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MONDAY MORNING, JULY 12.

### A Hold-up at the New Union Station.

The finest railway station and railway postoffice in Canada is finished, and was inspected by the Toronto members of the Engineering Institute of Canada on Saturday. Everything was found complete and ready for use.

But the question of the level of the tracks in and out of the station has not yet been settled. The station is so built that the trains in and out can be operated on the present track levels south of the new station; or on a higher level to accommodate "the viaduct," or mud wall, yet to be erected, and to cost the railways and the city fifty to sixty millions of dollars for construction and unknown land damages.

An order of the board of railway commissioners to use this higher and most expensive level, is still effective; and so the use of this magnificent and most modern station is held up indefinitely.

Plans are ready for the train house: the tracks, ties, concrete, switches are ready. But this order blocks the way. As a matter of fact, the railway cannot raise the money for their share of the cost at this time; nor is the city ready and able to be "stung" for forty or fifty millions for damages and its share of the proposed track elevation.

There is only one way out of the hold-up, and that is for the railway board to suspend its order for the elevation, say for ten years; let the tracks go in and out on the present level, and let the connections be made at once. Provided, however, that the railways build temporary bridges over the Esplanade tracks at Yonge and Bay streets, connected up by a new roadway south of the tracks, and also with the present York street bridge.

These tracks on the lower level could be put down in a month or less if a big force of men were at work, including the taking down of the two train houses south of the old Union Station to the west. A quicker entrance could be got by limiting the coming in and going out of trains to the tracks east of the new station, for the first two months. The train house could be put up later.

But the progress of Toronto and the health and safety of the thousands of passengers who are at the old station daily—both these are deeply concerned by this hold-up.

Sir Henry Drayton, who represented the city when the order was made, and who afterwards became chairman of the railway board, says this is the only way out at the present time.

It is up to the two big railways and the Dominion government to go to the railway board for immediate relief. In the meantime, Mayor Church might function to the extent of sending out a batch of telegrams. And where is the board of trade?

### Our Neighbors Turn to the White Coal of Electric Energy.

Our neighbors to the south are often slow to adopt a new policy, but once their minds are made up they go after things in a big way. Legislation recently passed by congress preserves under governmental control all the water powers on the public domain of the United States. They may be leased to private companies for a term of years, but cannot be alienated. A federal commission has been appointed and so many power enterprises have been projected that an expenditure of \$750,000,000 is anticipated at the start off. The details of the legislation together with the rapid electrification of industry and transportation expected to result from it will be found more fully stated in a news article in another part of this paper.

The great success of the Hydro-Electric Commission in Ontario is largely responsible for the recent federal legislation in the United States. That policy is being acclaimed and adopted in a foreign country at the very moment it is being threatened with disruption at home. It happens, however, that the water powers of the United States were mainly in the west, while those of Canada are mainly in the east. Hence the electrification of railways will begin in the western states about the same time we should be electrifying our railways in Ontario and Quebec.

The coal situation impels our neighbors, as it should even more urgently impel us in Ontario, to electricity as quickly as possible industries and lines of transportation. The steam locomotive consumes one-third of all the coal it transports. Moreover, fully one-third of the freight carried by the roads is coal, destined for their own use or the use of the public. To substitute the "white coal" means an

enormous saving, and an escape from the dislocation of industries caused every year by the inability of the mines to produce, or the inability of the roads to handle the coal required.

### Serving the People.

Beside this we print a letter from a subscriber living in the east end of the city, who complains of the failure of the Grand Trunk to stop their passenger trains at the Riverdale station. A general complaint is also made of discrimination against the east end of the city, as all trains stop at Sunnyside station on the west. At one time the Canadian National night train to Ottawa passed Queen street, where many passengers might have been picked up, and stopped at Rosedale, where there was little or no traffic.

