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DEATH OF HEAVYWEIGHTS.

Proposed Effort to Bring the Big Fellows to the Front.

The scarcity of good heavyweights in America and England was being discussed by the American boxers and their Australian friends when the subject of home heavyweights came up, writes T. S. Andrews. In a budget of news from Sydney, whither he has gone with a number of American boxers...



JACK REID

With the "Runaway Girls," at the Gayety.

"There was a time," said Maroney, "when Australia had the best heavyweights, and middleweights in the world, or at least a big share of the best, but the country seems to have gone back in good big men the same as the United States and Great Britain. Why, the names of Peter Jackson and Bob Fitzsimmons are known the world over, but there were other great boxers besides them. Larry Foley was a fine boxer in his day, and many will recall the days of Frank Slavin and Joe Goddard. Peter Felix was also a good man, and Dan Creedon, Jim Hall, and Abe Hicklin figured among the best."

The great fault seems to be that the big men who box nowadays get into one match, and if they do not make a good showing they quit the ring entirely, while the little fellows are contented to go along and box a dozen contests, whether they win or lose, knowing full well that experience is most necessary in order to make a name for oneself. I have known several big fellows who looked very good indeed, and no doubt would have made a record had they stuck to it; but one meeting was enough unless they happened to win in easy fashion, and then if they should lose the next one they stop short. Now, mind, this does not mean everyone, but it is the usual result where heavyweights start out. I believe that is the reason there are not more good heavyweights in this country—and possibly the other countries—to-day. There is no reason why there should not be more good heavyweights, for we certainly have the material. Why, look at the big men on our football and cricket teams! They are as fine specimens of manhood as you could wish to see, and they are all big and strong, but they do not take to the boxing game as readily as the little fellows, for the reasons I have stated above. Take your own athletes back to the States—that is among your football and basketball teams—are you will find some pretty big men, but they do not get into the boxing ring.

EXPRESS COMPANIES MUST REDUCE CHARGES

Continued From Page 1.

Is all the cash that was ever paid into the Dominion Express Company upon account of capital stock, and for this \$1,000,000 of fully paid up stock was originally issued. The assets now stand at something less than \$600,000, yet \$2,000,000 of fully paid up stock is outstanding.

The whole business of express, as it is carried on in Canada, could go on just as it now does without the existence of any express companies at all, by simply substituting railway employees for express employees, making express traffic part of their work, and let the railway companies take the whole of the express toll in the first instance," says the applicant.

Tariff Tolls. Dealing with the question of tariff tolls, the judgment says that the matter was being dealt with solely with a view of trying to ascertain whether these tolls upon the whole are reasonable. "They might," says the judgment, "upon the whole produce reasonable returns to the carriers, and yet some classes of traffic might be unduly burdened and other classes of carriers for less than reasonable charges. If so, this would be unfair to individual shippers, but at the moment that is not the point for consideration. Do they, in the result, produce only fair and reasonable returns to the railway companies, or from the financial results and generally reasonable conclusions and inferences from the foregoing should not some general reductions be made? The railway companies have small, almost negligible portions of capital invested in these express agencies, and these latter, being common carriers, performing quasi-public functions, are accountable not only as separate corporations or entities, but likewise the railways, as their real principals, to the public and the country at large. The law as interpreted by the late chief commissioner, and with which interpretation we entirely agree, imposes upon these carriers the obligation of satisfying the board that their tolls are fair and reasonable. Has this burden been discharged? We feel that it has not been, and in so ruling we are not interpreting the meaning of the provisions in a narrow sense. It should not be so dealt with. The carrier is entitled to much latitude in framing these tariffs. There are many elements of loss and danger that must be provided for, but after making every allowance for all contingencies we can think of, we are impressed with the fact that the charges of the railway companies upon express traffic are, upon the whole, excessive, and should be reduced. Arriving, after the most serious consideration at this conclusion, it follows that the application of the companies to allow their tariffs as they stand cannot succeed and must be refused. In this result it was necessary to prepare new tariffs, and in framing them regard may be had to certain outlines that follow."

New Tariff Necessary. "In this result," adds Justice Macbeath, "it will be necessary to prepare new tariffs, and in framing them regard may be had to certain outlines that follow. By far the larger portion of the individual complaints that have been heard by us along with the general enquiry are covered by general findings and rulings."

