

SOON 4 TORONTO-OTTAWA PASSENGER SERVICES INSTEAD OF ONE

Better and Quicker Trains

The C.P.R. Will Have Two Lines, the C.N.R. One and the G.T.R. One.

Diners Instead of Sleepers--The Mileage By the Four Lines--North Toronto To Be the Favorite Toronto Station.

Last Sunday's World took up the need of a better Toronto-Ottawa passenger service now that the opening of the Canadian Pacific's new lake-front line and the Canadian Northern's completed line to the federal capital is in sight in each case. They hope to be running in July. Herewith we print a map showing the four possible services that can be given by the C. P. R., the C. N. R., and the G. T. R.

Waking Up the Old District

From east of Whitby to near Napanee the three companies are all in a belt not more than five miles wide and, for most of the 90 miles distance, alongside. From having one set of stations (the G.T.R.) for fifty years to a sudden increase to three, and a fourth (a trolley is also in sight), is a sudden jump for this old and slow-going lake-front district. The sensation

along these three lake front lines. There are a number of fine summer resorts in this country as well, and quite a number of Toronto people are looking for country houses and country homes to the east of the city.

The Rival Routes and Mileages

And now for the mileage of the four or more possible lines. The Canadian Pacific has an alternative route at either end. Its best and

of Smith's Falls, into its west end station (Broad street), at Ottawa; (3) by way of Kempton, into the central station (G. T. R.); (3) or build an air line from Glen Tay to Ottawa of 50 miles, and get a line of 245 miles, the shortest line of all.

The Canadian Northern

The Canadian Northern can shorten its line by at least four miles by also starting from North Toronto, and it is to build a cut-off line to this end this year, making its distance 252 miles, and most of it standard grades, al-

mostly double tracked.

This taking of running rights is well within the jurisdiction of the Railway Commission, and Parliament today is disposed to force the use of the best and shortest service as to time and over double tracks, no matter which company is owner. But, in the meantime, we are dealing with the three lines and the jointing that the Commission is able to order.

