The Toronto World

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WEDNESDAY MORNING, JULY 17, 1912.

A STEAM RAILWAY SUBURBAN SERVICE FOR TORONTO.

The World appeals to Acting Mayor Church to make a move for suburban service by the steam railways with commutation tickets. Mr. Church had this matter up once before, but did not quite land anywhere. Now is his chance.

We believe the Grand Trunk, Canadian Pacific, Canadian Northern, are bound by law to give Toronto a suburban service with commutation tickets, and that if the case were followed up in the courts or before the railway commission an order would be speedily issued.

We believe such a suburban service would offer great relief to the overcrowded street car system and would be an immense assistance in cases of a fall-down of the power line like we have experienced in the past ten days.

If the Grand Trunk Belt Line in the Don Valley were connected with the Canadian Pacific (on the south side) (and the grade would not be impossible for short trains), a splendid Belt Line service about the city could be inaugurated immediately, and the public could leave the Union Station and be at the Don, with one stop between, in seven minutes; at the line of the Bloor-street viaduct in twelve minutes; at St. Andrew's College and Yonge-st. in fifteen minutes and around the other portion of the belt to Union Station in twenty minutes. Trains running in different directions on this belt would take people by the thousands to the Don, to Gerrard-street bridge, to the Bloor-street viaduct, to St. Andrew's College, to the C. P. at Yonge, at Avenue-road, at Bathurst, Dufferin, West Toronto, Dundas-st., West Queen, Parkdale and the foot of Bathurst-street. But besides these stops the public could be let off by other steam trains at the foot of Dufferin-street, South Parkdale, Sunnyside, the Humber and Mimico. Also at West Toronto and Mount Dennis and Lambton Mills. Davenport Station would be a great station for all the people who live in the new territory on St. Clair-avenue west. To the east the Grand Trunk could supply the Riverdale Station, the subway on Gerrard-street where it crosses Greenwood-avenue, East Toronto and other places.

The Canadian Pacific to the east could put people off at the present end of Danforth-avenue, at Leaside and one or two stations beyond. The Grand Trunk Belt Line restored could also serve a territory wider than the Belt Line we propose of Grand Trunk and Canadian Pacific jointly.

The people could be carried to all these points at a five cent commutation rate, say at morning, evening and mid-day, with modified service in the forenoon and afternoon.

What would make this service, however, doubly efficient, would be to start work at once on the Terauley-Bay-street tunnel, and to build the lower end first, from the foot of Bay-street to the city hall. That at least could be done in a year and all the suburban trains could run to and from the city hall. The city would get a percentage on all such fares and it would go a long way towards paying the cost of the tunnel.

For some reason or other the railways do not wish to give this service, altho they do it in Montreal; but the city is entitled to it and in view of the present congested state of local traffic in Toronto it ought to be insisted on. Who heads it off?

One good lawyer put on the job would realize it in a very few days, provided the railway commission could be got to come here in the holidays and hear the case. What about getting Mahlon Cowan, K.C., on the job for a try?

BUY HIM OUT.

How'd it do to buy Sir William Mackenzie out now: the province to take over the Ontario Electrical Development and rebuild the transmission line, and the city take over the Toronto Railway Co.; the province to undertake to supply the Mackenzie interests with power and the city to undertake to give an entrance on the city lines (thus acquired) to the Mackenzie radials at so much per wheel or passenger? All these things to be a matter of careful adjustment on actual values, plus something for reasonable profit.

This may be a big proposition, but it might be done. Sir William looks to us to be a man with too much on his hands—in Mexico, Canada, South America and a transcontinental railway which of itself needs all the resources of a high-class executive if it is to come within hailing distance of the Canadian Pacific. Why should he longer continue in the smaller things?

In the meantime let us support the hydro-electric and maintain it at the highest efficiency, and let the city go on with its tube railway and its municipal street car line.

CURBING THE EXPRESS MONOPOLY.