Our Union Station is built on the waterfront. This puts it at the extreme southern end of the city. The residences of our people are north, northeast and northwest of the station. For nearly every passenger who alights at the Union Station there is a back haul, and it must be exasperating to a man living, say, at the beaches, to be carried past Queen street into the Union Station. The best he can hope for is a ride on the street car, including a transfer, to get back to the viaduct under which he passed half an hour before.

Our correspondent further suggests that the Canadian National station be removed from Rosedale to the Bloor street viaduct, where there might be a joint station of the C.P.R. and the C.N.R. He further suggests an elevator service from this station to the level of Bloor street. No doubt other suggestions will occur to our readers. The Union Station is mainly for the convenience of travelers passing through Toronto or coming here on business. The ordinary resident is inconvenienced by being carried down to the waterfront.

### How About Nova Scotia?

Premier Murray has given scant notice to the elections of Nova Scotia. As polling is set for the 27th inst. He has been wonderfully successful in the past and no doubt looks forward to an easy victory. For twenty-four years he has been at the head of affairs in Nova Scotia, and for years has not encountered any dangerous opposition.

Nearly every man, however, goes into the ring once too often, and even Mr. Murray must have a bad hour when he thinks of what happened in Manitoba. There Premier Norris was supposed to have a sure thing and the Conservative opposition gave him no uneasiness. But he forgot or underestimated the Farmers' party and the Labor party. He was to win in a walk, but when the ballots were counted he had not won at all. And his government will go down before an adverse vote in the legislature unless the Lieutenant-governor in the meantime bids him resign.

Premier Murray may not be afraid of the Conservative opposition in Nova Scotia, but he must reckon with the Farmers and the Labor candidates. The Farmers' party is putting candidates in the field, and we know in Ontario how rapidly it may grow and what a sledge-hammer blow it can deal to a government. In Nova Scotia the Farmers are not only going after Mr. Murray, but they are nominating candidates for the Dominion general elections. And the Labor vote is not insignificant; indeed it may be decisive in centres like Sydney, New Glasgow, Amherst and Halifax.

### OTHER PEOPLE'S OPINIONS

The World will gladly print under this head letters written by our readers, dealing with current topics. As space is limited they must not be longer than 200 words and written on one side of the paper only.

### SERVING THE EAST END.

Editor World: I trust you will take up a matter that appears to be a discrimination against east of the Don district by the G. T. R. The thru trains do not stop at Riverdale station, thereby causing inconvenience to residents of that section of the city, who are arriving or departing by these trains. Why Riverdale in the east end should be treated differently from Sunnyside in the west end is the question that puzzles the east ender. I understand every passenger train stopping at Sunnyside and Parkdale respectively. The C.P.R. and National railways stop all their passenger trains at the Don station. The G.T.R. should respond to public convenience and utilize to the full their station facilities at Riverdale.

The north and east end of the city could be better served if the National railway station were removed from Rosedale to the Bloor street viaduct, making a joint station there for the C.P.R. and National railways. This could be made possible by a footbridge over the Don at this point, with an elevator to hoist the passengers to the convenience to this popular section of the city.

Trusting that The World will continue to agitate for this much-needed improvement,  
Riverdale Dweller.  
Toronto, July 7, 1920.

### REDS OCCUPY MINSK?

London, July 11.—A roundabout report that the Bolsheviks driving against the Poles had occupied Minsk was received here today. The report originated in Kovno. It is stated, and was forwarded by the Central News correspondent at Copenhagen. This report has not been confirmed from any direct source.



DADDY!!

## NATIONAL WATER-POWER ERA OPENS IN UNITED STATES

U. S. Government Has Already Arranged to Spend Seven Hundred Millions After Manner of Adam Beck—Legislation Passed by Congress—Control Safeguarded to the Public—Private Interests Fighting.

From Literary Digest, July 12.

