## MEDICAL RESULTS TORONTO VARSIT

and Physiology), L J Crowley, F Cruick-shank, J F Cumming, B P Danard, J A Dickson (Bacteriology), Miss A I Dodd (Biochemistry), G W Dunning, D Eisen, E G Ellis, G F Evans, J T Fallon, R F Farquharson, H P Fine, E G Fleming, J A Forrest (Anatomy), H G Fowler (Physiology), A Francis, W H Gauld (Anatomy and Physiology), Mrs St C R Gay (Physiology), T Gebirtig (Biochemistry and Bacteriology), D G Gill, R I Gordon, A H Graham, M Grainer, W H Gray (Physiology), A S Hale, L E Hamlin, E Hanley, J A A Harcourt, G W Harris, M C Harvey, W H Harvey, K M Heard, J R Hendry, H W Hetherington, J C Hewgill, J E Hopkins, H F Howe, J P Hubbard, F T Hutton, F A Ireland, R E Ives, G H Jennings (Physiology and Histology), F L Junkin, W N Kemp, A J Kilgour, P Kiteley, J H Kreiner, W C Laing, J L Lamont (Anatomy and Bacteriology), W W Lee, E W Linklater, H D Logan, E C Long (Anatomy and Physiology), R J Lowrie, W G Mackersie, C A Martin (Anatomy), G G Martin, E G Merritt, J E Minns, S R P Montgomery, Miss A D Monypenny, A E Morgan (Anatomy and Physiology), A R E Mounce, F C Myers, J C McClelland, R B McClure, W B McClure, O L McCormack, W K McCormick (Anatomy and Blochemistry), Miss F Macdonald, R H McDonald, W G Mackorsie, C Myers, J C McClelland, R B McClure, W B McClure, O L McCormack, W K McCormick (Anatomy and Blochemistry), Miss F Macdonald, R H McDonald, W G Machonald, J A MacFarlane, A M McFaul, J R McGarry, T J McInnis (Anatomy and Blochemistry), F J O'Leary, J H Orton (Anatomy and Blochemistry), F R Perfect, H S Phillips, J Pollock, R S Pratt, W R Riddell, P J Robinson, D H Running, Miss M P Russell, T J Ryan (Physiology and Bacteriology), A J Sansone, F J Scott (Biochemistry), N Shaul, S Shaul, A E Shaw, L V Shier, R N Simpson (Anatomy), L Teskey (Blochemistry), R E Taylor, S Femes, Miss M I Templin (Anatomy), L Stone (Anatomy), R E Taylor, S Femes, Miss M I Templin (Anatomy), L Teskey (Blochemistry), R A Thompson, Miss D M Trapp (Physiology), R S Truscott, W L Tucker, F W Underhill, M C Watson, M B Wellwood, C V Williams,

year.

K. Y. Sinclair is granted aegrotat standing in the subjects of the second year, but must complete his work in anatomy.

Third Examination.

The Street Railway Situation

THE acute conditions in the street railway industry are by no means confined to Toronto. So critical has the situation become that the United States Government a few days ago appointed a Federal Electric Railway Commission to investigate the conditions existing in a number of the principal cities with a view to devising some measure of relief in order to save the street railways. In applying to President Wilson for the appointment of such a Commission President Redfield, of the Department of Commerce, and Secretary Wilson, of the Department of Labor, stated:

"The electric railway problem, to which your attention has been called on several occasions, has recently assumed such serious national proportions as to warrant the prompt attention of the Federal Government. Already 50 or more urban systems, representing a considerable percentage of the total electrical railway mileage of the country, are in the hands of receivers. The communities affected are among the most important---New York, Buffalo, Providence, New Orleans, St. Louis, Denver, Birmingham, Montgomery, Pittsburgh, Memphis, Fort Wayne, Des Moines, St. Paul, Spokane and Chattanooga. Other large systems are on the verge of insolvency, for the industry as a whole is virtually bankrupt. What the solution is, may, we believe, be evolved by a thorough investigation of general franchise and operating conditions in their relation to rates, including service at cost plans, state and municipal taxation, local paving requirements and eternal economies that may be effected."

So important was this matter that President Wilson followed it up by cable, appointing the Commission suggested and the investigations have already commenced.

Ex-President William Howard Taft, the first witness called by the Commission, gave some very valuable testimony. As a member of the War Labor Board Mr. Taft made a very close study of public utility affairs, and has an intimate knowledge of the street railway situation because of the investigations he pursued in connection with wage disputes. He emphasized the fact that higher fares on street railways are inevitable, adding that the increased cost of maintenance and operation, especially advanced wages, left no doubt on the

Five cents, under present conditions, is not reasonable compensation for the service rendered."

was one of the statements made by Mr. Taft.

