INCREASE IN RATES FOR WAR'S DURATION

Three Larger Railways to Make Monthly Returns of Operation to Railway Board.

Ottawa, July 29.—The order-in-council covering th edetails of the increases in freight rates granted to the Canadian railways in order that they may be in a position to meet larger disbursements arising out of the application of the McAdoo wages schedule was made public this afternoon. It provides that the new rates which are approximately 20 per cent. higher than the rates now in force, will remain in force at least for the duration of the war.

The paragraph of the order-in-council governing the dates on which the rates shall become effective, is as follows:

The provisions herein, the rates herein prescribed shall be effective, if filed with the board of railway commissioners, as and from the 1st day of August, 1918, and shall remain in force for the duration of the present war and until further orders, subject to the provisions of the section next preceding. Increase of rates may become effective after the 12th day of August, 1918, and as and when filed.

The qualifying section referred in the foregoing is as follows:

"The board of railway commissioners shall obtain from the three larger railway systems the results of railway operation per month and report on the same monthly to his excellency in council thru the minister of railways and canals to the end that, should the earnings of the said companies under this order be greater than the sum required to meet increased costs and permit transportation to be properly and efficiently carried on, the appropriate reduction in the rates fixed shall be made. The said reports and the books, accounts and records upon which the same are based, shall be open to examination and audit by the Government of Canada, under such regulations as may be hereafter prescribed by the governor-in-council.

The details of the new rates follow:

EAST OF FORT WILLIAM.

Section 1.

All class rates in eastern territory shall be increased 25 per cent.

Section 2.

(a) Commodity rates on the following articles, in carloads, shall be increased by the amounts set opposite each:

Coal—Where rate is 0 to 49c per ton—Increase, 15c per net ton.

Where rate is 50c to 99c per ton—Increase, 20c per net ton.

Where rate is $1 to $1.99 per ton—Increase, 30c per net ton.

Where rate is $2 to $2.99 per ton—Increase, 40c per net ton.

Where rate is $3 or higher per ton—Increase, 50c per net ton.

Coke—Where rate is 0 to 49c per ton—Increase, 15c per net ton.

Where rate is 50c to 99c per ton—Increase, 25c per net ton.

Where rate is $1 to $1.99 per ton—Increase, 40c per net ton.

Where rate is $2 to $2.99 per ton—Increase, 60c per net ton.

Where rate is $3 or higher per ton—Increase, 75c per net ton.

Ores (iron)—Increase, 30c per net ton, except that no increase shall be made in rates on ex-lake ore that has paid increased all-rail rate before reaching lake vessel. The increase of 30c shall be added to tariffs in force prior to March 15, 1918, and the increases since allowed by the board of railway commissioners struck out.

Stone (artificial and natural)—Building and monumental, except carved, lettered, polished or traced—Increase, 20 per 100 lbs.

Stone (broken, crushed and ground), sand and gravel—Increase, 1c per 100 lbs.

Brick (except enameled or glazed), cement—Increase, 2c per 100 lbs.

Lime and plasters—Increase, 1½c per 100 lbs.

Lumber and other forest products, not otherwise herein specifically dealt with—Increase, a flat rate of 1c per 100 lbs. to be added to the tariffs in force prior to March 15, 1918, and the rate so obtained to be then increased by 25 per cent., but not exceeding 5c per 100 lbs., the increase since granted by the board of railway commissioners to be disallowed.

Pulpwood—Increase, 25 per cent., but not exceeding an increase of 5c per 100 lbs.

Cordwood, slabs and mill refuse, for fuel purposes—Increase, 1c per 100 lbs.

Wheat—Increase, by striking out the limitation imposed of 2c per 100 lbs. in the increase allowed by the board of railway commissioners, effective March 15, 1918, and adding 25 per cent. increase, but not exceeding 6c per 100 lbs.

Other grains, flour and other milled products—To be increased to the new wheat rates.

Live stock—Increase, 25 per cent., but not exceeding an increase of 7c per 100 lbs., where rates are published per 100 lbs., or $15 per standard 36' car, where rates are published per car.

Packing house products and fresh meats increases 25 per cent.

Bullion, base (copper or lead), pig or slab, and other smelter products 25 per cent. increase.