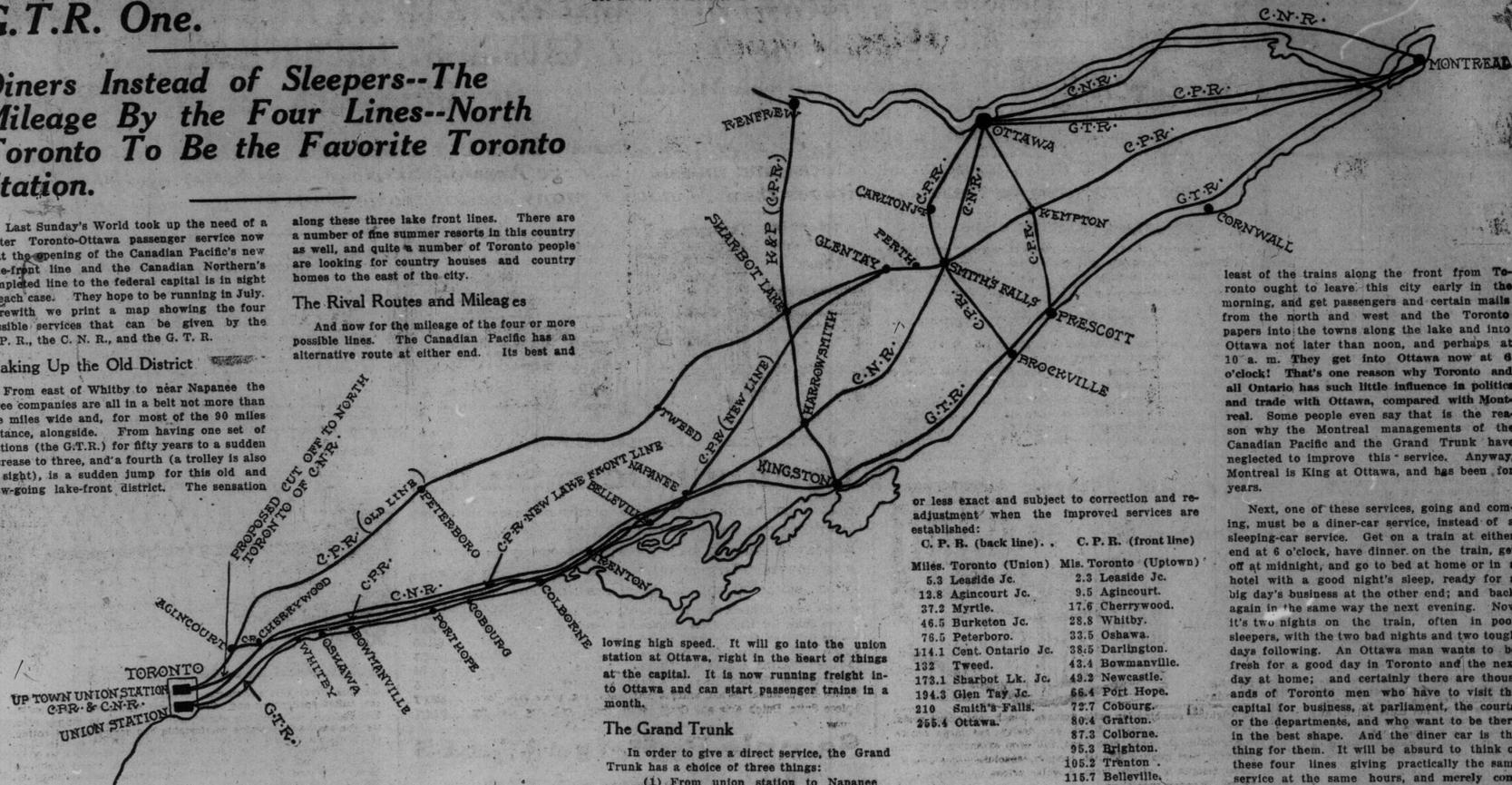
The Mileage of the Four Lines

The following tables of mileage are more

78.3 Cobourg.	101.2 Trenton.
110.5 Trenton.	113.3 Belleville.
121.9 Belleville.	135 Napanee.
146.5 Napanee.	246 Ottawa, via C. N.
165.2 Harrowsmith.	271 Prescott.
215.1 Smith's Falls.	271 Ottawa, via C. P.
257.5 Ottawa.	

Hours of Starting at Either End

And now we come to the question of hours of starting and arrival at either end. One at



or less exact and subject to correction and re-adjustment when the improved services are established:

C. P. R. (back line)		C. P. R. (front line)	
Miles. Toronto (Union)	Mls. Toronto (Uptown)	Miles. Toronto (Union)	Mls. Toronto (Uptown)
5.3 Leaside Jc.	2.3 Leaside Jc.	5.3 Leaside Jc.	2.3 Leaside Jc.
12.8 Agincourt Jc.	9.5 Agincourt.	12.8 Agincourt Jc.	9.5 Agincourt.
37.2 Myrtle.	17.6 Cherrywood.	37.2 Myrtle.	17.6 Cherrywood.
46.5 Burketon Jc.	28.8 Whitby.	46.5 Burketon Jc.	28.8 Whitby.
76.5 Peterboro.	33.5 Oshawa.	76.5 Peterboro.	33.5 Oshawa.
114.1 Cent. Ontario Jc.	38.5 Darlington.	114.1 Cent. Ontario Jc.	38.5 Darlington.
132 Tweed.	43.4 Bowmanville.	132 Tweed.	43.4 Bowmanville.
173.1 Sharbot Lk. Jc.	49.2 Newcastle.	173.1 Sharbot Lk. Jc.	49.2 Newcastle.
194.3 Glen Tay Jc.	66.4 Port Hope.	194.3 Glen Tay Jc.	66.4 Port Hope.
210 Smith's Falls.	72.7 Cobourg.	210 Smith's Falls.	72.7 Cobourg.
254.4 Ottawa.	80.4 Grafton.	254.4 Ottawa.	80.4 Grafton.
	87.3 Colborne.		87.3 Colborne.
	95.3 Brighton.		95.3 Brighton.
	105.2 Trenton.		105.2 Trenton.
	115.7 Belleville.		115.7 Belleville.
	132.1 Glen Tay.		132.1 Glen Tay.
	207.8 Smith's Falls.		207.8 Smith's Falls.
	253.2 Ottawa.		253.2 Ottawa.