In connection with this aspect of the question the judgment notes that express rates in Canada are practically the same as those in the United States, where the companies are independent of the railways. The judgment quotes at length various rulings of the board in respect to different phases of the matter considered. The question of delivery limits is one of the most important of these. It is decided that the companies must propose to the board some reasonable basis for express traffic to move to delivery limits, and that a list of such limits, points, with maps, if no reasonable way of working out the problems of delivery points is found, delivery limits will have to be abolished. The board does not feel that it is necessary at the present time to give direction to the express companies as to the exact mileage which should constitute such mileage group, but that from Lake Superior territory, inclusive, and that there will be advantage in a general uniformity, so that, for example, any two or more of the western groups should be equivalent, and included in the corresponding eastern group, instead of the relation being fractional as at present. The express companies should, within three months, arrange their standard mileage territories from Lake Superior territory, inclusive, in accordance with this direction.

Exclude T. and N. O. The board directs: (1) Four standard mileage basing scales, namely: "A"—On all lines east and including Windsor and Sudbury, excluding the line of the T. and N. O. Railway. "B"—All lines west of and including Sudbury, to and including Sault Ste. Marie, Crow's Nest, Canmore and Thornton, Alta., also north of and including North Bay. "C"—On all lines west of and including Crow's Nest, Canmore and Thornton to the Pacific coast, and to Vancouver transfer points. "D"—Vancouver Island.

(2) That mileage groupings of "B," "C" and "D" be as limited to those of "A," so that there shall be no overlapping. That the basis of "A" do not exceed three dollars, or "B" five dollars, or "C" six dollars, per one hundred pounds the nine hundred-one thousand mile group. On an onward transfer the groupings are to be harmonized without the increase in the rates.

(3) In the interest of uniformity of practice and lesser burden of rates on inter-divisional traffic, which is not subject to the Sudbury interchange schedule, the higher or highest standard mileage scale as applied to the thru mileage should govern in either direction. (4) Between points east of Sudbury and points west thereof the Sudbury basing scale may be continued, provided that the thru rates are less in all cases than the sum of the tariff rates to and from Sudbury, and are greater than the highest standard tariff as applied to the thru mileage from the point of origin to destination. The tariffs between points east of Sudbury and points west thereof must show these specific thru rates.

With regard to contracts, the judgment points out: "It requires no second reading of these contracts to see that they are grossly unfair. Indeed,



Wishes Its Readers a Very Merry Christmas.

no one on behalf of any of the companies attempted to justify them in their entirety, and it is difficult to understand why the companies have for years required such forms to be signed by shippers. These forms must be abandoned and new forms, if possible in brief and simple terms adopted.

Origin of State Names. Rhoads Island means Red Island. Sailing up the bay, land of a reddish appearance was observed, and it was called Rhoads Island. New Jersey was named in honor of Lord Carteret, who had been governor of the Island of Jersey, in the English Channel. Pennsylvania is simply "Penn's Woods," says an exchange. The Carolinas were not named after Queen Caroline, but after Charles II.; the Latin of Charles being Carolus, hence Carolina. Ohio means "beautiful river"; Tennessee, "river with the great bend"; Illinois, "river of men"—river along which men live; Alabama, "here we rest," and Iowa, "beautiful land."

WIRELESS AMONG SAVAGES South Africans Antedated Marconi With Device and Code.

"South African savages had their method of wireless telegraphy years before the Marconi system came into use in more civilized countries," said P. A. Kennedy of Johannesburg, South Africa, who is touring the United States in the interest of a South African rubber concern, says The Washington Post. "With the aid of a drum, constructed of a round piece of wood, from which they cut the middle and covered with a certain kind of skin, the natives are enabled to send messages for miles. Indeed, this is the only mode of communication between some native villages, and in many instances the message is sent thru a score of native settlements before it reaches its final destination. This means of communication is most successful among these tribes who frequent the banks of the rivers. When it country, it is necessary that a message should be sent, say, probably eight or ten miles up or down the river, the native drummer goes to the river bank and begins striking his drum. So skilful have some of these native 'telegraphers'—for so they are called by the white settlers—become with their sticks and drums that a regular conversation can be kept up between river villages for long intervals. It seems that all the native tribes living inland are acquainted with the code of signals used, and understand the tapping of the drum as well as if they were listening to the words from the drummer's mouth, possibly several miles away. "Nor are messages intercepted or distorted by tribes living between the sender and intended recipient of the message. "The natives seem to have a code of honor regarding these messages, and usually the drum method of communication is considered more safe than sending the message by courier. Where it would take a messenger or runner hours to make known the want or commands of a native chief, the idea can be conveyed in several minutes up or down a stream or across the banks of the rivers. When it country,