Of interest to Canadians will be the recent order of the U. S. Interstate Commerce Commission respecting the rates to be charged after October next by express companies, and the written opinion filed in the case by Mr. Commissioner Lane. Jurisdiction over express companies was not conferred by the act creating the commission. In 1906, shortly after the Canadian parliament had accepted the principle of the bill introduced by Mr. W. F. Maclean, M.P. for South York, bringing express companies within the purview of the Railway Act, congress placed express companies under the interstate commerce commission. The result was that complaints against the express companies, their service, their rates and their extortions poured in upon the commission from all parts of the country and finally led to a sweeping investigation into their constitution and methods.

There are thirteen express companies doing business in the United States, including the Western, owned by the Dominion Express Company, and serving the Soo line of the Canadian Pacific Railway; the Canadian Express Company and the Canadian Northern. The business done by the three Canadian companies in the United States is, however, a negligible quantity. The remaining ten companies are so intertwined and interlaced in the matter of ownership as to make the express business, in the words of Commissioner Lane, "a family affair." They have divided the company into zones of influence. Thus the Wells-Fargo Company operates almost entirely in the west, the Southern Express Company almost entirely in the south, etc. The latter company is owned by the Adams Express Company, and the American Express Company is the largest stockholder in the Wells-Fargo Company. Some idea of the magnitude of the business carried on by the express companies may be gathered from their last annual reports. In 1911 they carried no less than three hundred million packages.

The principal function of the express company as a common carrier is performed by the railway companies which transport the packages on their trains from one point to another. Indeed, except for the picking up and delivery of parcels in the larger towns and cities, there seems to be no service performed by an express company which could not be as well performed without it by the railway company, and we find in 1911 the express companies paid to the railway companies $69,730,895. Evidently the express companies would be interested in keeping down the charges of the railway company, were they owned and controlled by separate interests, but it clearly appears from the findings of the commission that the same men are on the express company and railway company directorates, and that most extravagant charges are being paid for the service of the railway companies. The express companies are controlled by three groups of financiers who are also largely interested in the railways of the country. Notwithstanding the heavy tolls exacted by the railways, the express companies have piled up enormous surpluses after paying big dividends on watered stock. This has been accomplished not only by charging excessive rates, but also by organized theft—the agents and drivers being instructed to collect from the consignee, if possible, upon prepaid packages. Other complaints against the companies relate to the complexity of their classifications, the confusion and obscurity of their tariffs, the arbitrary routing of packages causing delays in transmission, the additional charges made when the package is handled by two or more companies, the excessive insurance charges, where the value of the shipment is more than fifty dollars, a slower return of collections on C. O. D. packages and the discrimination exercised by the companies between certain shippers and localities made possible by obscure and indefinite classifications. During the hearing Commissioner Lane stated that he personally had been quoted three different rates for the same shipment, on the same day, by one of the express companies. He also broadly intimated that the companies and their officials were liable to criminal prosecution, and since then a number of indictments have been returned against the Adams Express Company by the federal grand jury at Cincinnati.

The order just made at Washington will revolutionize express rates by dividing the United States into blocks or zones fifty miles square and establishing the rate per pound, and per hundred pounds, to be charged between all points in the same block and between all points in any one block, and all points in every block. Thus a shipper can tell quite easily what is the lawful rate which the company can charge. Under this order he may also route his package by the most direct line and no additional charges can be made even tho this may involve handling by several companies. The rates are reduced on an average of twenty per cent., but in some cases the reduction will amount to fifty per cent. The greatest reduction is in the charges upon small packages which have been exceedingly high.

The order will do a great deal of good and will perhaps justify the three years spent upon the investigation. It will accomplish a reform undoubtedly, and the express companies may submit without a murmur to this curb upon their extortion, hoping thereby to postpone the greater and more beneficial reform which would be brought about by the establishment of parcel post.

SIR EDWARD DIPLOMATIC

Question Concerning Panama Canal Answered to Shut Off Discussion.

LONDON, July 16.—With a view to heading off attempts at premature and perhaps provocative discussion of the Panama Canal question, Joseph King, the Liberal member of parliament for North Somerset, was put up in the house of commons this afternoon to ask the secretary of state for foreign affairs: "Whether friendly representations are being made to the United States Government with the aim of securing generous treatment for such British shipping as shall pass thru the Panama Canal."

