



men who pass at up a better And yet should; there's same income, rself: how is n and neat? s: He has He's not now at any rate percoat! See ttire yourself y.

ted fawn covert cloth, fine serge linings and\$10.00 Weight Overcoats, fine in dark Oxford grey deep silk facings, silk\$15.00 medium weight black, with deep vent at carefully tailored and y black silk. Tues-\$18.50 handsome fine basket colors, and dark olive ings. Tuesday \$3.50

Men Stiff and Soft Hats, lora black, brown and \$2.00 and \$2.50 t of latest shapes, in cloth and serges, Oc, 75c and \$1.00

N BANK 00,000.00 83,713.23 f Individuals, Firms, and orations Solicited deposit and compounded y Guaranteed.

SOPER WHITE SPECIALISTS FOLLOWING DISEASES Gonorrhea Constipation uralgia Epilepsy-Pits madche Rheumatism Syphilis Skin Diseases mbago Chronic Ulcer talysis Nervous Debility opesia Bright's Disease ctura Varicocele ears Lost Manhood isions Salt Rheum ecial Diseases of Men and Women. table, but if impossible send re-cent stamps for reply. Adelaide and Toronto Sts. m. 10 p.m. 10 p.m. m. 10 p.m.

PER and WHITE Street, Toronto, Ontario endorsed by all pro-

Factory 2300 will buy a corner factory, 2300 square feet, mill construction. Good shipping. Immediate possession. Apply H. H. WILLIAMS & CO. 26 VICTORIA STREET

27TH YEAR PROBS: Fine and cool.

FIVE ACCIDENTS FATAL GIRL KILLED BY TRAIN; DERRICK FALLS CONDUCTOR'S SAWFUL DEATH

Chas. Ellingworth Struck by Passing Car and Dragged by One He Was On - Had Been Fixing Window Blind.

COLLAPSE OF A SCOFFOLD KILLS ONE, INJURES ANOTHER

THE DEAD. CHAS. ELLINGWORTH, aged 30, conductor, struck by a car. JAMES RIGBY, aged 26, carpenter, killed by collapse of scaffold. LEE JOHNSTON, aged 35, killed by fall of derrick. ANNIE WADDINGTON, aged 5, run over by train. JOHN BARCLAY, aged 17, died after fall from horse.

Five deaths due to accident in and about the city occurred yesterday. Charles Ellingworth, 1243 College-street, a street railway conductor, was struck and instantly killed while on a Bloor and McCaul car on Bloor-street, near Robert, at 7 o'clock last night. He was sitting on the iron gate on the rear platform, reaching forward to fix the canvas curtain for the seat in front. An eastbound car struck him, and as he fell his foot caught in the gate and he was dragged along for almost 100 yards. The top of his head was torn almost completely off. The blood from the injured man splashed over the passengers, of whom there were a number on the rear of the car. The body was removed to A. W. Miles' undertaking rooms, where an inquest will be held this morning. Ellingworth was about 30 years of age. He had been on the railway for four years. He leaves a widow, having been married three years ago.

Girl Run Over. Five-year-old Annie Waddington of Swansea was on G. E. R. tracks near her home. She attempted to cross before an incoming train, which struck her, severing both legs above the knee. The accident occurred at 2:15 o'clock. The child was removed to Grace Hospital, where she died at 8 o'clock. She was the daughter of William Waddington of Swansea, a laborer. A railwayman who was at the foot-board of the engine was struck by the tracks with his foot, but the wheels passed over the legs above the knees. A special engine and coach carried her to the head of Bathurst and an ambulance conveyed the child to the hospital. Lee Johnston, aged 35, in Toronto only four days, was killed by the fall of a derrick at the Jenkins machine shops on Strachan-avenue at 8:30 a.m. yesterday. He was unharmed. An inquest will be held to-night.

