorough grasp of the Canadian situation and he has evolved a progressive platform that even the Liberals are anxious to endorse in part.

He is making a fight for progressive, efficient and businesslike government. He is assisted in the general campaign by Messrs. Hazen, Roblin and Hanna from the provinces, and the party have had splendid receptions all the way up from Halifax. They will experience a still warmer welcome in the centre of Canadian Conservatism.

## 4 CHINAMEN FOUND HIDDEN IN BOX CAR

**Paid \$6 Each For Transportation Into the United States—They Are Now in Jail.**

WINDSOR, Sept. 22.—(Special).—When a Wabash foreman opened a car of merchandise in Detroit to-day he found four Chinamen and three bottles of whiskey which were not scheduled on the way bill. One of the bottles bore the label of a Windsor soda water manufacturer, but the contents were probably as contraband as the Celestials.

Immigration officers who were notified, suspect that the chinks were placed in the car in the Windsor yards.

Two of the Chinamen, who could talk English, confessed that they had paid six dollars each to a man for putting them in a car and that he promised them transportation to their destination for that amount. The cargo of human freight is in "cold storage" at the Wayne County jail.

A scandal has developed over the smuggling of Chinamen into Detroit. One of the inspectors, Adam Hoffman, has been suspended from duty on the charge of having paid \$20 to two Windsor youths for smuggling Joe Sana, a Mongolian, and tipping it off to the inspectors that they were coming in order that Hoffman would get the credit for the capture. The Windsorites got off, but the Chinaman is still in jail.

## LANDS FOR VETERANS WORTH \$8 AN ACRE

**Value Placed by Representative Committee Which Also Advises Locating This Fall.**

OTTAWA, Sept. 22.—(Special).—A committee of the South African Veterans' Association waited upon Mr. Cory, deputy minister of the interior, to-day, and ascertained that by living six months on each half section, a veteran can secure not only the \$20 acre of special land grant; but also homestead and pre-emption of 320 acres additional.

The committee will report to the association that it is advisable that, as the act now stands, a veteran as it were a veteran to hold his land until June 20, 1911, without being obliged to perform settlement duties upon it, the value of a veteran's right of 320 acres are reasonably computed at \$8 an acre.

The committee will likewise strongly recommend that any veteran who can shoulder, even at personal inconvenience to himself, locate his land this autumn.

## ALLEGED HORSE THIEVES QUICKLY ROUNDED UP

**Detective McKinney Does Some Rapid Work and Bags Two Men For Running Off With Buggy.**

George Lehart, 32 years, 12 Robert-street, and Charles Rvie, 27 years, no home, were arrested by Detective McKinney yesterday afternoon after a chase thru a lane off Simcoe-street. Both are charged with stealing a horse and buggy, the property of David Goldstein, 265 West Queen-street. The horse, which had been left in a lane in rear of the Goldstein place, was missed shortly after noon and the matter reported to the police. At 4 o'clock, Detective McKinney was riding his bicycle on Queen, near Simcoe-street, he was hailed by a son of Goldstein, who was following two men in his father's buggy.

The detective gave chase, and the men, seeing that they were pursued, jumped out, ran to Simcoe-street and overhauling Lehart, who said that the other man had had the horse when he took him to the drive.

McKinney waited and finally rounded up Rvie, who declared that a man had told him the coming of the horse on the evening for \$2, which he had paid. Both were locked up.

## 110 ARE DROWNED OFF ALASKAN COAST

**Victims Include 101 Chinamen Passengers on a Ship Which Runs Ashore.**

SEATTLE, Wn., Sept. 22.—A cable despatch to the army signal corps confirms the loss of the Star of Bengal on Coronation Island. Twenty-one of whom 100 are Japanese and Chinese. She is on the west side of the island and the crew has no chance to land.

The United States cable ship Burnside has gone to her relief, but may not be able to reach the wreck owing to the bad weather prevailing.

**Ship Ashore in Alaska.**  
JUNEAU, Alaska, Sept. 22.—The U. S. barque Star of Bengal is ashore on Coronation Island with 136 men aboard, of whom 100 are Japanese and Chinese. She is on the west side of the island and the crew has no chance to land.

The United States cable ship Burnside has gone to her relief, but may not be able to reach the wreck owing to the bad weather prevailing.