Sugar, syrup and molasses, by canceling existing commodity rates and applying the fifth class rate as increased hereunder, 25 per cent.

Ice, 25 per cent., calculated on tariffs in effect prior to March 15, 1918. Increases since allowed by the board of railway commissioners to be disallowed.

(b) Commodity rates not included in the foregoing list shall be increased 25 per cent.

(c) In applying the increases prescribed in this section the increased class rates applicable to like commodity description and minimum weights between the same points are not be exceeded.

TERRITORY WEST OF FORT WILLIAM

Class Rates.

(a) All class rates shall be increased 25 per cent., calculated on the tariffs in force prior to March 15, 1917, the increases since allowed by the board of railway commissioners to be disallowed.

Commodities.

Coal and coke—Rates to be increased as rates on the commodities are increased hereunder in western territory.

Ores, iron, rates to be increased.

WESTERN TERRITORY.

Ores, iron, rates to be increased as rates on the commodities are increased hereunder in eastern territory.

Ores, others—On ores not exceeding in value $25 per net ton, 1 per cent. per 100 pounds; on ores valued over $25 to $50, two cents per net 100 pounds; on ores valued over $50 to $100, the tenth class rates of the merchandise distributing scale as increased hereunder, shall apply; on ores over $100 in value the tenth class rates of the merchandise standard scale as increased hereunder shall apply.

Stone (artificial and natural), building and monumental, except carved, lettered, polished or traced, by the addition of two cents per 100 pounds to the tariff in force prior to March 15, 1918; the increases subsequently granted by the board of railway commissioners to be disallowed.

Stone broken, crushed and ground, also sand and gravel, by the addition of one cent per 100 pounds to tariffs in force prior to March 15, 1918; the increase since allowed by the board of railway commissioners to be disallowed.

Brick, except enameled or glazed by the addition of two cents per 100 pounds to the tariffs in force prior to March 15, 1918, the increases since granted by the board of railway commissioners to be disallowed.

Cement, two cents per 100 pounds.

Lime, one-half cent per 100 pounds on the tariffs in force prior to March 15, 1918, the increases since allowed by the board of railway commissioners to be disallowed.

Lumber, 25 per cent., but not exceeding an increase of 5 cents per 100 pounds.

Grain and Product.

Grain, and grain products to Fort William and Port Arthur, by the addition of the increases granted under the McAdoo order for similar mileages in adjacent American territory to the rates in effect prior to March 15, 1918. Where more than one tariff of an American carrier in adjacent territory exists, the rate increase shall be that allowed on the lowest normal rate for the same or similar mileages in such contiguous territory under the McAdoo order; the increases since granted by the board of railway commissioners to be disallowed. Provided that rates on same products shall not be greater from the City of Edmonton than from the City of Calgary.

Grain and grain products between local points and to the Pacific Coast, by the addition of 25 per cent., but not exceeding an increase of 7c per 100 pounds, where rates are published per 100 pounds, or $15 per standard 36' car, where rates are published per car, increases to be based on tariff in effect prior to March 15, 1918, and the increases since allowed by the board of railway commissioners to be disallowed.

Packing house products and fresh meats, by the addition of 25 per cent. to the tariffs in effect prior to March 15, 1918, and increases since allowed by the board of railway commissioners to be disallowed.

Bullion, base (copper or lead), pig or slag and other smelter products, rates from British Columbia smelters to Toronto and Hamilton to take rates from the contiguous American smelting and shipping point, namely, Northport, Wash., to Buffalo, viz., 7½ cents per hundred pounds; Montreal to take the New York rate of 8½ cents per hundred pounds rates to Canadian points in eastern Canadian territory to be advanced 25 per cent. Rates on zinc for domestic consumption to be the same as on copper and lead.

Sugar, syrup and molasses—to be made on the basis and principle adopted hereunder for eastern territory.

(b) Commodity rates not included in the foregoing list shall be increased 25 per cent., calculated on the tariffs in force prior to March 15, 1918, and the increases since authorized by the board of railway commissioners to be allowed.

(c) In applying the increase prescribed in this section the increased class rates applicate to like commodity descriptions and minimum weights between the same points are not to be exceeded.