The Grand Trunk

In order to give a direct service, the Grand Trunk has a choice of three things:

- (1) From union station to Napanee (135 miles) over its double line; and from there to Ottawa over the C. N. R. (111 miles), or 246 miles in all; (2) or it can go by its own line to Prescott (220 miles), and over the C. P. R. (51 miles) to Ottawa; 271 miles, somewhat longer, but very fast, and most of it double-tracked, and connecting with all its fast Toronto-Montreal trains.
- And if it chose to joint with the C. N. R. and C. P. R. for starting from North Toronto, and over the C. N. R.'s cut-off to Scarboro Junction, it would save four miles at this end and 140 feet of climb, making a fast service,

is something like the chauffeur's horn-call to the indifferent horse teamster: "Come to life, there!"

Of a truth there will be a very considerable awakening in all the towns and villages thus galvanized, and as a consequence there will be an increase in population, in business, and most important of all, an improvement in farming and in farm values. Market gardening has already been stimulated, so has the milk business. As The World mentioned a week ago, the makings of the greatest apple orchard in Canada lies between Whitby and Napanee,

shortest line in leaving Toronto, and most convenient for the bulk of the traffic, is from its new Union Station (joint with the C.N.R.) at its uptown crossing of Yonge street, between Bloor street and St. Clair avenue. It saves the severe climb of 140 feet up the Don Valley to Leaside and shortens the distance as well by 3.3 miles. There is no doubt the Ottawa trains will go out this way and come in this way, especially those over the lake-front line. And then, in going from its main line east into Ottawa, it can do three different things:

- (1) It can go, as it now does, by way

Practically all the up-to-the-minute office devices, appliances and fixtures calculated to enhance the economy and efficiency of office administration and business transactions are being exhibited and demonstrated by pretty girl operators.

Adding machines, typewriting machines, dictating phonographic machines, mathematical computing machines, stamping machines, addressing and mailing machines, office machines of every kind and description made to facilitate modern office operations and to economize time, money and energy,

strikingly illustrate how the human element in the business equation is diminishing in so far as subordinates are concerned. Indeed, the show graphically demonstrates Edson's statement: "This is the mechanical age."

The exhibitors are pleased, even enthusiastic, at the results obtained so far at the show. Sales are being made with accelerating rapidity and the salesmen wear the "business-is-good" smile everywhere.

BUSINESS SHOW VERY SUCCESSFUL

Model Office Creates Interest--Eight Typists to Compete for Championship.

The second annual Toronto Business Show, that opened Thursday evening last at the Arena, met with instant and unqualified success. Thursday night over three thousand were in at-

tendance, and the crowds Friday night and Saturday afternoon and evening exceeded that number by thousands. Such a large attendance demonstrates that in point of popularity, as in size and comprehensiveness, the show of this year eclipses the initial event held last year in Massey Hall.

One of the outstanding attractions of the show is a suite of model offices, occupying 60 x 17 feet of floor space and arranged by Mr. A. E. Chatterson, Canada's leading authority on office planning. The suite is elegantly appointed through Turkish rugs cover the floors of the offices and the fixtures, devices and appliances are of the most up-to-date design. The manager's room is furnished in mahogany and the other apartments, including the mail order department, the credit and cost-keeping department, the stenographers' room and the sales department, are done in quarter-cut oak furniture, up-to-date and complete in every particular.

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What You Hear From Mexico

By Lou Skuce