James Rigby, 27 Radenhurst-street, was instantly killed by a fall from the top of a dormer bow-window at a house in the New Adelaide district at 1 o'clock yesterday. He, with Robert Dawson of the same address, and the man of the work, stepped out upon the structure, which was being supported by a light scaffolding. It collapsed and the two workmen fell. Rigby was instantly killed and Dawson was removed to his home at Radenhurst-street suffering internal injuries. After the accident one of the men on the work explained that the scaffolding had been insecurely nailed. Both are young unmarried men, recently here from England. An inquest will be held.

While exercising a horse on the Don speedway Sunday morning, John Barclay, aged 17, living at 555 Church-street, was thrown on his head, sustaining a fracture of the skull, from which he died early yesterday morning.

The injured. There were several persons hurt yesterday, also. Edward Canavan, 2138 East Gerrard-street, fell 8 feet from a scaffolding at Hyson Bros' garage, Victoria and Shuter-streets, yesterday afternoon. He sustained a severe scalp wound, and after being removed to St. Michael's Hospital. Annie O'Brien, a maid at 6 Mackenzie-avenue, Rosedale, fell from a doorway where the steps were being replaced. She was found unconscious and removed to the General Hospital, where she is in a serious condition. Robert Veitch, 32 Elmira-avenue, was knocked down by a bicycle on Queen-street near George-street. He received a bad scalp wound. Veitch, with his son, who accompanied his father to St. Michael's Hospital in the police ambulance. A boy came along on a bicycle, and, dodging between father and son, he struck the older man between the legs. Veitch is an ex-policeman.

BEFORE CABINET TO-DAY. Power Matter and Soo Loan to Be Considered.

"All that so far has been announced in the press with reference to the hydro-electric power commission," remarked Hon. Mr. Whitney yesterday, "is pure conjecture. But we are moving ahead steadily, getting everything into shape." The power commission are to meet this morning at the parliament buildings with a cabinet meeting directly afterwards. Among the matters to be considered are the power question and the Soo loan guarantee. Hon. Mr. Matheson, in respect to the Soo loan guarantee, yesterday said that negotiations were in progress, and that if the guarantee were renewed there was no chance whatever of the amount in question—\$1,000,000—being reduced for some time to come.

The Toronto World

TWELVE PAGES—TUESDAY MORNING OCTOBER 1 1907—TWELVE PAGES

COMMISSION TO GO STRAIGHT TO WAKADO

Spirit of Japanese Emigration Agreement and Honesty of Passport to Be Considered.

OTTAWA, Sept. 30.—(Special.)—A complete statement of Canada's argument against a continuation of the present large influx of Japanese immigrants into this country is being prepared by the government for presentation to the government of Japan. No doubt a commission or commissioner will present the argument to the Japanese government at Tokio. It will be pointed out in this statement that when the treaty with Japan was signed by Canada there was an express understanding that the Japanese law restricting the issue of passports to intending emigrants to a limited number each year would continue to be enforced. In the Japanese emigration laws it is expressly stated that any emigrant obtaining a passport under false representation is liable to a heavy fine in addition to the cancellation of the passport. The enforcement of this clause by Japan would have a large influence in stopping the influx of Japanese to British Columbia by way of the Hawaiian Islands. Other points that will be emphasized are that public opinion in this country, as shown by the utterances of public men in the press, and by the resolutions of the labor minister, is unanimously opposed to any large or sudden influx of oriental immigration, and that the present rate of immigration, if continued, will result in unnecessary racial friction in British Columbia, and will militate against the development of trade between Canada and Japan as desired by both governments. "Therefore, be it resolved that a petition be presented to parliament praying for the repeal of the said act in so far as it affects those interests and industries be circulated for signatures." It was moved by Mrs. Denison, seconded by Fulton Arnold, that: "Whereas large numbers of the inhabitants of cities and towns are prevented from going into the country and large numbers of the country people are deprived of the privilege of visiting the cities and towns on Sunday for want of street car accommodation; Therefore, be it resolved that a petition be presented to parliament praying for the repeal of all those acts and laws which prevent or restrict the running of street cars on Sunday." It was moved by P. Jamieson, seconded by J. L. Miller that: "Whereas the holding of musical entertainments, popular lectures and other similar intellectual, useful and enjoyable recreation can only be met (as a rule) by charging an admission fee; Therefore, be it resolved that this league petition the Dominion Parliament to repeal all the clauses of the Lord's Day Act which forbid the charging of a fee for admission to such entertainments." The executive was elected as follows: P. Jamieson, Rev. Victor Gilpin, Mrs. Flora McD. Denison, Mrs. Calvert, E. Meel, J. Enoch Thompson, D. W. Livingston, G. A. Lorsch, H. J. Cotovide, George Gray, and J. Enoch Thompson was elected secretary-treasurer by acclamation.