Territories both east and west. Minimum charges:

(a) After the increases hereunder made in class rates, no rates shall be applied on any traffic moving under class rates lower than the amounts in cents per hundred pounds for the respective classes as follows:

Classes:	1,	2,	3,	4,	5,	6,	7,	8,	9,	10
Rates:	24,	21,	18,	15,	12,	11,	9,	10,	10,	7½

(b) The minimum charge on less than carload shipments shall be as provided in the Canadian freight classification, but in no case shall the charge on a single shipment be less than fifty cents.

(c) Class rate: Class rates between eastern and western points, that portion of the rate applicable to eastern territory to be increased 25 per cent., and that portion applicable to western territory 25 per cent., based on the rate in effect prior to March 15, 1918. The advances subsequently allowed by the board in western territory shall be disallowed.

Commodities: Commodity rates between eastern and western points—Increases on that portion of the rate applicable to eastern territory, the appropriate increase granted hereunder for the commodity for local movements in eastern territory, and on the western portion the appropriate increase granted hereunder for the commodity for local movement in western territory. The advances allowed by the board of railway commissioners in western territory effective March 15, 1918, shall be disallowed.

(d) Import rates—To be increased: Subject as a maximum, to the lowest rates obtaining from Baltimore or any north Atlantic seaport in the United States to the same destinations, except that the rates from Halifax shall be increased so as to continue on the present relative basis.

Dispositions of Fractions.

(e) In applying rates fractions shall be disposed of as follows:

(1) Rates in cents or in dollars and cents per 100 pounds or per package.

Fractions of less than 1 per package.

Fractions of less than ¼ or 0.25 to be omitted.

fractions of ¼ or 0.25 or greater, but less than ¾ or 0.75 to be shown as one-half (½).

Fractions of ¾ or 0.75 or greater to be increased to the next whole figure.

(2) Rates per ton.

Amounts of less than five cents to be omitted.

Amounts of five cents or greater, but less than ten cents to be increased to ten cents.

(3) Rates per car.

Amounts of less than twenty-five cents to be omitted.

Amounts of twenty-five cents or greater, but less than seventy-five cents to be shown as fifty cents.

Amounts of seventy-five cents or greater, but less than one dollar, to be increased to one dollar.

(f) In establishing the freight rates herein ordered while established rate groupings and fixed differentials are not required to be used, their use is desirable, if found practicable, even tho certain rates may result which are lower or higher than would otherwise obtain.

TWO UNDER ARREST.

Charged With Committing Aggravated Assault on Belleville Man.

Belleville, July 29.—On the night of the 15th instant, John Barry of this city, whilst proceeding to his home in the southwestern portion of the city was set upon by three men, one of whom dealt him a severe blow on the head with the butt end of a baseball bat, which inflicted a serious wound. The police have been working upon the case, and last night Charles McConnell of this city, and William Bell, a stranger, both young men, were arrested, charged with the offense. The crown not being prepared to proceed with the case, it was enlarged until Tuesday, August 6. McConnell was allowed out upon furnishing $3000 bail.

MANY CLAIMS FOR DAMAGE.

Hamilton, July 29.—On Thursday the board of control will have before it a stock of claims for damages alleged to have been caused by the sewers backing up on Saturday afternoon when the cloudburst was at its worst. These complaints will be turned over to the claims committee.

ACCEPTS CALL TO INGERSOLL.

Ingersoll, July 29.—During the time that the pastor, Rev. Ronald MacLeod, recently appointed a chaplain, is serving overseas, Rev. Geo. Mason of Harriston, will be in charge of St. Paul's Presbyterian Church. Mr. Mason has accepted a call sent him, and is expected to begin his duties on Sunday next.

WAR SUMMARY

THE DAY'S EVENTS REVIEWED

From Constantinople the highly important news has come that Turkey and Germany have broken off relations. Until Turkey, however, shows her ability completely to throw off the German shackles, the result of the rupture will remain in doubt. The Germans have almost a stranglehold on the country. The immediate cause of the breach appears to have been the seizure of the Turkish cruiser Hamidieh as compensation for the recent loss of the Breslau off the Dardanelles. For some considerable time discord has been increasing between Germany and Turkey over the disposal of the Russian fleet. For some time Turkey has been at variance with Bulgaria over the division of the spoils resulting from the collapse of Russia and Rumania. If the allies can make a truce with Turkey and give her prompt assistance, she may at once turn her arms against Bulgaria.

