

POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, OCTOBER 1, 1921

11

NEW YORK TO HAVE FIVE CENT FARE

Charges of 10 and 15 Cents
for Continuous Rides to be
Abolished—Transfers Free

New York 28.—The five-cent fare it here to stay. The first report of the Transit Commission, addressed to the public and almost ready for the press, maintains, it is understood, that the transit line of the city can be run successfully without any change in the present rate of fare.

Furthermore, the Transit Commission is known to be evolving a plan that will make the five-cent fare a real five-cent fare. Despite the boast of the Hyman administration, it is said that at least a fifth of the traveling public pays from 10 to 15 cents for a single ride, because of transfer sur-charges. The commission would do away with an extra charge or transfers.

TRAIN FARE HIGH CROSSING BORDER

\$3.80 and \$2.41 by Rail and
Ten Cents by Ferryboat—
Rates at Variance.

(Toronto Mail and Empire)
While the distance across either the Detroit or St. Clair rivers is not much more than a sling-shot and the ferry passage can be purchased for a "dime," it costs a passenger desiring to go direct from Toronto to Detroit and return an additional \$3.80 to get from Windsor to Detroit and an additional \$2.41 from Detroit to Port Huron if a passenger purchases a return ticket to Port Huron. From Toronto to Detroit and return the fare is \$16.65, while the fare to Windsor and return is but \$18.85. To Sarnia and return the fare is \$10.70, while to Port Huron it is \$13.11, including tax.

The difference of 20 per cent. between the rates of Canada and the United States is responsible for the ridiculously high fare for the short journey between either cities, while the railway officials are hopeful that these inequalities will eventually be readjusted. In the meantime the up-sophisticated are paying an additional \$3.80 or an extra \$2.41 where the comparatively small fare of ten cents will suffice.

W. B. Howard, district passenger agent of the C. P. R., when seen by The Mail and Empire yesterday, pointed out that on August 20th, 1921, railway fares in the United States were increased 20 per cent. On September 13th of the same year the Dominion Railway Board increased the railway fares in this country, but on January 1st of this year reduced them 10 per cent. A further 10 per cent. was taken off on July 1st last, leaving

the fares the same as they were prior to September 13th, 1920. The 20 per cent. increase between points in the States and to points in that country still applies. Mr. Howard said that there was no exchange on a ticket to Detroit, Buffalo or other American border cities. The price of a one-way ticket to Windsor is \$7.70. To Detroit it is \$9.24, plus one per cent. war tax, or a total of \$9.34. In the United States, however, the war tax is eight per cent, so that a ticket to Toronto purchased in Detroit would cost \$11.05, including exchange and war tax.

Goes to Mauderville.

Paxton Sherwood, of Hammond, has bought a farm at Mauderville, York Co., and will remove there. Mr. Sherwood is taking his stock with him, and will engage in dairy farming.

KEEPS YOUNG WIFE AWAY FROM DANCES

Husband, 60, Wife 45, Home Smashed Up.

Port Arthur, Oct. 1.—One dollar per year alimony, and division of the property into three parts, one for the husband, one for the wife, and the other third for the five children, was the award of Justice Masten in the assizes today at the conclusion of the case brought by Jane Irwin, of the Township of Paipone, against her husband, David, in which a long story of domestic difficulties was told. The principal trouble seemed to be that the husband, who was 60 years old, 15 years the wife's senior, refused to accompany her to dances and other entertainments.

SPRING RETURNS

Fruit Trees Blooming and Roses budding Around Middletown, N. Y.

Middletown, N. Y. Oct. 1.—Plum trees in this section are blooming, home-grown strawberries are on sale in the markets, raspberry and blackberry bushes are in bloom and rose bushes are again putting forth their fine products. Old residents assert that the people may look for three months of mild weather, owing to the fact that it cleared off warm after the "line storm."

Hon. R. J. Ritchie Will Speak.

Judge Ritchie will speak at Norton and Bloomfield on Sunday in the interests of prohibition.

Nothing hurts the floors now. Isn't Liquid Granite Wonderful?

If you want a floor finish that will resist the roughest contact with active feet; that is waterproof, weatherproof, and wearproof; a finish that gives a beautiful soft lustre, that outlasts all others, and is easy to keep clean, use

Liquid Granite

The experience of sixty years in manufacturing has achieved this floor finish, which painters acknowledge has no equal.

Ask your dealer for Liquid Granite.