HEAD ALMOST TORN FROM BODY IN ELEVATOR SHAFT

George Fry, Formerly of Wallaceburg, Lost Life in Blonde's Mill at Chatham.

CHATHAM, Sept. 30.—(Special.)—George Fry, a young married man, lost his life under tragic circumstances here this afternoon at 2 o'clock. He was going up in the elevator from the first to the second floor in Blonde's mill. It is supposed the elevator failed to stop, and in fright the victim attempted to escape from the car, when he was caught between the car floor and the roof of the second floor. He was nearly decapitated. Deceased was a member of Sydenham Valley Lodge, Wallaceburg, from which place he and his wife came. He carried \$1000 insurance. There are no children.

SHIPPING LOTS OF IRON FROM ATIKOKAN MINES

Inspector McCorkill Finds Mining Booming Along North Shore.

E. T. Corkill, inspector of mines, who has just returned from a trip of inspection of the mines in the Atikokan, Manitowish, and Sturgeon Lake districts, on the northern shore of Lake Superior, reports that iron ore is being shipped from the Atikokan mines to the blast furnaces at Port Arthur, which are handling daily 150 tons of it. The Atikokan Iron Mining Co. has made what is practically the first shipment of iron ore from that section of country. The ore is of excellent quality and is magnetized. These mines have been continuously in operation since June last. He also visited the Laurentian gold mines in the Manitowish district, and the Northern Pyrites mine in the Sturgeon Lake district, and 75 miles north of Dinosaur. This mine is situated some three miles from the Thunder Bay branch of the G. T. P. A large body of pyrites has been opened up and shipment will begin so soon as the railway to Fort William is completed. A considerable number of prospectors for gold have been busy in the Sturgeon Lake district, but little development can be expected prior to the opening of traffic of the Thunder Bay branch. The Laurentian Gold Mining Co. have discovered valuable pockets of gold ore on the 100 and 200 foot levels, and they are now endeavoring to locate the same vein on the 300 foot level.

TEMPORARY CAPITAL. EDMONTON, Sept. 30.—The government of Alberta took out a permit Saturday for new temporary legislative assembly hall and offices. It will be 70 feet in frontage, 40 feet deep, 31 feet high in the two storeys. It will be of brick and concrete construction, with galvanized roof. It will be completed before the end of the year. The cost will be \$10,000.

JUDGE LARUE RESIGNS. QUEBEC, Sept. 30.—Hon. Jules E. Larue, Judge of the superior court, has forwarded his resignation to Ottawa. The reason for the Judge retiring is due to ill-health.

PAYING COURT TO THE NEW HEIRESS.



Mr. Borden: How aggravating? Maclean already here, and, if my eyes do not deceive me, Laurier riding in this direction too.

FARE OF TWO CENTS A MILE. Brooklyn (N. Y.) Eagle: A note new in the agitation for fares of two cents a mile on the railroads has been sounded in a despatch from Nebraska to The New York Herald. Six months' trial has been given to the law in that state, and the results are somewhat astonishing.