* * *

Turkey has ample cause to wage war against Germany. Before the war the Germans gained complete control of her army under the pretext of getting it ready for fighting Greece. In the next place they sent their warships to the Golden Horn on the outbreak of hostilities with the allies, overawed Constantinople, closed the Dardanelles, attacked Russian seaports in the Black Sea, and forced Turkey into the conflict against her old friend Great Britain. Since that time Turkey has met with disaster upon disaster. Her expeditions against Egypt collapsed at the Suez Canal, she lost Armenia for a time, she lost Bagdad, and she lost Jerusalem. Attacks organized by the Germans to regain these cities have failed. The collapse of Russia has removed her fear of utter extinction by the allies. The collapse of the Austrian offensive in Italy, of the German offensive in France has ruined German prestige in the near east. The allies, probably thru the United States, have also been conducting a discreet anti-German propaganda, and the Greek population of Asia Minor has risen in rebellion. Finally, the allies are making a notable advance in Albania, threatening the existence of Austria and Bulgaria. Turkey wants to be on the winning side, and has consequently turned against Germany.

* * *

Germany has maintained considerable forces in Turkey and her officers lead many of the Turkish divisions. The Germans will probably attempt a coup d' etat, but the allies appear to have been aware of the discord and it is presumable that they will take prompt advantage of it. Their airplanes have been disturbing the peace of Constantinople with many bombardments and perhaps the population will receive any cessation of these attacks with relief. It is believed that President Wilson of the United States, who has preserved a sort of neutrality with Turkey, has been managing the allied end of the Turkish negotiations. Once the allies clear the Germans out of the Dardanelles, the United States could send direct help to Constantinople.

* * *

On the Aisne front the allies kept up their advance yesterday and cleared further large tracts of the Germans. The crown prince reinforced his line and not only offered stronger resistance, but attempted with counter-attacks to regain lost ground, without success. On the allied left, in a sector south of Soissons, a force of Scottish troops made their appearance and, advancing into the outskirts of Buzancy Village, captured a park and chateau and maintained these positions against many strong German counter-attacks. Just south of Buzancy, in the region east of Plessier, Huleu, and Oulchy-le-Chateau, French troops advanced beyond the Chateau Thierry road and captured Grand Rozoy and Cugny. They also occupied Butte Chalmont, taking 450 prisoners. In the centre, the allies extended their gains on the northern bank of the Ourcq, passing north of Fere-en-Tardenois and penetrating into Sergy. Further south they captured Roncheres. On the right, the allies crossed the Dormans-Rheims road, south of Villers-Agreen-Aiguisy, and gained further ground on the front west of Bligny and St. Euphraise. In the Champagne, east of Rheims, the German attack against Mont Sans Nom failed to gain any results.

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The significance of the latest news is that the allies, beginning with the Scotch troops thrown in south of Soissons, are increasing their pressure against both German flanks. The enemy had apparently intended to withdraw to the line of the Vesle and Ardre and is stiffening his resistance to hold these lines, but the allies are meeting this manoeuvre with stronger blows against the pivots of his new line. In order to guard against a German counter-attack from the new front, the allies may storm his pivots, as they did during the retirement of the enemy from the Somme last year when they stormed his pivots on the Aisne and at Vimy Ridge.

* * *

On the British front several important operations have proceeded on the southern bank of the Somme for the purpose of lessening the German pressure on Amiens. The Australians have advanced 500 yards on a front of 4,000 yards astride the Bray-Corbie road between Morlancourt and Sailly-Saillisel and in the same region British troops made a further progress, took 143 prisoners and 36 machine guns, and beat off three German counter-attacks. These local actions are serving also to give the British good parts for starting off whenever they decide to undertake a counter-offensive against the salient of the Somme and Montdidier.

YORK COUNTY AND SUBURBS

Earlscourt

EARLSCOURT WANTS TO GET ITS COAL

Situation Discussed at Well-Attended Meeting Held Last Night.

