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# The Toronto World

TWELVE PAGES—TUESDAY MORNING OCTOBER 22 1907—TWELVE PAGES

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27TH YEAR

## TO INVESTIGATE HOW RAILWAYS IGNORE RIGHTS AND COMFORT OF ONTARIO CUSTOMERS

Quebec Cabinet Ap-  
points Two Judges  
to Take Evidence  
in Canada and  
Belgium.

Passengers are Subjected to Inconveniences and  
Financial Losses by Running of Trains Behind  
Schedule to Accommodate Private Cars

### SHIPPERS TELL OF EXPERIENCES IN TRYING TO GET FREIGHT CARS.

Editor World: Will you devote one of your railway articles to the fall-down of the Canadian Pacific to deliver on time its regular night train from Montreal to Toronto? Three times in three weeks I've got into the city in the morning sufficiently behind time to miss early morning trains out of the city. I have been a heavy loser in dollars and cents as a consequence. Traveler.

This is only one of several complaints. From information at The World's disposal, it appears that this night express from Montreal has not been on time half-a-dozen mornings since the Toronto Fair, in August last. It is from two hours to half an hour late every morning. It was three-quarters late yesterday morning. It had on eleven coaches, and any time it has eleven cars it is behind. Sometimes it has two private cars on, and private cars almost invariably make this train late. The railway magnates insist on taking up whole cars, and, in consequence, cause their patrons to lose connections. What do you people think of that?

Some months ago we were told that the new big engines would do the trick. They did, for a time. Now they are overloaded, and for that or some other reason the train comes in late. Passengers miss their breakfasts to make connections, and therefore swear; or they miss both, and swear still more. Business men, travelers, suffer immense inconvenience as a consequence. Any hotel, any hotel porter, will give the public the facts.

Why does not the railway commission enquire into these related trains and the grievances of these travelers?

There is no executive official in Toronto who cares, and the Montreal ones are too far away for them to care. To these latter, any kind of service is good enough for Ontario. To blazes with Ontario! is the attitude of the Montreal railway official when Toronto is concerned.

There is no public official in the Union Station to see that trains start on time, come in on time, or come in at all.

There is no one to compel the C. P. or the G. T. to give you back your money, so that, if you miss their train connection, you can use the money to go on by the other line, if it leaves first.

There is no public inspection of the hundreds of cars that go out of Union Station.

Why should not the Ottawa railway commission have an office in Toronto, in the Union Station, to look after the thousands of people who pass thru it daily? Many of them are sore over the treatment they receive—not even a boss of the hired men, with whom an appeal can be registered.

The Canadian Pacific, the Grand Trunk, have not half the necessary equipment for the passenger travel of Ontario, and the best of it is all used for the thru traffic of the United States at two cents a mile.

There is no executive officer with power of initiative and power of spending money in Toronto for either of the big railways, to deal with the grievances, the needs of Ontario travelers.

Not a car, not an engine, not a switch is built in Ontario! The head offices in Montreal are too busy with western acquisition or accommodating United States traffic thru Canada to bother with local traffic. Yet local pays better than foreign.

To return to the freight grievances, what do you think of this for a letter from a prominent Canadian town, the writers doing a large manufacturing business in that town, not 100 miles from Toronto?

Editor World: We ship three to four hundred cases yearly during the boat season from here by G. T. R., via Sarnia, to British Columbia and other western points. This season the best delivery we can get is nine to twelve and fourteen days from here to Sarnia. We have written the G. T. R. freight department three times this season about this matter. They never even replied to our letters. We are seriously considering moving our business to some other point, where there will be better shipping facilities. Thanks to The World for taking this freight matter up.