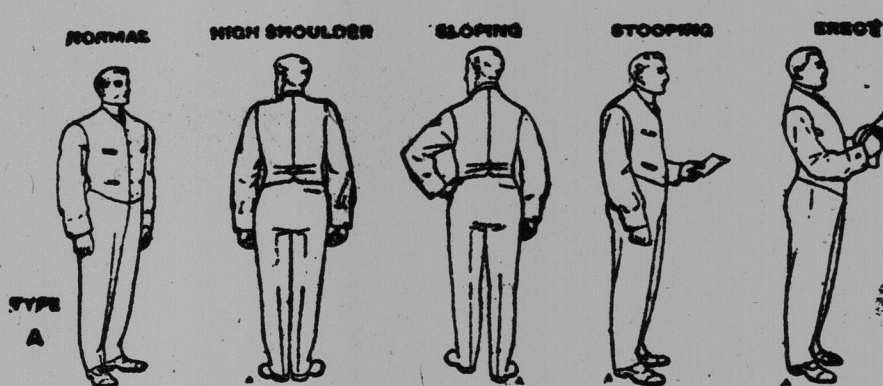
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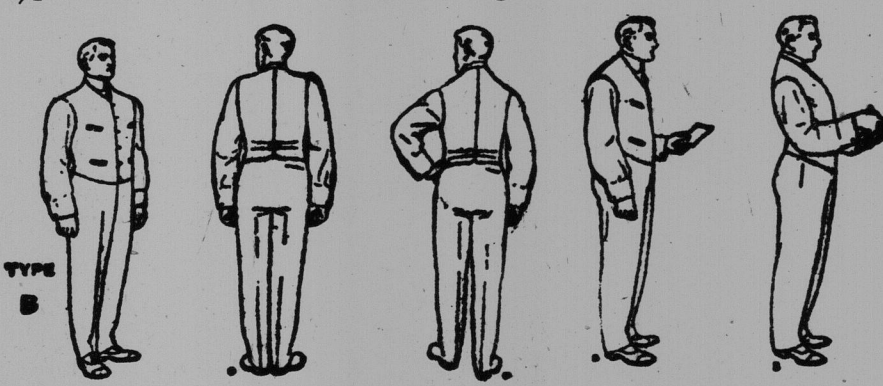


Study Your Own Physique Type at The Suit Show during "Semi-ready Week"

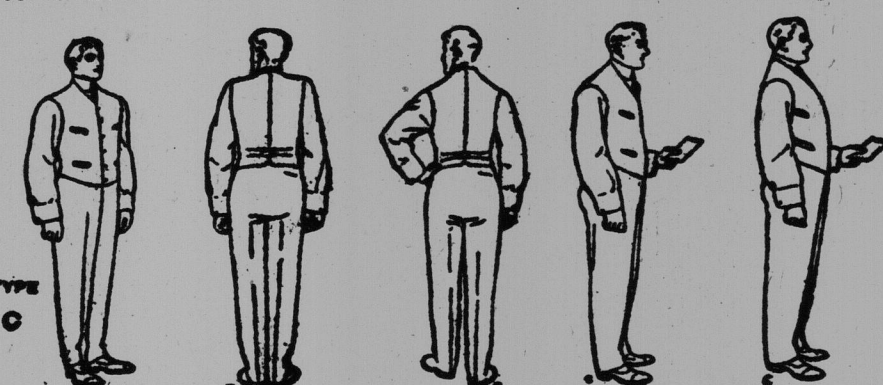
If you knew how Science and Service are so closely allied in Semi-ready Tailored Clothes—you can always be suited in Suits.



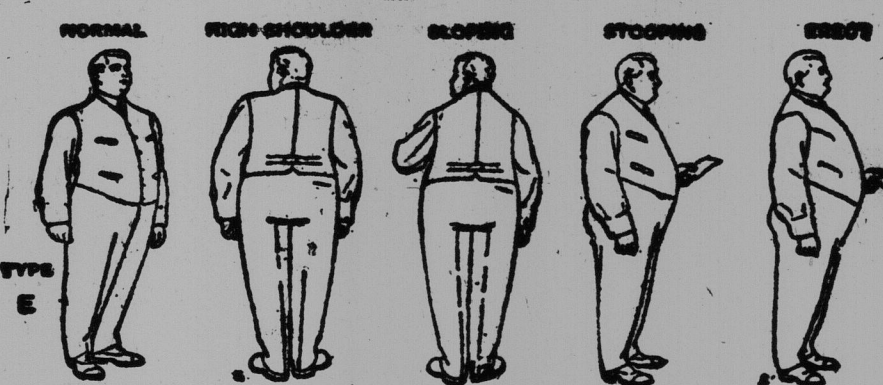
Type A Suits are for short men of regular or normal measurements who stand from 5 1/2 inches to 5 feet 7 inches in height.