The crowd that attended the meeting last night in the North Dufferin Street Schoolroom, called by the British Imperial Association to discuss the serious aspect of the coal shortage, as it affects Earlscourt, was a proof of the keen interest taken by citizens in this section. Women were also present in large numbers. Works Commissioner Harris had been invited, but at the last moment was unable to attend. On the platform were D. Chisholm, property commissioner; Sergt.-Majors Gardner and Barclay of the G.W.V.A., Ald. Brook Sykes and Geo. Wills. J. R. MacNicol presided.

Ald. Brook Sykes said he would not be doing his duty as one of the representatives of Ward 6 if he did not look after this question of coal for Earlscourt. It had engaged his attention for some time, and he did not wish to see a repetition of some phases of the coal situation of last winter. If wealthy people can get their coal, then Earlscourt should, also, and right now, if humanly possible.

H. Carter asked: "Have we a fuel controller? If so, what is he doing for Earlscourt citizens who are waiting for coal?" He condemned the practice of supplying places like Rosedale with huge quantities of coal and leaving sections like Earlscourt without a supply.

Sergt.-Major Gardner said there was coal on one side and graft on the other. Coal merchants were working hard to answer phone calls, but it was always "No" to Earlscourt. He said the G.W.V.A. had men posted near the local coal yards, and that farmers could get coal from these yards, but Earlscourt citizens, soldiers' wives, whose husbands were fighting at the front, were refused. "The alien should be employed, and there's a time coming when the sound of the bugle will be heard, and that means to fall in," added the sergeant.

Commissioner Chisholm, who was received with cheers, said the coal situation was a little better this year than last, and that provision had been made for 7000 tons of coal, to be supplied in half-ton lots, and that he was anxious to examine all complaints as to shortage and do his best that the Earlscourt people should have a supply. Since his appointment as fuel commissioner it was his intention to stop supplies to farmers, as he was of the opinion that farmers could always get a supply of wood. As to the quantities of coal in the coal dealers he had asked into the books of some of the dealers and had not found a reserve supply, as was generally supposed.

"The city is alive to the needs of Earlscourt and other parts of the city," said Mr. Chisholm, "but it would be well to inform the public that there was a smaller supply of stove coal this year than last," added the commissioner. "I promise you that Earlscourt shall come first in the matter of supply."

The speaker mentioned the action of the board of control in reference to wood from Algonquin Park, and said the alien should be placed there to cut wood at a moderate price to use with the coal. One speaker asked Mr. Chisholm what the price of coal should be, and the answer he received was around $10 and $11. He had not heard of coal at $12 per ton.

George Wills was for having every cellar in Toronto examined and measured to prevent rich families getting any more than other people. He said it was a shame that Earlscourt men who were fighting in the front line trenches should be treated worse than slackers.

R. Kirk said the trouble of this shortage of coal was caused by the coal brokers, who insisted on having 35 cents per ton in brokerage fees, and he was for coal rations for all Toronto.

A returned man and a coal dealer complained of the distance to carry coal in Fairbank, where he was delivering coal for the patriotic association, and that something should be done to shorten the labor in delivery of coal.

Alex. Craig, who has made this coal question a careful study, asked the coal commissioner if he wouldn't undertake to remove any surplus of coal in cellars that contained over the 70 per cent. allowed by law, and Mr. Chisholm was understood to say that this would be attended to, and that his office would deal fairly with the matter. He caused some laughter when he said that he knew that some Toronto millionaires did not get their full supply of coal last winter. Can the city legally go into the coal business was another question put to the commissioner. On the motion of H. Carter, seconded by Alex. Craig, a hearty vote of thanks was passed to Mr. Chisholm.

T. J. MAYBEE DEAD.

The death is announced of T. J. Maybee, a highly respected and well-known resident of Earlscourt, who died at the Wellesley Hospital at the age of 57 years. The deceased was in the real estate and building business, and built a large number of houses in north Earlscourt. He was also interested in garden truck, and did quite a business from his home at 1980 North Dufferin street. He is survived by his widow and a son. Rev. E. C. Miller of Fairbank Presbyterian Church will conduct the funeral service on Wednesday at Prospect Cemetery. E. Maurice Nash has charge of the arrangements.

West Toronto

HAD SIX GAMES.

Six inter-rink games were played by the West Toronto Lawn Bowling Club last night on the club's green in Baird Park. Tonight West Toronto plays against Toronto on the Toronto's green, corner of Bathurst and Dundas.