Think of it—nine to twelve days to move freight not 200 miles, and freight that is destined to British Columbia and the west! How can any manufacturer hope to keep his market if he cannot deliver his goods? As The World said yesterday, there are hundreds of manufacturers and small towns who have exactly this same kind of experience, and nobody seems to move to help them out. They are literally being ruined by these railways. The World happens to know the member of parliament who represents this town in question, but we cannot name him, because, if we did, we would locate the writer of the above grievance, and he has asked us to treat his letter as confidential. But that member of parliament happens to have been, or did have the post of, local solicitor for the Grand Trunk Railway in his own town! Queer, isn't it? The World suggests to the writer that he see this member of parliament and ask what he has to say.

Let us give another instance of a shipper in Walkerton. He was five weeks in getting a car to ship a carload of his goods, and then when the car was shipped and delivered, 30 per cent. of the value of its contents was broken in transit. The buyer of the goods deducted this amount from the bill of the goods, so that the poor manufacturer had to wait five weeks before he could ship, one-third of the value of the car was broken, and he had to take one-third less of the value of its contents as his share. Listen to how he closes his letter. "I just have to take what you give me in settlement, and ship no more goods to you, and also report you to our friends." That is, this unfortunate shipper who lost his money is indignant at the purchaser of his goods! The latter only paid for what he got; but that is not the point. The point is the attitude of this poor shipper in the County of Bruce, who is actually driven to say, "I just have to take what you give me in settlement." Only men who have been broken by some kind of tyranny or injustice write that way. How long will any man continue in business with this kind of treatment tendered to him by the Canadian Railways. But yet, Peter Mackenzie and John Tolmie, two prominent farmers, and residents of the County of Bruce, have never been known to open their mouths in parliament on any occasion to exploit the railway grievances of their county. The worst-supplied counties to-day in the Province of Ontario are probably the Wellington-Grey-Bruce group, served by the Grand Trunk Railway

## NEEDS CLEANING UP



MR. WHITNEY: They're all out.  
OLD MAN ONTARIO: Well, I just wanted to show em the kind of broom that's mighty badly needed in this office.

## THROW OPEN BIG INDIAN RESERVE THE SAY.

Rights of Settlers Discussed at Meeting of Advisory Union at Blind River.

SAULT STE. MARIE, Oct. 21.—(Special.)—Friday and Saturday the meeting of the Advisory Union of Algoma Municipalities was held at Blind River. The meeting was well represented, fifteen municipalities sending delegates. Councilman Munro and Secretary J. W. Curran represented the Soo. Several important resolutions passed, including one under which the union will send delegates to Ottawa early in December in regard to opening up of Indian reservation at Garden River.

All municipalities in Algoma district will be represented on the delegation. It is claimed that considerable valuable farming land is being reserved for Indians who are not taking advantage of the action of the government in giving it to them. The Indians refuse to engage in agricultural pursuits for which the land is peculiarly adapted. The municipalities contend the land should be opened up and desirable settlers allowed to settle there. Secretary Curran was instructed to correspond with the Indian department at Ottawa regarding the reception of delegates.

A resolution was passed urging the government to commence work at the Soo end of the trunk road now being surveyed between Sudbury and the Soo. The survey party has now reached Nairn. The location of the road between Blind River and the Soo was discussed, but no action taken. It was decided at the meeting to place before the government necessity of providing more adequate protection for cattle at railway crossings. Protection at the present time in the district is declared to be poor.

The union will immediately impress upon the government the fact that all lands within the limits of organized municipalities be returned to the municipal government. It is claimed that in many instances these lands are not adapted to agriculture and are controlled by timber men who are cutting timber and then leaving the lands further undeveloped, passing no taxes meanwhile. No settlement duties are performed by these men. If the lands were returned to the municipalities as timber lands and a certain revenue would accrue to the government, besides assuring the development of lands.

A resolution was passed urging the government to amend the Municipal Act by providing for holding tax sales every three years. The municipalities contend the tax sale should be held every year. It was decided to hold the next annual meeting of the union in the Soo.

### ALLEGED PLUMBERS' COMBINE

Suit Against Twenty Firms Doing Interstate Business.