## REPEAL LOCAL OPTION.

**Owen Sound Council Decide They've Had Enough.**

OWEN SOUND, Sept. 22.—The council of Owen Sound have passed a resolution repealing the local option by-law and asking for a vote in January.

There was a full representation of the members present.

## WANTED: A BROOCH.

One of the ladies of the General Passenger Agents' Association party who attended the theatre party at the Royal Alexandra last evening was unfortunately to lose her brooch.

It is a pearl crescent pin and was lost between the King Edward and the theatre or in the theatre. Its return to the clerk at the hotel will be greatly appreciated.

## WILL GO TO ROME.

YANCOUVER, B.C., Sept. 22.—Bishop Dontenville of New Westminster has been appointed superior general of order of Oblates of Mary Immaculate. Appointment for life will necessitate permanent residence in Rome.

## SIFTON AGAIN.

BRANDON, Sept. 22.—(Special).—An enthusiastic Liberal convention to-night nominated Hon. Clifford Sifton for the fourth time. No other name was proposed.



**THE GOAT**—“But, by Gum, I Can't Swaller That.”

**AGITATION FOR LOWER RATES IN THE U.S. ALARMS AGENTS**

Political Gatherings in West, Assisted to Convene by Low Fares, Aren't Doing a Thing But Assaulting the Railways.

## MILLION A DAY IS BURNING

WASHINGTON, D.C., Sept. 22.—Dr. W. J. McGee, of the geological survey, who has returned to this city after a visit to the Adirondacks, states that a conservative estimate of the damage being done in that section by forest fires is one million dollars a day.

## SENTENCED TO HANG FOR MONTREAL MURDER

“Crooked Neck” Smith Will Pay Extreme Penalty Nov. 27 For Shooting a Man.

MONTREAL, Sept. 22.—(Special).—“Crooked Neck” Smith, alias Tom Frazer, murderer of Mark Malone, alias Tom Wright, his pal, was this afternoon found guilty and sentenced to be hanged on Nov. 27.

The jury was out twenty minutes after a trial of about a week.

Smith shot Malone in a Chinese resort after a quarrel. He claimed it was self-defence. He got away after the shooting, but gave himself up. Both men have had records.

## CHOLERA EPIDEMIC IN ST. PETERSBURG IS REACHING GREAT PROPORTIONS—HOSPITALS NOW ARE FULL.

ST. PETERSBURG, Sept. 22.—The cholera epidemic, which continues to assume more appalling proportions every day, has concentrated the attention of the St. Petersburg authorities on the long neglected task of improving the water supply and sewer facilities of the capital.

The sewers now empty into the River Neva or the open canal, traversing the city, and the water supply is taken from the river. This, in spite of the fact that Lake Ladoga, twenty miles away, offers an abundant supply of fresh water, obtainable at small expense. The mayor of St. Petersburg, at the instigation of Premier Stolypin, has appointed a commission to arrange for immediate action in these directions.

Up to noon to-day the municipal hospitals reported for the last 24 hours, 417 cholera cases and 176 deaths. There is a total of 1587 patients in the various hospitals. These municipal statistics are most incomplete, a fact which is shown conclusively by the number of interments. At one cemetery these aggregated 424 for the last three days, or within twenty of the total number of deaths reported.

**A Slander Report.**  
The sinister legend that the physicians of St. Petersburg caused the epidemic by poisoning the waters of the Neva as well as the fruits sold in the general markets still persists among the people, altho the press is conducting an educational campaign against this superstition. The police to-day arrested one man for spreading this rumor, and they intend to make a summary example of him.

The cholera dead are being interred at Preobrazhenskoy, which is about one hour's distance on the railroad from St. Petersburg. A train of several coaches carrying the mourners and a dozen freight cars with the dead in crude coffins goes daily to Preobrazhenskoy. The coffins are heart-breaking in and about the chapel, where the service is conducted unobtrusively at night and day.

The coffins are of crude workmanship, they are made of spruce and thickly coated with tar. The identification numbers of the patients are marked with white paint.

**Frightful Scenes.**  
As coffin after coffin is brought to

## HOW SUBURBAN SERVICE IS A SUCCESS

Illinois Central, Erie and C., H. & D. Roads Have Been Able to Please People and Increase Receipts.

“Whatever position the general passenger agents of other railroads in the United States may take on the question of suburban service,” said Mr. Samuel G. Hatch, “I have no hesitation in saying that the Illinois Central R. R. has made it a profitable enterprise, and I believe, with proper management, any railroad in the United States and Canada can give good suburban service, and make it pay.”