Sir Edward Grey, secretary of foreign affairs, in replying, said it seemed to the government that some provisions of the bill now before the U.S. Senate were inconsistent with the Hay-Pauncefote treaty, and it was thought right to point out these objections.

Sir Edward Grey can now stall off would-be catechizers by saying he has nothing to add to to-day's reply.

TWENTY-FIVE YEARS' EXPERIENCE IN CURING ALCOHOLISM.

Dr. J. M. McKay, the celebrated specialist on alcoholism, who has recently returned from Europe, will be in Toronto during the month of July, for the purpose of giving consultations free to any serious cases of alcoholism or drunkards. He can be seen at any time after July 1, at his residence, No. 144 Roxborough-street, corner Avenue-road.

Dr. J. M. McKay discovered the treatment bearing his name and which was adopted by the Government of the Province of Quebec a number of years ago, and which is now in successful use, giving marvellous results. He is not connected with any institution, as his treatment and cure of alcoholism requires only home care and attention.

His medicine will never fail in any case with ordinary goodwill of the patient. No one has the right to use his name with any institution or medicine.

His personal advice will be of service in difficult cases and the presence of the Doctor in Toronto affords an exceptional chance and advantage to many. Inebriety is a disease and requires simply proper medical attention like any other human ill.

The Leeming, Miles Co., Limited, are agents in Montreal, and E. G. West & Co., 80 George-street, will supply the medicine in Toronto.

Come on along. Grenadiers' Moonlight July 19. Steamer Cayuga. Regimental band. Orchestra for dancing.

MAY EMULATE RHODES.

LONDON, July 16.—At a luncheon of the American Women's Society in London to-day, Dr. Geo. Parkin, organizing director of the Rhodes Scholarship Trust, said he had approached J. Pierpont Morgan, Andrew Carnegie and other wealthy Americans with a plan for duplicating the Rhodes Scholarship scheme in such a way that English students could be sent to American universities.

Dr. Parkin said: "Such a plan would notify all other nations that 'Hands across the sea' means something."

BURGLARY SCARE IN GALT.

GALT, July 15.—(Special.)—An epidemic of burglary has broken out in Galt. Half a dozen stores have been entered, in one of which $400 in jewelry was stolen. Several private houses have been broken into and various articles of value taken. The police were busy all day on the cases and have clues that may lead to the discovery of the thieves.

Kingston Painters Obstinate.

KINGSTON, July 16.—(Special.)—The painters' strike is not settled yet and employers are seeking non-union men to do the work. The painters are holding out for their original demands.

CURED OF THIS HORRIBLE DISEASE

Edmonton Girl Saved By "Fruit-a-tives"

EDMONTON, Alta., Nov. 20, 1911.—"I had been a sufferer from babyhood with that terrible complaint, Constipation.

"I have been treated by physicians and have taken every medicine that I heard of, but without the slightest benefit. I concluded that there was no cure for this horrible disease.

"Finally, I read of 'Fruit-a-tives' and decided to try them, and the effect was marvelous.

"The first box gave me great relief, and after I used a few boxes I found that I was entirely well.

"'Fruit-a-tives' is the only medicine that ever did me any good for Chronic Constipation, and I want to say to all who suffer as I did—Try 'Fruit-a-tives'—why suffer any longer when there is a perfect cure in this great fruit medicine?"

(Miss) E. A. GOODALL.

"Fruit-a-tives" is the only remedy in the world made of fruit, and the only one that will completely and absolutely cure Constipation.

50c a box, 6 for $2.50, trial size 25c. At all dealers or sent on receipt of price by Fruit-a-tives, Limited, Ottawa.

Readers of The World should not forget to have their favorite morning newspaper mailed to their vacation abode during their holidays. Send your name and address to The World Office, together with Twenty-five Cents for one month's subscription. ed7

WHAT DO YOU KNOW ABOUT THE BIBLE?

Interesting Statistics That Took More Than Three Years of Tedious Work to Compile.

The Bible is indeed a most interesting compilation any way we may look at it.