Do You Know These Men? (A Little Rain Makes a Difference)



UNION STATION A WHIRL OF CHRISTMAS BUSTLE

Railway Officials Say as Usual "Biggest Yet"—Trains Taxed to Limit.

Talk about crowds! Nothing quite so crowded as Toronto's own Union Station on Xmas Eve. They started moving thru the gates early in the morning and kept it up all day until the last train had moved in or out, everyone of the scores of thousands and the most tremendous hurry to get somewhere. "Biggest crowd yet," said Superintendent J. J. Beck, as he sought refuge in a quiet spot behind a pillar in the big waiting room and watched the folk stream past. "Never handled so many people before, in all our experience. Everything crowded, in and out." He moved off to watch the machinery of things keep up its busy round and the newspaper man took in the bustling scene for a few minutes. "Everything crowded, in and out." He moved off to watch the machinery of things keep up its busy round and the newspaper man took in the bustling scene for a few minutes. "Everything crowded, in and out." He moved off to watch the machinery of things keep up its busy round and the newspaper man took in the bustling scene for a few minutes.

Trains Loaded. The crowds streamed thru the gates and down the steps to the station platform, where they swarmed wherever there was space to stand. Every coach of every train was crowded and practically every train was double the ordinary length and capacity. Passes occupied every spot left free by the passengers on seats and under them, on window ledges and in the racks overhead. "Say, mister, isn't this train late?" was the query put up to long-suffering officials time innumerable during the day. "Oh, about five minutes," and then, aside, "likely to have longer to wait before ye get away." For almost every train was running behind time owing to the unusually heavy traffic. "How many?" exploded a railway official. "Well, I should say upwards of 200,000 tickets from appearances so far. But for goodness sake clear out now. I'm too busy to think." And the newspaper man "cleared."

Paper Proposes British Cent. Why should we not add to the existing coinage a British cent? A coin value one-hundredth part of a florin? asks The London Spectator. Then we should have at once for anyone who cares to use it a decimal system of money. The pound sterling is 10 florins, the shilling is half a florin, or 50 British cents; a stipend of £2 British costs, the British coin would seldom circulate, but they would be useful coins of account.

CHRISTMAS REMINDER TO PARENTS.

Edith G. Harris. Sometimes a little knowledge at the proper time is worth millions of dollars; known a little too late, it brings vain regrets. Few parents would be willing to sell one of their beautiful children for a few dollars, or a fortune, and yet at this season of the year, when the Christmas spirit is rife and everyone is sending out happy, loving vibrations to everyone and everything else, many sow the seeds of death in their children by allowing them to eat whenever their appetites awake. Candy and nuts, as well as other foods usually prepared at the holiday time, are among the richest and best. But when swallowed at any time, filling in the gaps when the children's minds are not engaged in some play and are being indulged and allowed to do as they please, because this season only comes but once a year, they cause predisposition to many ills and later the stronger children develop colds, catarrh or housecleaning fevers, while the weaker ones develop consumption and kindred illnesses. Your baby boy is worth, at least, two hundred dollars to your community, and increases his country's wealth by at least two thousand. And yet a little neglect may sow the seeds of death at this time of year which millions of dollars cannot eradicate. To the handling of his live stock and lands the average man devotes a thoro and scientific study, but neither the father nor the mother uses the same care in the rearing of their far more valuable children. The mothers may say I am harsh and rabid, but I speak from long observation and experience in aiding nature to restore health to the victims of such ignorance and carelessness. If you, mothers, will give the same time and study to your children as to your house and social duties, you may not be so popular, but you will be far richer in the wealth of health of your children and the labor and devotion which they will later bestow upon you.

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LLER FOSTER. election should, economical dividend.