DEATH OF WILLIAM MASON.

The death of William Mason, 310 Durie street, occurred on Monday at the General Hospital. He was in his 58th year. The widow and three sons in khaki, two of whom are overseas, survive.

The funeral will take place tomorrow afternoon at 2 o'clock, and the remains buried in Prospect Cemetery.

COMMITTEE TO STUDY BRITISH LABOR NEEDS

London, July 29.—Winston Spencer Churchill, minister of munitions, announced tonight that work having been resumed in the munition factories in Birmingham and Coventry he intends to appoint immediately a committee to investigate the labor conditions which rendered the embargo on skilled workmen necessary. Mr. Churchill said the union advisory committee had been called to meet Wednesday to name its representatives for the investigation.

Danforth

SEEKING SUPPLY OF WOOD FOR FUEL

In view of the present serious condition of the coal situation, and the inability of the residents of the township to secure fuel, it was unanimously decided at a recent meeting of the joint ratepayers' associations of York Township, held in the club house, Harvie avenue, that a united effort be made to secure a sufficient supply of the wood now being cut by permission of the Ontario Government at Algonquin Park, thru the York Township Council. D. McCarthy, secretary, was instructed to communicate with the council immediately on the matter.

A member pointed out that the wood would cost $7 a cord, and about $4 a cord for delivery, in all about $11 a cord delivered in Toronto.

The secretary said that in Wellington County the cost laid down was about $8.50 a cord, and is supplied at that price by a private contractor.

The next meeting will be held at the club house on Friday, Aug. 16, when the question of permanent headquarters will be discussed. A strong feeling in the meeting was that Yonge street north, near St. Clair avenue, would be the logical site for a permanent place of meeting for the joint gathering from east and west.

There were eight associations from various parts of the township represented by about 70 to 80 delegates present. Philip Fediar, president Todmorden Ratepayers' Association, occupied the chair.

ACTION IS WANTED TO GET THE COAL

"The coal situation is a much more important question at the present time than the housing problem in the city," said A. Hanna, vice-president of the Danforth Ratepayers' Association, to a reporter for The World yesterday.

"What are our fuel controllers doing about the matter?" he queried. "If we cannot fill our coal bins now, it is certain that we cannot fill them later on," said Mr. Hanna, who added that he visited several coal yards in the Danforth and Riverdale districts recently, and found them almost depleted of coal, and in many yards the coal carts were standing idle.

"We want action right away from our fuel controllers, and not when the cold weather has set in. All coal coming into the city from now onward should be equally distributed among poor and rich alike, and spread over the various districts in proper proportions.

"The northern towns in Ontario might use wood lying close at hand and save the coal for those who are in the meantime the government wood should be coming forward from Algonquin Park," said Mr. Hanna.

DANCING POPULAR.

The attendance at the bi-weekly dances in connection with the Riverdale branch, G.W.V.A., in Playter's Hall, Danforth avenue, still continues good, despite the extremely hot weather.

The winners at the recent dance, two men and two women, were awarded free tickets to the G.W.V.A. outing at Wabasso Park on Saturday.

MRS. MARY CLARK DEAD.

Mrs. Mary Clark of Birchcliffe died at the Western Sanitarium yesterday in her 28th year. She is survived by her husband, George Clark. The funeral will take place to Norway Cemetery Thursday. The late Mrs. Clark was born in Collingwood.

THE BIG VIADUCT.

Vehicles May Be Over in Time for the Fair, and Street Cars a Little Later.

During the past few days good progress has been made in the work of laying rails and wood blocks on the track allowance in connection with the Bloor street viaduct.

A double line of rails is now laid along the entire length of the big bridge, and a large gang of men was engaged yesterday in laying concrete and wood blocks in the bed of the track allowance, on the approach to the bridge on the Danforth side, and for some distance along the main viaduct.

On the Rosedale side, between the main viaduct and the Rosedale bridge a wide concrete sidewalk is completed on the south side, and another of the same width is more than half completed on the north.

The work of construction of the car track bed on Castle Frank road is rapidly progressing, and ties and other necessary material are placed in readiness for immediate use.