Here are some Bible statistics that are said to be the result of three years' labor by the indefatigable Dr. Horne and given by him in his introduction to the study of the Scriptures. The basis of these interesting statistics is an old English Bible of the King James version.

Old Testament—Number of books, 39; chapters, 929; verses, 23,214; words, 593,493; letters, 2,728,100.

New Testament—Number of books, 27; chapters, 260; verses, 7959; words, 181,253; letters, 838,380.

The Bible—Total number of books, 66; chapters, 1189; verses, 31,173; words, 773,756; letters, 3,566,480.

Apocrypha—Number of books, 14; chapters, 184; verses, 6031; words, 125,185.

The middle of the Bible is Micah; the middle and smallest chapter is the 117th Psalm; the middle verse is the eighth verse of the 118th Psalm; Psalms is also the largest book of the Bible and the largest chapter is the 119th Psalm; the twenty-first verse of the seventh chapter of Ezra contains all the letters of the alphabet; the smallest verse of the Bible is the thirty-fifth verse of the eleventh chapter of St. John.

The World believes it has stirred up a renewed interest in this great Book of Books by the presentation offer explained in full on another page of to-day's issue. Clip the certificate to-day. Such an offer cannot continue long.

1000 Islands and Return, $5.50, Saturday to Monday.

For anyone desiring a delightful week-end outing, nothing could be more delightful than the Saturday to Monday trip by the Richelieu and Ontario Navigation Co. steamers to 1000 Islands. Tickets to Alexandria Bay and return can be obtained at very low rate mentioned above, and this includes the famous "Fifty-Mile Ramble" by observation yacht among the winding channels of this attractive region. Full particulars, tickets, etc., can be obtained at ticket office, 46 Yonge-street, corner Wellington-street.

Needle Caused Death.

CORNWALL, Ont., July 16.—After pricking her fingers with a needle with which she was sewing, Mrs. Cornelius Barnes of Racket River, N.Y., went out and planted some flowers in her garden. Her finger was poisoned, and she died in the general hospital here this morning as a result of it.

Mrs. Barnes was rushed to the hospital here yesterday, when her condition grew serious.

ROUGH WEATHER SPOILED PICNIC

Steamer Rolled and 400 Passengers Were Put Off on Ward's Island Instead of Grimsby.

Rough weather took a hand in the arrangements for the annual picnic of the Dale Presbyterian Church yesterday, and as a result about 400 members of Rev. J. D. Morrow's congregation spent the day at Ward's Island instead of Grimsby Beach, as intended. The steamer City of Chatham had passed the gap and was well out into the lake when the strong east wind from up the lake caused the boat to roll and pitch so badly that several of the passengers became quite panicky. Finally, at the request of the pastor, the picnic party was landed at Ward's Island and the steamer returned to her dock.

FLED FROM COURT ROOM

Buffalo Man Made Escape at Brockville, But Was Caught.

BROCKVILLE, July 15.—(Special.)—After being sentenced to a year and 360 days in the Central Prison for the theft of three bicycles Frank Gray, the Buffalo man, made a sensational escape from the courthouse. Passing along the main corridor back to the cells, Gray made a successful bolt for liberty thru an open door leading into the street, eluding the deputy sheriff and Jailer McDougall, who had him in charge.

He ran for three blocks and disappeared in the back yards. Sergt. Burns of the police force found Gray in a coal bin crouched under a piece of carpet. He offered no resistance.

SOCCER PLAYER BADLY HURT

GALT, July 15.—(Special.)—Abby Grieves, the big full-back of the New Dundee football team, who was injured in a collision with one of his own team and a Preston player in a game with Preston here Thursday night, is in a very serious condition at his home in Plattsville. He has concussion of the brain and two doctors are in attendance.

LIEUT. HERBERT V. NORDWALL.

Herbert V. Nordwall, "Globe Trotter Flying Dutchman," who has succeeded in seeing nearly every country on earth without possessing any private means whatever, is in Toronto under the charge of Frank Trainer, warrant scoutmaster, of Manchester. They leave for Montreal to-day.

A Cool Lake Ride.