In commenting upon the various plans proposed Mr. Taft further stated:

"It is far better that we pay as we go. It is far better that we measure the cost by a system of service at cost, with close public supervision and an increase of fare as the actual operations demand it."

Mr. Taft's strong endorsement of the service at cost plan is particularly significant because in his wide experience he has had ample opportunity to weigh the merits of every plan of street

If evidence is needed to show the country-wide condition of the street railways it is only necessary to refer to the fact that within the past year or so increases in fare have been granted in 388 cities. Included in this list are the following important cities and their present rates of fare;

Montreal—6c fare, 15c fare for owl service. Ottawa-5c fare, 10c fare for owl service. London-5c fare, or 24 tickets for \$1.00; workmen's tickets reduced from 9 to 7 for

Lethbridge-10c cash fare, 4 tickets for 25c. Edmonton-7c fare. Vancouver-6c fare.

Victoria-5c fare, reduced rate tickets abolished. Winnipeg-6c fare, workmen's tickets 6 for 25c. Boston-Sc fare, to be increased to 10c July 1.

Albany—6c fare. Buffalo—6c fare. Baltimore—6c fare. Chicago—6c fare.

Cleveland—5c fare with 1c additional for trans-

Indianapolis 5c fare with 1c additional for Kansas City-6c fare.

Newark, N.J.—7c fare with 1c additional for New Orleans-6c fare. Portland, Ore.—6c fare.

Pittsburg-5c fare for central city zone, additional charge for outside zones. Spokane—6c fare.

St. Louis-6c fare. Toledo-5c fare, with 1c additional for transfers. Vancouver, Wash.—7c fare. Washington, D.C.—Straight 5c fare, reduced rate

Cleveland Sc fare with 1c additional for transstations, the general formation of the states of the second rates are in prospect in the near future.

A L Andrew W Armbur (Pharmacodistrictory and Chinal Medicin) O L
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LABOR NEWS

## TEN THOUSAND MEN TO PROTEST ARREST

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WINNIPEG ARRESTS MAY CEMENT LABOR

BRICKLAYERS NOMINATE OFFI-

ell (acclamation); treasurer, B. Lowman (acclamation); business agents, John T. Vick and W. Thorne.

The elections will be held on Tuesday, June 24.

SARCASTIC METALLURGISTS.

Forty-Four Hour Week Granted to Postal Employes

That the government has granted its employes a 44-hour week was proved yesterday in orders received by the local postoffice authorities to grant their men half holidays on Saturdays. From now on the postoffice will not be open after 1 o'clock on Saturday, except for the sale of postage stamps and the general delivery wickets alone will remain open. No letter-carrier service will be carried out after this hour.

A THOUSAND FEDERAL WORKERS. Isaac Bainbridge, organizer for the Federal Workers' Union, stated yesterday afternoon that his union could take in ten thousand employes of no specifical occupation. The union now boasts of more than a thousand members.

GETTING A RAISE. George O'Neill, manager of the King Edward Hotel, has been successful in getting a raise to \$45 a month for the 120 kitchen employes of the Lotel.

MRS. L. M. MILLIGÁN **DIES AGED EIGHTY** 

Mrs. Isabella Margaret Milligan, widow of the late Colonel W. J. Lane Milligan, who died about eight weeks ago, passed away yesterday at her late residence, 584 Shaw street. The late Mrs. Milligan was born in Dinapore, India, 80 years ago, being a daughter of the late Colonel J. De Winter C. H. Moir, who was an army surgeon in the East India service. It was in India that she met Col. Milligan, who was also stationed there, and the marriage took place in 1861. In 1873 she and her husband came to Canada and settled in London, living there for five years. They then came there for five years. They then came to Toronto, and she has resided here to Toronto, and she has resided here for 41 years.

She was a member of St. Anne's Anglican Church, and is survived by six daughters. They are: Mrs. Frank Kinnin, Mrs. F. W. Spence and Mrs. H. Russell Brown, all of Toronto; Mrs. F. A. Hilton, Detroit; Miss Heien Milligan, New York, and Mrs. Leslie Weaver of Hespeler.

DEATH OF WELL-KNOWN BRICKLAYING CONTRACTOR

The death occurred vesterday of Mark Tipling, 28 Leuty avenue, following a lengthy illness. The late Mr. Tipling was born in England 71 years ago, coming to Toronto in 1869. Here he became engaged at the bricklaying contracting business and had contracts for some of the best-known buildings in the city. Among them are the present Union Station, the Queen's and Grand Central hotels. He is survived by his widow and two children, Arthur and Louise. The funeral will take place on Saturday to Mount Pleasant Cemetery.