The contention of the railroads was that, under the enforcement of the law, which would reduce the receipts from the passenger traffic 33 1/3 per cent., the cost of operating passenger trains would not be reached. It now appears that, under the reduced rate, the inter-state railroads are handling more passengers than ever before in their history; new trains have been added to assist in caring for the increased traffic; thru Pacific Coast trains, while in Nebraska, are turned into locals to accommodate the short-riding passengers pending the time when additional equipment can be acquired, and the work of pushing extensions and branches, and double-tracking of sections, suspended in anticipation of the disastrous effect of the passage of the law, has been taken up again, and is being pressed vigorously. In operation with this law is the no-pass law, to the influence of which on the receipts consideration must be given. It is the minor or within-state roads that are injured, not the interstate lines, and the singular result is foreshadowed that such lines will be absorbed as feeders by the interstate roads.

The railroad men are represented as being astonished at the showing. They may well be, for none but the unduly prejudiced believe that the railroad men were insincere in their assertions that disaster must follow the imposition of a two-cent rate. They earnestly believed it would be so, and hence their opposition. Yet there were among them those who were not so certain of resulting disaster. These were the men on whom certain facts in railroad operation had made a profound impression. The facts are these: Each increase of facilities in railroad passenger traffic and each decrease in fares has been followed by the development of a new and additional class of travelers. The ability to travel easily and quickly, and especially at reduced rates, has induced more people to travel. Indeed, a new class of travelers seems to have been developed, even in instances where it appeared as if the last passenger that would naturally travel had been carried.

A notable instance is the Empire State Express, which was put on simply to relieve the pressure on the Chicago Limited. On its first day, running at the highest speed, with the ordinary rates, it developed its own business, and has since proved to be most profitable, without affecting injuriously the traffic of other trains. It was not a diversion, but a development, of passenger traffic. Another notable instance was that of the Manhattan Elevated. For years it fought the attempt to make it by law reduce its fares from 10 to 5 cents. As a concession to the public demand, four hours were established in which the rate charged was 5 cents. These hours were called "commission" hours. As a result of the showing in those hours, the company voluntarily made a universal rate of 5 cents. Result: The traffic leaped in volume; the receipts were nearly doubled; expenses of operation were increased, to be sure, but not in proportion, and the net result was increased profits. These results were strange indeed to railroad operatives. They are to-day, and are not accepted as established principles. Apparently, an occult law governs the manifestation. Now we have the Nebraska result as a confirmatory manifestation. It is a matter for serious consideration by the railroad philosophers.

FEWER CATTLE SHIPPED. ACCIDENT OR MISCHANCE. WINNIPEG, Sept. 30.—The late opening of spring and early fall weather caused a very material diminution in the cattle shipments from the west this year. The difference in round numbers will be between 40,000 and 45,000 head.

LONDON, Sept. 30.—Great uneasiness prevails in German commercial circles at the prospect of a preference being placed on the trips to Australia. The steamer Luella of the ferry company's fleet went out of commission yesterday. The Ada Alice takes her place on the trips to the Children's Hospital this afternoon.

\$9000.00 Bedford Rd., detached, nine large rooms, new plumbing and heating, electric light, mahogany and oak finish, lot 60x140. F. J. SMITH & CO. 61 Victoria Street.

STRAIGHT PARTY CONTEST AT BROCKVILLE

New Opposition Leader Will Deliver Three Speeches in Riding --It's Lewis v. Donovan.

BROCKVILLE, Sept. 30.—(Special.)—The provincial by-election nomination proceedings passed off quietly this afternoon. As expected, W. A. Lewis, Liberal, and A. E. Donovan, Conservative, were placed in nomination, and each addressed about 300 of the electors, assembled in Victoria Hall. Mr. Lewis confined his speech to a criticism of the Whitney administration, paying particular attention to its educational, prison labor and liquor license policies. He claimed that the pre-election promises had not been fulfilled, particularly in failing to take the liquor license question out of the realm of politics. He urged his election to strengthen the hands of the little band of members to the left of the Speaker. Mr. Donovan was strong in his defence of the Whitney government and enumerated with telling effect the many progressive and popular measures put in the statute books since its accession to power. He dwelt chiefly on the efforts of Hon. Mr. Whitney to give the people an honest government. New Leader Will Deliver Three. Polling takes place on Oct. 7. The government supporter looks like a winner, though the riding has not returned a Conservative member for over thirty years. Hon. A. G. Mackay, the new Liberal leader, is announced to deliver three addresses throughout the riding this week, concluding with one in Brockville on Saturday evening, Oct. 5.

