

APARTMENT HOUSE GIVE
Convenient to Queen's Park and easy access to street cars; corner lot, 150 x 120, property must be sold to close estate.
H. H. WILLIAMS & CO.
38 King St. East.

PROBS: Strong winds and rain, S.E. to S.W., warm, and occasional rain.

The New Western

Senate Reading Room
1 Jan 12—14812
SENATE P O

(From The Winnipeg Free Press, Oct. 14.)
At last the merchandise rates framed by the express companies in accordance with the judgment of the Dominion Railway Commission of Dec. 24, 1910, have been announced and go into operation forthwith. They show a few reductions from the old rates, as, for instance, \$1.75 per 100 lbs. from Winnipeg to Dauphin; instead of \$2, as formerly; and \$4.75 to Edmonton, instead of \$5. They show a greater number of increases; the rate from Winnipeg to Neepawa, for instance, being now \$1.50 instead of \$1.25, as before, and the rate to Brandon \$1.50 instead of \$1.25. In many cases, such as the rates from Winnipeg to Virden, Regina and Prince Albert, there is no change. These few examples are all rates from Winnipeg; they serve as well as any others to indicate how the new rates compare with the old.

Such are the fruits of the railway commission's investigation of the express companies last year. A couple of months ago rates were announced for parcels of less than 50 lbs. weight, showing some reductions, which the express companies are now endeavoring to remove in large measure by means of alterations in their classification. As in the case of freight rates, the classification and the shipping regulations often play a highly important part in the levying of traffic charges by the railway companies, of which the express companies are simply tentacles. "The whole business of express would go on just as it does now," said Judge Mabey, the chairman of the railway commission, in delivering the judgment of Dec. 24 last, "without the existence of any express companies at all by simply substituting railway employees for express employees, and letting the railways take the whole toll in the first instance."

The figures set forth by Judge Mabey show that the Dominion Express Company, which is a side line of the C. P. R., has had a total of only \$25,500 paid up on its \$2,000,000 capital, and has paid the C. P. R. in the eight years covered by the enquiry made by the commission, no less than \$13,498,240. The Canadian Express Company, with a total of \$27,520 paid on its \$500,000 capitalization; has paid the Grand Trunk an average of \$933,989 per annum. The Canadian Northern Express Company, owned by Messrs. Mackenzie and Mann and their associates, with the magnificent sum of \$5000 paid in real money on its capitalization of \$1,000,000 (of which \$300,000 has been issued by the aforesaid philanthropists to themselves in the form of paid-up stock) has paid the Canadian Northern \$333,126 in the six years of its existence.

The railway commission's judgment of Dec. 24 last gave the express companies three months' time to frame new tariffs, and laid down as a basis for such new tariffs the principle that heavier charges are proper in Western Canada than in the east. The companies have taken their time about the new tariffs. But they lost no time in framing up a new classification, the result of which has been, in many cases, increased charges. Now we have the new tariffs in full, based on the principle laid down by the commission—or, as Judge Mabey has since explained, in a letter in reply to a protest from the Winnipeg Board of Trade, the suggestion rather than an actual order—that the rates in Western Canada should be two-thirds higher than the rates in the east.

There has been no shadow of attempt at justification of this outrageous doctrine that \$5 is the just express charge in Western Canada for a service for which \$3 is the just and proper charge in the east. There is no possible justification of it. It is difficult to understand by what reasoning such a doctrine can be regarded as right unless upon the assumption that the people of Western Canada should be more heavily taxed than the people in the east.

It cannot be justified by any difference in costs of operation. Take the ready test of salaries. Do the express companies pay their western employees 65 per cent. more than they do their employees in the east? Does this difference in wages apply on the C. P. R. and C. N. R. systems, which are, of course, the real owners of the express companies? Further, does the Dominion Government, which is in a sense responsible for the findings of the railway commission, make an additional allowance of two-thirds the original salary to compensate for the higher cost of living in the west?

A protest against this intolerable doctrine that the transportation companies are entitled to charge the people dwelling on the prairies 66-2-3 per cent. more than they charge the people in Eastern Canada for the same service was lodged with the railway commission some time ago by the board of trade of this city. The people of Western Canada and their representatives in parliament will have to declare themselves with such force as will compel the renunciation of that doctrine. Unless that doctrine is swept away, how can the gross injustice of western freight rates be remedied? For the people of Western Canada to submit passively to the establishment of the precedent that express rates should be 66-2-3 per cent. higher than in the east would be for them to allow themselves to be permanently bound and shackled by the railway companies.

CHICAGO EXPRESS CRASHED INTO FREIGHT CARS

Smash-up Near Dundas Street Bridges, in Which Passengers Were Shaken Up—Engine and Cars Wrecked—Chase Was an Exciting One

Three men were slightly hurt and four freight cars and an engine were wrecked 100 yards south of the Dundas-street bridges when C. P. R. engine No. 864, with the Chicago-Toronto express inbound at 4:00 o'clock yesterday afternoon crashed into the rear of a shunting train of nine freight cars at that point. The cause of the wreck is said to be that the engineer of the shunting train believed that the passenger train, which was twenty minutes late, had passed, and therefore ventured out on the main line.