The concrete foundation work for the bridge over Glen road is also completed, and work is rapidly progressing in raising the level of the filled-in road to the required height on both sides of Glen road. Teams are steadily employed in dumping earth at the side of the fill-in at its narrowest part between the head of Sherbourne street and Glen road.

Between 70 and 80 men are now engaged on the Bloor street viaduct construction work in the various departments, and hopes are entertained by the residents of the Riverdale and Danforth sections that vehicles will be able to get over before the Exhibition is opened, and street cars a few days later.

ERECT NEW BUILDING.

St. Barnabas' Church Sunday School Rooms Being Built.

The new St. Barnabas Anglican Church Sunday school building, corner of Hampton and Danforth avenues, at present in progress of erection, is now up to the first floor. The structure, which will be one of the largest Sunday school buildings in the east end, is constructed of solid brick and will cost in the neighborhood of $25,000. It will accommodate 1400 people, and is expected to be completed by Nov. 1.

Rev. F. E. Powell is rector of the parish and Arthur E. Wilson is superintendent of the Sunday school.

New Toronto

IDENTIFY VICTIM AS INMATE OF HOME

The man who was killed last Friday, when he deliberately walked into a moving Grand Trunk train, has been identified as Michael Tucker. He was an inmate of the Catholic Home on Power street, until last Monday, but on that day he disappeared. When questioned by a G.T.R. employe shortly before the fatality, Tucker is said to have given his name as Thomas Alexander Thompson.

When his bag was searched it was found to contain half a dozen prayer books, crucifixes and rosaries, and also a baby's comb and other toilet accessories. It is thought that a brother lives in Penetang.

BOY GIVEN CHANCE TO GET EMPLOYMENT

Albert Legg, 12 years old, was in the York County court yesterday, charged with stealing a watch. He stated that he sold the watch to Billie Nasmith, who was also present. The magistrate gave Legg another chance and gave Nasmith a week to get work.

Charles Howson was charged with keeping liquor outside of his own dwelling. He was remanded till today on $500 bail.

J. A. Vallancourt, a returned soldier, was charged with stealing a motorcycle belonging to Wm. Waddington. It was taken from the Exhibition Grounds and damaged to the extent of $23.50. Vallancourt was let go on suspended sentence, but had to pay for the repairs.

Henry Hyams of the Excelsior Plate Glass Co. was charged with neglecting to return to the scene of an accident, and give his name and address. He had to pay $26.80.

Raffell Natale, Etobicoke Township, was charged with being drunk and disorderly. He was fined $16.50.

Riverdale

LATE THOMAS H. WILSON TO BE BURIED TODAY

The funeral of the late Thomas Hassard Wilson, who died in his 68th year from paralysis, at his late residence, 66 Simpson avenue, takes place at Mount Pleasant Cemetery this afternoon.

The late Mr. Wilson, who was born in Enniskillen, Ireland, is survived by his widow and one son, William R. Wilson. He spent 44 years in the public service of the city, 11 years as supervisor in the Toronto Asylum, and 33 years as bookkeeper at Toronto Jail, from which position he retired three years ago owing to failing eyesight. He was refused superannuation by the civic authorities, according to the statement of his son.

The late Mr. Wilson was past master of the Loyal Orange Association, Eastern District; past master and life member of L.O.L. No. 455, and a member of Orient, A.F. & A.M., and also a member of the quarterly board of Simpson Avenue Methodist Church.

THOMAS STOREY DEAD.

Thomas Storey, 58 Hazelwood avenue, died yesterday, in his 54th year. The late Mr. Storey was a widower, and is survived by his family, grown up. The funeral will take place tomorrow to the Necropolis.

LEAGUE HELD PICNIC.

The annual picnic in connection with Riverdale Methodist Church Intermediate League was held at Scarboro Heights Park on Saturday, and the young people to the number of over 100 had an enjoyable time. A good program of games and sports was carried out and prizes were awarded to the winners. Refreshments were served by the committee in charge, under the supervision of H. Heaman, president of the league.

FIRE IN BOX CAR.

About 5 o'clock last evening a fire, caused thru spontaneous combustion, broke out in a Grand Trunk Railway box car, loaded with rubbish, on the tracks, near East Queen street crossing, at the foot of McGee street, causing damage to the car of $500. The contents were being conveyed to the dump when the fire took place.