COLUMBUS, O., Oct. 21.—Attorney-General Ellis to-day filed in the circuit court of Franklin County a quo warranto suit against twenty concerns doing business or making supplies for plumbers. They are charging more than members of an association whose object is to control trade and fix the prices of the goods.

The association covers the States of Illinois, Indiana, Ohio, Pennsylvania, New York, Wisconsin, Michigan, Iowa, Minnesota, Missouri, Kansas, Colorado, Nebraska, Kentucky, Tennessee, Georgia, Alabama, Louisiana and Texas. Its headquarters are in Chicago and the secretary is Paul Blatchford.

### HEBREW HELD UP.

Highwaymen Get Cash and One is Taken After Chase.

Heale Wilvolvitz, 189 Chestnut-street, fell in with bold highwaymen last night. There were two of them and the first forced him up a lane. Having advanced into the darkened recesses of this place the twins could upon Heale and deprived him of something more than two dollars, his all. One of them choked him and beat upon his features during the lightning of his pockets, and Heale howled mightily.

P. C. Risley (25) was attracted by the cries and arrived in time to pursue the men, who fled down the lane. One of them was caught in the person of John Copeland, 28 years, 135 William-street. The other man escaped. Copeland is charged with highway robbery.

### FATAL ACCIDENT IN CAMP.

Peterboro Boy Lost Both Legs and Death Ensued.

PETERBORO, Oct. 21.—(Special.)—Word reached here to-day that George Hefferman, aged 19, son of Patrick Hefferman of this city, had both legs cut off in Turner's lumber camp, on shore of Lake Superior, and expired shortly after being taken to the hospital at Blind River. Hefferman left here last June.

### APPLIES TO EVERYBODY.

Rudyard Kipling's stiff felt hat was noted by the interviewers. A man's hat is one of the first things noticed in the good dresser's apparel. Dineen's, at Yonge and Temperance-streets, have become hat shapers for every year's head. Deal where you can be best suited. The Dineen specials at \$2.50 and \$3 combine the latest styles with splendid quality, and are the best value obtainable anywhere.

### HON. RODOLPHE LEMIEUX TO JAPAN ON WEDNESDAY

Will Be Entertained at Montreal To-Day by the Mount Royal Club—Sails Direct.

OTTAWA, Oct. 21.—(Special.)—Hon. Rodolph Lemieux, the special envoy of Canada to the court of Japan, has gone to Montreal, where he will be entertained to luncheon to-morrow by the Mount Royal Club.

On Wednesday he leaves for Vancouver, whence he will sail for Japan, as stated by The World last week.

The report that he at any time intended to travel by way of England is a chaffard. The time of the minister is too valuable, in view of the early opening of the session of parliament, to allow of any delay; and moreover, it is felt to be only fitting that as the envoy of Canada he should sail direct by the Canadian route.

### PARIS STRIKE ENDED

GIRLS GO BACK TO WORK

Eight Hundred Employes Decide Upon a Compromise—May Get Saturday Afternoons.

PARIS, Oct. 21.—The strike which has tied up the Penman Mills here for the past week was declared off to-night when the hands at a mass meeting held in the rink decided to return to work to-morrow morning.

The terms of settlement have not as yet been definitely arranged, but it is understood that a compromise will be effected. The hands will be required to work Saturday afternoons for some time at any rate, and they may have to work overtime to make up for time lost during the strike.

The final settlement will probably provide for 56 hours' work per week, so arranged as to allow Saturday afternoon off.

### ELEVATOR ACCIDENT IN LONDON WAREHOUSE

Charles Doyle Killed and William Patrick, Fatally Injured—Turville's Escape.

LONDON, Oct. 21.—(Special.)—Chas. Doyle was killed and William Patrick is dying as the result of an accident in the International Harvester Company's warehouse shortly after six o'clock this evening.

Doyle and Patrick, in company with a man named Turville, were descending in the elevator. A board left lying across the opening at one floor stopped the elevator and the cable continued to unwind.