There is no pleasanter way for the clerk in the various retail establishments in Toronto to spend his Wednesday afternoon than taking a steamer trip across Lake Ontario. The steamer Dalhousie City makes the run to Port Dalhousie in a little more than two hours. This vessel, which is fast and extremely comfortable, leaves the pier at the foot of Yonge-street at 2 o'clock. The traveler will have a few hours at Port Dalhousie, long enough to journey up to St. Catharines by trolley, and the return journey has been timed so that the Dalhousie City leaves the other side of the lake at 7 o'clock, arriving back in the city at 9.30 p.m. The fare for the run across the lake is only 60 cents for the round trip.

MESSAGE FROM MRS. BORDEN

LONDON, July 15.—(C.A.P.)—Premier Borden's return this morning from Arundel Castle was followed by a conference with Colonial Secretary Harcourt. No other minister was present. All the ministers and the ladies attend the state ball Friday night.

Speaking of the visit, Mrs. Borden said: "Our welcome here has been complete. If I have a message for the people here, and in Canada, it is that to-day is the appointed time for work, success, gladness and good-will."

The Bordens spend the next week with Lord and Lady Salisbury.

JUDGESHIP FOR HAULTAIN?

REGINA, July 15.—(Can.Press.)—The Standard says that rumor persists that Hon. F. W. G. Haultain, leader of the opposition, will not take his seat in the new legislature. It is believed that he will be elevated to the position of chief justice of the supreme court on the retirement of Chief Justice Wetmore, or be placed at the head of the new court of King's bench, to be created.

Run of Marine Ill Luck.

KINGSTON, July 16.—(Special.)—The Ontario and Quebec Navigation Co., to which the steamer Geronia belongs, has four steamers laid up at present thru accidents. The Rob Roy is sunk at the penitentiary wharf; steamer Egan in drydock here, and the Chippawa at Ashtabula, injured in accident.

HAMILTON FORGERY

Cheque for $600 Passed by Unknown Man, Who Disappeared.

HAMILTON, July 16.—A forgery, the most daring in years, and involving a cheque for $600 drawn on the account of Michael Lahey, an old Hamiltonian, is engaging the attention of the local police and the Pinkerton Detective Agency, which looks after the Bank of Hamilton detective work here.

Lahey made a big deposit on Saturday, and after shoving his book in his pocket without looking at it, was greatly surprised on arriving home in finding that the above amount had been drawn from his account, according to the clerk's figures.

He hurried back to the bank, and was informed that the man who drew out the money came into the bank on July 4 and signed the cheque in the presence of the teller. A handwriting expert is to be engaged.

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SCOTCH WHISKEY
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7 King St. West, Toronto

Your Vitality Can Be Restored

Strong, vital, manly men fascinate all who come within their influence. As true as you are a living, breathing human being, I can restore VITAL STRENGTH; there is not a shadow of a doubt as to what I can thus do. BUT there is a single condition, one restriction I put, a certain, solemn promise I exact from you before you can exact a promise from me; namely, you must unconditionally agree now at once and forever to discontinue any debilitating excess or dissipation that you may be indulging; with this out of the way, I will do all the rest. Remember what I say; no matter what your present condition, no matter what has happened in the past, just forget it and put yourself in my hands; everything will come out as you wish it. I use no drugs, no lotions, no medicines; I place no foolish restrictions upon you; just lead a natural life, get all the enjoyment you possibly can, but cease dissipation; always remember that I can then restore your vital energy; I can take you out of the half-man class and put you in the spotlight of full, healthy, contented manly courage; I can make you feel young again and keep you feeling young to a ripe old age, because I drive into your system the one thing which keeps the whole organism in balance, namely, VITALITY. My HEALTH BELT is the greatest single self-instrument remedy or VITALITY RESTORATIVE that the world has ever known, or probably ever will know. It is worn comfortably about the waist all night and every night for two or three months. Thus, while you are sleeping, it sends a great, soft, potent, life-giving current of VITAL FORCE into your blood and nerves. There is not a moment's wait. It restores your vitality, it takes the pain out of your back; it makes you feel strong and vigorous, it drives away rheumatism, it cures kidney, liver, stomach, bladder disorders.

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