Todmorden

RAIN STOPS PICNIC.

Owing to the unfavorable weather conditions on Friday and Saturday, the annual picnic in connection with Don Mills Methodist Church Sunday School, Don Mills road, was only a partial success. The party, to the number of between 200 and 300, started for Kew Beach on Friday morning, when rain interfered with their outdoor program. They returned to the church, where tables were laid and refreshments served. The program of games and sports was resumed on Saturday, but was again interrupted owing to the storm. The annual event, it was decided, will be abandoned for this year. J. Garlie is superintendent of the Sunday school.

BULGARIAN KING GOES TO FOREIGN LANDS

Washington, July 29.—An official despatch from France today says German newspapers report that King Ferdinand of Bulgaria has gone to "foreign lands" for some time on account of his health.

Another account states that the Bulgarian people are very tired of the war, and this more especially as the crop outlook is not as favorable as expected.

FUTURE AIR FLEET TO BEAT WARSHIPS

Caproni Foresees Revolution in Warfare in Few Years.

GREAT AERIAL BATTLES

Coming Big Machines Will Carry Hundred Tons of Explosives.

Paris, July 29.—In an interview here on new giant airplanes which the allies are going to construct within the next three years, Giovanni Caproni, the Italian inventor, said: "The new machines will be much more efficacious and will prove a great saving in operation. A trip across the Atlantic could be accomplished with the present day machines during July, August and September, and probably October. The weather situation would be unfavorable during the other months of the year. Heavy fogs make aerial navigation impossible. Aviators are unable to guide themselves in a fog as it makes everything black. A trip across the ocean at this time would have to be made by way of New York, the Azores and Portugal.

"The development of an aerial code similar to the maritime code will be necessary before there can be general aerial navigation. There must be international signals like those at sea, aerial laws and a whole volume of rules for aerial navigation.

Ten Times As Powerful.

"The quick development of larger machines is inevitable. At the beginning of the war the largest bombing machine was of 100 horse power. Now the largest bomber is of 1,000 horse power.

"The Liberty motor will do. We want them in large quantities. I have seen them work and they are satisfactory for bombing machines. Finer engines made with much intricate and specialized parts, like a watch, cannot be made in quantities, but the Liberty motor can, which is a big advantage.

"War of the future lies in the air, for when the big commercial planes are developed they can easily be turned into fighting machines with powerful offensive propensities. England was able to defend herself with a large navy, but it will be necessary in the future for nations to have large aerial forces.

"Battleships will be no match for the new airships which will revolutionize warfare on both land and sea. The activities of the fighting forces will be transferred to the air. Navies and armies will be unable to battle with the immense bombing machines of the future. They will be speedy and able to carry a hundred tons and not a thousand pounds as now."

THREE HUGE LINERS ESCAPE SUBMARINE

An Atlantic Port, July 29.—Three transatlantic liners which arrived here today report having been attacked by German submarines, each of them when about 200 miles off the Atlantic coast in latitude 38.35, longitude 70.40. Each vessel, by virtue of superior speed, escaped damage.

A master of another vessel in port today said that three days ago wireless calls were caught by his ship coming from a vessel in plain sight, asking for assistance, but which upon closer observation proved to be a submarine with telescopic masts, which was in many respects made up like a sailing ship in a sinking condition.

ARTILLERY ACTIVITY.

Italians Report Duels in Fella-Brenta Valley and on Piave.

Rome, July 29.—The following official statement was issued by the war office today: "There has been considerable activity by both artillories in the Fella-Brenta Valley and on the Piave River above St. Dona di Piave.

"You Just Make Me Feel Reckless!"

THIS is what Ruth Hackett said to her husband during his constant fits of jealousy.

Ruth was entirely innocent of flirting with another man. But all that she could say in self-defence, would not shake Brian Hackett's unreasonable suspicions.

And we all know that "what's the use?" feeling that comes when we have "the name without the game"—that feeling that we might just as well have the game!

But does Brian actually drive Ruth to a point of recklessness where she is foolish enough to smile upon another man? Or does her strong, fine womanhood stand guard against such folly?

You can find out by reading "The Wife," which starts Monday in The Toronto World.