# INTEREST OF RAILWAYS LIE IN WINNING BACK PROSPERITY

Pertinent Comments in Summarizing Evidence of Carriers Before Railway Commission—C. P. R. Statistics Show What Carriers Are Up Against.

### Born

## Died

## Painful Sores

On Her Ankle

# Harbor Commission Act Discussed

Twenty-Nine Men Answered Call of Mayor to Attend Meeting and Heard Ad-

Why Mikel Nielson Praises Dodd's Kidney Pills.

PAGEANT MONDAY

# WHY THE INDUSTRIES OF AUSTRALIA ARE WEAKENING

State Treasurer Asserts That People Prefer Investment in War Loans—Element of Risk Considered Too Great in Other Directions—Courts Blamed for Conditions.

Week

Oarsman Kelley Has Retired

Jack Kelly, the Olympic Champion, Quits—He Was Challenged by Belyea, St. John's Favorite

# Salts If Backachy And Kidneys Hurt

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has since gone further and opposes the proposal that municipalities issue a debentures which would be turned over to the Hydro-electric Commission so that this commission could then sell bonds to finance the undertaking with the debentures as security for the bond issue. The ground for opposing

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into possibility the Radial Bill looks like the big dispute.

It is a flar-eaching question, on the disposal of which may largely depend the future of public ownership in this growince. It is of greatest importance to the more densely settled portions of Ontario, but it should, and no doubt dees, interest as well the less thickly inhabited constituencies. Many a man who 15 years ago was as little conserved with the hydro-electric projects as he was with China's problems is today using hydro energy to light his house and fill his silo, so that it is hiard to prophesy which township will be outside the electric railway schemes of the future.

The view taken by the Drury Government is that if municipalities want to unite and build radials, they are free to do so by obtaining a majority yote of the ratepayers, that the government will not assist them to finance the schemes, either by guaranteeing bonds or by any legislation which be such as a whole for losses which these railways may entail. The Suthersiand Commission which the government appointed early in its regime went extensively into the radial projects which had been proposed under the Conservative Government and preased again when the Tarmer-Labor coellition came into power. This commission came to the conclusion that if these railways were built, the most of them at least, would be more apt to produce deficits than profits for some years to come. The Drury Government has been evidently guided to a great extent by the finding of this commission as well as the history of the steam railways in this country. If the municipalities want to take the chances, well and good, but the Government will not be responsible to the extent will not be responsible to the extent the scheme was undertaken on the advice of the Government and that, therefore, the latter is morally boung to make good the losses.

It is this yiew which has been the reason for the Government action with regard to the sale of securities with which to finance the roads. The ministry first made it pla

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