RAILROAD SUCCEEDED WHERE PUBLIC FAILED

Outcry in Ottawa Publication Against Encroachment of Hotel on Hill Park Property.

OTTAWA, Sept. 30.—(Special.)—The Calendar, published by St. Patrick's parish, has an article in the October issue commenting on and opposing the building of the proposed new Grand Trunk Hotel on Major's Hill Park property. The article is entitled "A Deed Without a Name," and the name of the writer is not given. Some extracts from the article follow: "The proposal to build in Major's Hill Park the existing printing bureau was received with horror, and when, several years ago, it was mentioned as a fit and proper site for the new departmental building, the idea was scouted as a desecration of Ottawa's choicest beauty spot. "Now, mark what has happened. The privilege which the government would not allow itself against the wishes of the people of Ottawa it has conceded to the audacious request of a dominating railroad company, which has a right to build an hotel on what has, at all events, come to be regarded as the people's public property. "Better far, and more consistent with public decency and economy, would it have been to have devoted the whole park to the new departmental and justice buildings. "But it will be urged, it is only a little slice of the lower end of the park that is required for the hotel. That may be; but the park is doomed nevertheless. The hotel is but the thin edge of the wedge. A few more government buildings will drive the whole wedge in."

AN IMPORTANT SALE OF ELEVATOR INTERESTS

Holdings of Winnipeg Elevator Company Sold to Members of Canadian Elevator Co.

WINNIPEG, Sept. 30.—(Special.)—An important sale of elevator interests was completed today when John Love and C. R. Tryon sold all their interests in the Winnipeg Elevator Co. to E. C. Warner, F. G. Piper, F. E. Kenston and W. Douglas of Minneapolis, and W. H. McWilliams of Winnipeg. These parties are interested in the Canadian Elevator Co., and W. H. McWilliams, manager of the Canadian Elevator Co., will manage the Winnipeg Elevator Co. It is not likely there will be any other change in the office staff or in the name of the company. The paid-up capital of the Winnipeg Elevator Co. is \$275,000, and they own over 80 interior elevators. The capital of the Canadian Elevator Co. is \$500,000, so that the new organization will be a very strong one.

GRAMPIAN BROKE RECORD. Arrived at Montreal in Charge of Canadian Captain.

MONTREAL, Sept. 30.—(Special.)—Having broken the record from Glasgow to Quebec and Montreal, the new Allan Line's Gramplan arrived to-night in charge of Capt. Outram, the only Canadian in charge of an Allan steamship. The Gramplan is an exact counterpart of the Corsican, which has made three trips to the St. Lawrence. She left Glasgow a week ago Saturday at 6 p.m. and reached Quebec Sunday afternoon at 2:30, making the voyage under eight days. The new vessel has accommodation for 135 first-class, 232 second and 1423 steerage passengers. There with a crew of 230 would make 2966 souls on board. Her cargo carrying capacity is 7000 tons. On her maiden voyage the Gramplan had 40 saloons, 322 second cabin and 204 steerage passengers. DOUBTS ARE ALL ASTRAY. There is no doubt about it, the Dunlaps at Dineen's now are the most excellent of the autumn fare offerings for men. The Dunlop is sold by Dineen's at the same price which obtains in the United States, notwithstanding the fact that there is a 35 per cent. duty payable to bring it here. The prices are \$5 for felts and \$8 for silks. Dineen's Special hats are in all the latest blocks at from \$2.50 up. The very newest blocks are labelled "Dineen's Special" at the popular store, Yonge and Temperance streets.