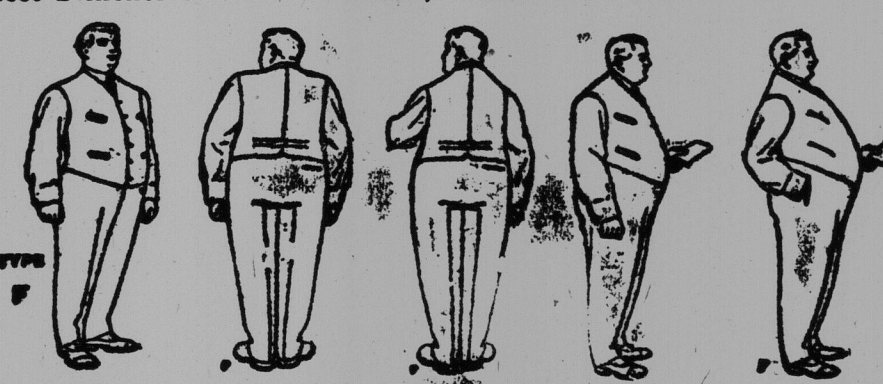
Type B Suits and Overcoats are designed for regular fellows — the average man whose height varies from 5 feet 4 1/2 inches to 5 feet 10 inches, with breast measures from 33 to 46 inches.



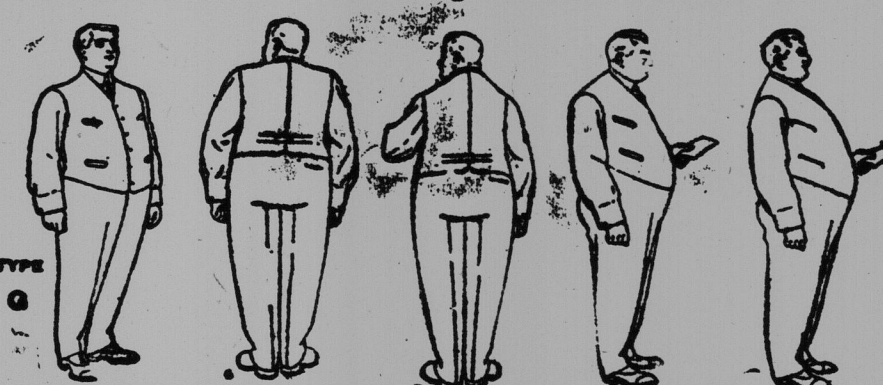
Type C—Semi-ready Suits for Tall Men, of regular or average anatomical weight who stand from 5 feet 7 inches to 6 feet 2 1/2 inches, with breast measures from 37 to 44.



Type E Semi-ready Suits are made for Short Stout Men whose height may be from 5 feet 2 inches to 5 feet 9 inches, with breast measures from 36 to 50 inches.



Type F Suits are for the Average Man who has grown stouter than Type B; Men from 5 feet 5 inches to 6 feet in height with breast measures up to 50 inches.



G Type Suits are for Men who are tall and of weight above the average. The coat designs are for men from 5 feet 11 inches tall to 6 feet 4 1/2 inches, and both breast and waist measures are designed in proportion from 41 to 52 inches.

The Physique Type Variations

It will be noted that there are variations from the average "stance" in all these types — and the interior tailoring allows for a quick conformation to the shapes made by environment or occupation. The sloping shoulder, the over-erect, the stooping figure and the high-shouldered man can be fitted in a Semi-ready Suit, because the Semi-ready tailors have graduated under the Physique Type System.

The Semi-ready Store

George Creary

87 Charlotte Street

There's a good opening for a Semi-ready store in Toronto or Hamilton. Address Semi-ready Limited, Montreal, for particulars



McLAUGHLIN-BUICK

This new Master Four is a sturdy rugged car — a fitting companion to the McLaughlin Master Six, designed by the same engineers, built by the same organization—a car worthy of the McLaughlin trade mark.

Power-plant—the time-tested McLaughlin-Buick Valve-in-head Motor. Chassis typical McLaughlin-Buick perfectly balanced construction. Cord Tires. Bumper; 109-inch wheelbase; Semi-Elliptic Springs, Rear Springs 55 1/2 inches long; weight: Roadster 2310 lbs., Touring 2380 lbs., Coupe 2430 lbs., Sedan 2650 lbs.

McLAUGHLIN MOTOR CAR COMPANY

Division of General Motors of Canada Limited
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St. John, N. B. Showrooms, 140-144 Union Street.

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Roadster, \$1450.00
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Touring, \$1475.00
22-36 3 Passenger
Coupe, \$2215.00
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Sedan, \$2475.00
All Prices f.o.b. Oshawa
Sales Tax Extra
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