Turville stepped off to ascertain the cause of the stop and at the same instant the board broke and the elevator stopped, carrying both men, as they fell twenty feet.

### The Chorus Girl.

Staffs may shine and be dimmed, but the Chorus Girl will trip on forever. The part she plays in the stage productions of to-day is considerable, even if her name is not emblazoned individually upon the bill boards.

But some attempt to give her the credit that is her due is being made by the management of "The Seaside Whirl," and the attention of the student body of Toronto is directed to the dramatic columns of this morning's paper, for an item to them of particular interest.

### THREATENS TO KILL KAID MACLEAN BY INCHES

Raisuli's Followers Desert Him in Fear of Consequences—Some Lively Fighting.

TANGIER, Oct. 21.—The first conflict between the forces of the rival sultans, Abdel-Aziz and Mulai Hafid, occurred Oct. 17 near Hetta, between Sharika and Mequines, according to reliable reports received here from Mazagan which result with Mulai Hafid, the sultan of the south, and consisting of eight regiments under Mulai Rachid and known as the first division, defeated the forces of Abdel Aziz, the sultan of the north, and captured Cald Bushta Bagdani, the commander-in-chief of all Abdel Aziz's forces in the field, who had with him eight pieces of modern field artillery. The favorable effect of this victory to the standing of Mulai Hafid is incalculable.

During the night of Oct. 17 some of Mulai Hafid's men made a third raid on the custom house at Mazagan and seized 100,000 cartridges and on the following night they made a fourth raid on the same place and captured 200,000 more cartridges.

The first division of the imperial troops, consisting of 800 men, destined for Mogador, arrived at Tangier to-day. Communication with Mogador is interrupted.

Some of Raisuli's followers have deserted him and come to Tangier. The native report of the occurrence gives as a reason for the desertion that Raisuli in retaliation for the French interference in the steps taken to secure the release of Cald Sir Harry MacLean, "intends to kill MacLean by inches."

### THE BALLOONS ARE OFF.

German Entry Ascended First at Four o'clock.

ST. LOUIS, Oct. 21.—The German balloon Pommern ascended at 4 p.m. to-day, inaugurating the second international aeronautic cup contest. The other eight balloons followed at five minutes' intervals.

As the last of the balloons to depart started away the band struck up "I Don't Know Where I'm Going, But I'm on My Way."

ALTON, Ill., Oct. 21.—The first balloon "Pommern," No. 1, German, passed over Alton at 6 p.m., traveling north about ten miles an hour.

### ENGINE BROKE THRU BRIDGE

James Hudson Pinned Underneath and Killed.

ARNPRIOR, Oct. 21.—(Special.)—James Hudson of Glasgow Station was driving a traction engine to the farm of William McComb in McNab township, when the engine crashed thru a bridge into a gully about 70 feet deep. The unfortunate man was pinned beneath the engine and killed instantly.

### MR. FISHER NOMINATED.

QUEBEC, Oct. 21.—At a convention of the Liberal party, held at Rimouski, Mr. A. Fisler, son of Senator Fisler, was chosen as the Liberal candidate to run for the local legislature in place of Hon. A. Tessier, who has been appointed a judge.

There were 500 applications for work received at the C. P. R. Labor Bureau yesterday.

### WORRELL IS PRESIDENT OF CONSERVATIVE CLUB

Lively Contests for Principal Offices—Call for Great Convention.

Unusual interest was taken in the annual election of officers of the Toronto Conservative Club, which were held last night in the Temple. The room was crowded with partisans of the various candidates. Lively contests ensued for all the principal offices except one. Two slates were in the field and both were badly splintered. M. J. O'Leary opposed William Worrell for president. Mr. O'Leary was nominated by Fred Thompson, William Worrell by J. E. Cameron, W. D. Earnage and S. S. Nesbitt were also tendered complimentary nominations.

The vote was close, William Worrell being elected by only 11 majority. For vice-president W. L. Purvis was elected over J. E. Cameron.