Those injured were Engineer George Dowling of the passenger engine, who lives at London, Ont., whose right wrist was cut and sprained. He was also severely shaken up. His fireman, Henry Stevens, London, was also shaken up, while Pullman Conductor James Lynn, 22 Westminister-avenue, Toronto, was cut about the head, being thrown to the aisle of his car by the impact. None of the injuries are serious.

Couldn't Evade Pursuit.

It was broad daylight on a straight track when the accident happened. As the heavy passenger train bore down on the light freight, the engineer of the shunting engine and his fireman heard and then saw its approach. Full steam ahead was clapped on and the light train sprang forward, but it was too late. The passenger train with the momentum of a down grade overtook and crashed into the rear of the freight. The heavy engine and tender plowed into the empty freight cars. The first of these, an empty box car, was demolished. The next was an empty wooden coal car and the engine and tender dove under this ripping off the heavy trucks and casting the light body high into the air and to the south. The trucks were ripped from beneath the next, a box car, and the body cast to the side of the track at right angles to it, while the fourth, a box car, was slightly damaged. The engine front was reduced to scrap-iron and it was laid almost on its side.

The passenger coaches, with their badly scuffed load of humanity, were uncoupled and hauled back to the bridges, where the passengers were let out; and put upon the street cars, while the coaches with the injured crew were drawn back to West Toronto. A wrecking crew was sent to the scene and worked far into the night clearing the line of the debris, which, fortunately did not catch fire.

Hon. Adam Beck was on the train on his way to attend a hydro-electric meeting. He was a little shaken, but not hurt.

A brakeman riding on the top of one of the forward cars of the freight train was caught when the collision occurred. He managed to cling to his brake bar and save himself from being thrown from the roof when the jolt came.

LEDGE RUNS INTO PRESTON

Outcropping of Rich Find on Brydges Property Discovered.

Editor World: As many enquiries have been made at the office of the Preston East Dominion Company for authentic information regarding the position of the company's property in relation to the reported strike on the Brydges claim, which adjoins the Preston. I beg to state that the enclosed telegrams have been received from the company's engineer, referring to this matter.

D. F. Maguire,
Secretary-treasurer,
Porcupine, Oct. 15.

D. F. Maguire, Toronto:
Have started test pit on Saturday with an air drill as directed.
(Signed) S. M. Thorne,
Porcupine, Oct. 15.

D. F. Maguire, Toronto:
Brydges showings and outcrop right on east line of Preston. Vein dipping into Preston. Two hundred feet of crosscutting from our No. 2 shaft should pick up some ninety feet below surface on Preston side of line.
(Signed) S. M. Thorne,
Extremely Rich Vein.

At the office of Messrs. Warren, Gzowski & Co., a telegram was received from their representative in Porcupine. He reports that he went out to the Brydges claim and saw the vein where it was opened up. He states that the ore is extremely rich.

STALLED IN THE DRIFT



MR. TAFT: How unfortunate!

REVOLUTIONISTS HAVE POPULAR SYMPATHY

Chinese Commander Distrustful of His Soldiers—Government Rushing Troops to the Front—Situation Depends on Money—Revolutionists Well Armed.

PEKING, Oct. 16.—Simultaneously with the acceptance to-day by Yuan Shi Kai of the post of viceroy of Hu-Peh and Hunan Provinces, to which he is directed to proceed and immediately re-establish the imperial authority, the government is showing remarkable activity, even in the face of a depleted treasury. The government seems to realize at least the necessity of crushing the rebellion promptly, and is now despatching the army to the scene of the revolt as hastily as preparations can be made. A few messages are beginning to arrive from the south, which several days previously was entirely cut off from telegraph communication. But the telegraph lines are open, few details of the situation in the affected provinces are filtering in. It is believed, however, that a certain measure of order is being maintained at Wu-Chang

Refuse Loan to China

PEKING, Oct. 16.—The government appears to have sufficient ready money for a campaign of six weeks or two months, but anxious for a reserve fund in view of the possibility of a more extended conflict with the revolutionists, to-day applied formally for a loan of 5,000,000 taels, or about \$3,000,000, to the international bankers who arranged the \$50,000,000 currency reform loan. The group of financiers who represent four nations, the United States, Great Britain, Germany and France, were unable to agree to do this, and the loan was refused.

and Hankow. Outside of the foreign concessions in Hankow, these two cities are in the hands of the revolutionists, and the fact that all the women and children have left or are leaving Hankow indicates that the forces under the insurgent leaders, well armed and well ammunitioned from the arsenal stores, are preparing to resist the Chinese army, several divisions of which are being rapidly fitted out for the expedition.

The situation in Peking. The re-inforcement of the American legation guard by a hundred men, who are proceeding from Manila, while not

Continued on Page 8, Column 1.