"Waterfalls do not strike," David Lawrence reminds us in a special dispatch to the Seattle Times. Hence the preference for "white coal," as hydro-electric energy is called by the engineers, and the enthusiasm manifested by editors in all parts of the country because of the enactment of the water-power bill, which creates a federal commission consisting of the secretaries of the interior, war, and agriculture to supervise water-power sites on all public lands. This will be remembered as one of the Roosevelt policies urged upon congress by the Taft administration. "While it took twenty years to get the legislation, the benefits will be felt for generations to come," adds Mr. Lawrence, and J. J. Underwood, writing in the same paper, declares that already, as a result of the new law, "approximately seven hundred and fifty millions will be spent on water-power construction projects in various parts of the United States."

**The New Law.**  
Under the new law power companies may lease power sites for a period of fifty years, paying the government a royalty, yet never acquiring complete title to the property. At the end of that time the government has the option of taking over the property by paying the owners for their property. "The bill just signed makes possible the doubling of the power of the country without the burning of an extra ton of coal," notes the Providence Journal, and it is a source of jubilation to many papers to know at last that "the twelve-year old controversy between the extreme conservationists and those who believe our natural resources should be administered by the respective states" is at an end. "The public domain is a great public inheritance. Let us keep what remains of it, but not let it lie fallow indefinitely," remarks the New York Times in this connection. The Denver Rocky Mountain News thinks that, because twenty-five per cent of the country's water-power resources lie in the west, "the utilization of water-power will bring the industrial centre farther west, and the Omaha Bee, while it dissents from this, believes that "the wider electrification of the country may force equal energy from the eastern." The St. Joseph Free Press, sure that it is the saving in coal and fuel oil, aside from the lower price for these commodities which the utilization of water-power will bring about, "the country will be assured of more efficient transportation service; the building up of new labor, and broader and more stable markets for all agricultural products," and in an exhaustive New York Times article we read:

"One of the first effects of the new law will be that it will open the way for the electrification of the railroads and the carrying of water-power over long distances, as in the west, the railroads are overloaded with freight. A large proportion of their freight is coal, including coal for their own operation. Every little town has a steam power plant, and the railroad has to haul coal for the towns along its line. These towns could also be served by long-distance transmission, thus further lightening the burdens of the railroads.

"California is the most highly developed state in water-power, and these producers are linked with the steam plants in one big system that extends from southern Oregon to the lower part of California. Engineers point to this as a model for the country. Electrical power is cheaper in California than anywhere else in the equal extent of territory, and the homes into which electrical wires do not run are reported to be comparatively few. In the thickly settled rural districts, most of the farmers are provided with electricity. Mills for grinding grain on the farm, washing machines, sewing-machines are run by electricity. In the thickly settled rural districts, most of the farmers are provided with electricity. Mills for grinding grain on the farm, washing machines, sewing-machines are run by electricity. In the thickly settled rural districts, most of the farmers are provided with electricity. Mills for grinding grain on the farm, washing machines, sewing-machines are run by electricity.

"The day is rapidly approaching when not only lighting but heating—domestic and industrial—will be accomplished by electrical energy—when practically all machinery, save in districts contiguous to great mines producing a good grade of coal very cheaply, will be driven by electricity—and when railroad, suburban, and urban transportation of all kinds will utilize this same power."

Portland, near the mouth of the mighty Columbia, long has awaited a few electric lights. And not too patiently it waits to judge from an editorial in the Oregonian. But a rosy future for the Columbia River basin is predicted: "The loss which the nation has suffered thru the cowardly surrender of congress every time that a little coterie of fanatic has raised the cry of conservation as distorted by Clifford Garfield revolved about fifty permits on the eve of his retirement from office in March, 1908, few men have been willing to put their capital at the mercy of a procession of officials and development has been confined to a few small projects. In the name of conservation as distorted by Clifford Garfield revolved about fifty permits on the eve of his retirement from office in March, 1908, few men have been willing to put their capital at the mercy of a procession of officials and development has been confined to a few small projects. 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