For second vice-president there were three candidates—W. A. Gordon, A. J. Pemberton and C. W. Cavers. The last named was elected. H. J. Macdonald won the third vice-presidency. J. W. Cheeseworth was chosen secretary without a ballot and J. T. Loftus treasurer. Mr. Cheeseworth is the only one of the founders of the club now in membership.

Executive—R. B. Magill, R. R. Elliott, A. J. Pemberton, W. H. Cooper, F. G. McBrien, Chas. Hooker, J. Lorsch, Fred Coles and W. A. Gordon.

Call for Convention.

J. A. Macdonald offered a resolution condemning the premature holding of nominating conventions in Toronto and favoring a general convention of the party in the Dominion, to formulate in a succinct and concise manner the policy of the Conservative party in relation to great inter-imperial and national issues. On this question the resolution said:

"Since the last federal election in the year 1905, great inter-imperial and national issues have developed and arisen which deeply concern the future of our country and the welfare of our people, while also since then the great and growing principle of public ownership of public utilities, including the nationalization of railways, telegraph and telephone, or the betterment for the people in the meantime of the existing conditions relating to transportation facilities are questions of vital and paramount importance, which to-day are more thoroughly understood than they were three years ago, and present themselves seriously and urgently for well-defined.

Continued on Page 7.

### DESPERATE CONVICTS ATTEMPT JAIL DELIVERY

Friends of Notorious Bill Miner Almost Murder Chief Inspector at New Westminster.

VANCOUVER, B.C., Oct. 21.—A desperate attempt at a jail delivery was made at the penitentiary in New Westminster late on Saturday afternoon. The ring-leaders were George Stone and T. Walker, former close companions of the notorious Bill Miner. Chief Inspector Imiah narrowly escaped being murdered, and will have to remain in bed many days on account of his injuries.

Shortly after 4 o'clock Stone approached Imiah from behind and dealt him a fearful blow on the head with a hammer. Imiah fell prostrate to the floor, and Walker, who had been standing near, attacked the prostrate man and dealt him several blows with a scuffling. Imiah turned over and tried to crawl away, but was practically helpless.

The two convicts, followed by others, then made a break for the fence. A moment later Assistant Warden Stewart appeared and held them up with his drawn revolver. The desperate men were cowed, especially when another convict named Campbell came to the assistance of the officers. Stone and Walker were overpowered and have been placed in solitary confinement.

### PETERBORO MAN INSANE.

Attempted to Take His Life at Rochester, N. Y.

ROCHESTER, N.Y., Oct. 21.—(Special.)—John Connelly of Peterboro, Ont., became suddenly insane in an New York Central train this afternoon. He imagined that some one intended to murder him.

Producing a knife he began to jab himself in the throat. Passengers took the knife away from him and turned him over to the police. Being across the tracks he broke away from the police and tried to throw himself in front of a freight train.

He has been removed to the county hospital, where efforts are being made to save his life. The throat is gashed badly, and it is thought his windpipe is severed. Connelly came here from Canada but a few months ago.

### DEPORTING ELEVEN LUNATICS.

Arrangements have been made for the deportation by the Dominion superintendent of immigration of 11 lunatics who have been in this country for less than two years.

### BALLOONS, THEIR NATIONS AND THEIR PILOTS, IN RACE FOR INTERNATIONAL CUP.

Balloon	Capacity.	Pilot.	Nation.
Pommern	77,000	Oscar Erbsloeh	Germany
United States	75,000	Maj. Henry B. Hersey	America
L'Isle de France	77,000	Aldred Leblanc	France
Duesseldorf	77,000	Capt. Von Abercorn	Germany
Lotus II	75,250	Griffith Brewer	England
America	77,000	J. C. McCoy	America
Anjou	79,500	Rene Gasnier	France
Abercorn	50,000	Paul Meckel	Germany
St. Louis	77,000	Alan R. Hawley	America