Toronto Needs More Big Hotels

Some protest has been made by Toronto hotelmen against the article in last Saturday's World, headed "More Hotel Accommodation Needed." They claim that the large license fee, the uncertainty of keeping a license, once it is secured, and the extra bar tax, make it impossible for them to spend more money in serving the public. Objection is made to the interference of the Lord's Day Alliance. The great difficulty encountered in getting good "hotel help" is also put forward in explanation of the bad service.

It is stated that English and American interests, which have contemplated the erection of a hotel here, have been frightened away by existing conditions. The general opinion among Toronto hotel men is that another large hotel would not pay.

The World does not agree with this.

The point at issue remains unchanged—Toronto is lacking in proper hotel accommodation. If the existing conditions really prevent the operating of another good hotel on a paying basis, these conditions must be mitigated or removed. We believe that the Toronto hotel men are doing their best, but their best has not been enough. If the city is to keep on growing, the hotel problem is one of the first that must be solved. The World knows of one six-hundred-room house, modern in every way, now under consideration of capitalists. Two big new hotels will fill up the moment they are opened.

We say again: More hotel accommodation is needed.

HUMBER SCHEME GOES THRU COUNCIL

Opposition Was Directed Towards "Irritating Clauses," Some of Which Will Be Altered—Civic Improvement Committee Suggests Viaduct to Head of Parliament Street.

What the Council Did.

Passed the Humber Park Boulevard scheme, with amendments. Heard the report of the civic improvement committee on the east end viaduct. Rejected the salaries of dredge employees. Passed money bylaws providing for purchase of Isolation Hospital site. Referred back recommendations to chlorinate trunk sewer effluent. Killed proposal to send deputation to United States cities to study works departments. Decided to urge Ontario Government to appoint juvenile court commissioner.

With half a dozen amendments which will have to be agreed to by R. Home Smith's syndicate before the matter is settled, the Humber Park boulevard project was passed by the city council yesterday.

The request of Mr. Smith that a boulevard 100 feet in width be constructed and paved by the city, was changed to read that a pavement along the central part of a driveway, parkway and boulevard, 100 feet in width be constructed.

The clause whereby the city bound itself with R. Home Smith's support to obtain legislation and obtain sanctions necessary, was altered so as to give the city full liberty in making the applications, and providing that the syndicate pay half cost.

To the clause giving Mr. Smith permission to take alone from the bed of the Humber, the addition of the following was made: "provided that this does not affect the city's right to remove stones from the bed of the river for the purpose of development of the park and building of the roadway."

The council crossed out Home Smith's condition that no poles or wires be put up. As for the approval of bridges, the council added that the city engineer and the park commissioner be included with Home Smith. The clause as it originally stood provided that they had to be approved by Mr. Smith alone. The fence between the park areas and the property of Mr. Smith is to be merely a woven wire fence to be provided by the city engineer, the park commissioner and Mr. Smith.

For a time it looked as if a number of the members of the council were against the general scheme, but the clamor was found to be merely objections against minor points.

Ald. May moved that the matter be referred back for the report of the assessment commissioner on the vested rights, the report of the engineer on the cost of the bridges, and a 100 foot macadam roadway, and the report of the park commissioner on the cost of filling the low land so it would be above the high water mark of the river.

The motion was defeated by a vote of 10 to 7. Those for referring it back were: Ald. Graham, Mc'Brien, May, Sweeney, Chisholm, Dunn and McMurray.

Continued on Page 8, Column 2.

A POSSIBLE SITE FOR A NEW HOTEL

Speaking of locations for a new big hotel, there should be no anxiety over that aspect of the situation. A half dozen available downtown sites occur to mind. There is a good one at the northeast corner of Front and York-streets. It is all ready to start building on. The corner property has 200 feet of frontage on York-street and about a hundred on Front street, and if the property next east were acquired, it would make an excellent site, being just opposite the new station that is to be, and there would also be light on four sides. This is not the only good site, there are plenty of others downtown, and any real estate man can offer a list of them. The reality side of the situation presents no difficulties.

A Most Elaborate Production.

The musical extravaganza, "The Pink Lady," which opened last night at the Princess, is one of the most elaborate productions ever seen in Toronto. Gorgeous gowns adorning a collection of beautiful ladies certainly presented a brilliant picture.

WHO IT HE?

There is only one good poker player in the Ottawa cabinet.

PERSON
birth \$18
\$8.45
the special
together, and
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permanent
1.50
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1.98
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like a difference
without in the
while the goods
A winter weight
both styles, colors
ready, each .99
sleeves, button
regular prices 1.66
35
wool, with single
knit front, ankle
knit, a full 1.98
Half-Price
ing rooms to
and you are
As a double
Redfern and
size is among
is season's mod-
ern models fit-
near half price
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Sale
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elms, Amphora
n Pots, 14-piece
\$2.00
If price, Tues-
day, \$2.98
Bernard Moore
Forester, Vase,
\$1.00
Regalia to
\$110.50
of the Great
\$18.00
complete for 12
\$17.95
90. Sale special
\$42.00
ain sold deora-
125.00
de Jugs, Vases,
\$15.00
\$6.00, Tuesdays,
3.00
ular to \$7.00, to
1.95