Mr. Hatch is the general passenger agent of the Illinois Central, with headquarters in Chicago. His announcement in the premises stands as authoritative.

Mr. Hatch explained to The World that there was a special reason why the Illinois Central R. R. could make a success of suburban service. He said: “It must be remembered that the Illinois Central runs thru the most densely populated section of Chicago. From Randolph-street to Grand Crossing is a distance of 20 miles. Starting from the starting terminus to the crossing our trains are continually picking up passengers in crowds at every station on the line.

**Just Like Street Cars.**  
“In short, the suburban service of the Illinois Central is like a street-carway service. Passengers are continually getting off and on for a distance of ten miles or more, just as in the case of the street cars. The only difference is that the Illinois Central's cars are drawn by steam. The road has four tracks; two for express trains and two for ‘locals.’ The average number of suburbanites carried over the road daily is 45,000, totalling 15,000,000 passengers yearly. So that while our maximum fare is one cent a mile on the suburban service, the Illinois Central is able to make a decent profit.”

When asked whether it was only the special favorably located population that brought about the success of the Illinois Central's suburban service, Mr. Hatch said: “No, it only happens in the Illinois Central's favorably situated, but considering that the maximum rate on the suburban lines is but one cent a mile, it is plain that there must be a greater and aggressive management to make the service pay. As a general proposition suburban service is not profitable. The roads such as Chicago, St. Louis and New York, could be made profitable. But I am aware that there are certain lines which run thru sparsely populated territory or over unfavorable territory which may make a profit impossible. So that as a specific problem, suburban service may be settled by each road for itself, yet it seems to me that under all conditions a two cent fare ought to provide for a decent suburban service and yield a profit.”

**Helps Freight Service.**  
Mr. R. H. Wallace, general passenger agent of the Erie Railroad, reviewed the matter for The World from another—hardly the contrary—point of view. Mr. Wallace agreed with Mr. Hatch that the problem of profitable suburban service was a specific one, and profit depended on peculiar conditions. “For instance,” he said, “the Erie Railroad carries 25,000 commuters daily, yet the suburban service pays only indirectly. In other words, the greater the number of suburbanites living along the Erie line, the greater will be the demand for supplies. The demand for supplies increases the road freightage; and it is the profits on freight that pay the Erie line, and not the suburban service. Both for itself and for the suburban service. Taking the total receipts for one year at \$55,000,000, of this amount \$45,000,000 is received from freight carriage; so that the receipts from freight are more than four times as great as those from suburban passenger service.”

The Erie is bound to increase the account of a special unfavorable condition, namely, that from its starting terminus it must run eight miles over an absolutely unprofitable territory, which for itself and for the suburban service, the Long Island Railroad, on the other hand, just like the Illinois Central, is essentially a commuters' line, with no natural disadvantages against profit.”

Mr. H. M. Smith, passenger agent of the Long Island Railroad, Mr. G. W. Hayler, assistant general passenger agent of the Lackawanna, Mr. W. H. McCormick, asst. general passenger agent of the Philadelphia & Reading, expressed themselves as opposed to the two cent rate. And whatever legislation might attempt in the matter, they said, the railroads must protect themselves, and the simplest and easiest way to do this is to reduce service by curtailing the service.

**Encourages Builders.**  
Mr. W. B. Calloway, general passenger agent of the Cincinnati, Hamilton and Dayton Railroad, said that the road had been long established; had built up homes and corporations had erected factories along their line, and so the Cincinnati road had to treat them fair. But, said Mr. Calloway, he had lost in two years \$200,000 on the two cent fare. Like opinions came from Mr. J. M. Chesbrough, general passenger agent of the Pennsylvania Lines, St. Louis, and Mr. J. J. Byrne, general passenger agent of the Santa Fe at Chicago.

But one significant expression of opinion came from Mr. G. W. Hayler, assistant general passenger agent of the Lackawanna. He said: “If the railroads could only get a genuine two cent rate from everybody, the chances for profit were practically insured; in actual practice there is anything but this—and consequently all the eastern roads and most of the western roads are opposed to the two cent rate, because no abstract legislation of rates can satisfy the specific conditions.”

It thus seems that a suburban service can be made to pay under favorable conditions for popularity and wise energetic management under a two cent fare.