

CORRECTED TO MAY 12, 1920.

GRAND TRUNK—Southern Division

MAIN LINE—Going East.	ARRIVE	DEPART
Limited Express (A).....	4:15 a.m.	4:30 a.m.
Express (A).....	4:30 a.m.	4:45 a.m.
Day Express (A).....	4:45 a.m.	5:00 a.m.
St. Louis Express (A).....	5:00 a.m.	5:15 a.m.
Mixed—No. 8 Freight (A).....	5:15 a.m.	5:30 a.m.
Eric Limited (A).....	5:30 a.m.	5:45 a.m.

MAIN LINE—Going West.

Chicago Express (A).....	6:10 a.m.	6:25 a.m.
West End Mixed.....	6:25 a.m.	6:40 a.m.
St. Louis Express (A).....	6:40 a.m.	6:55 a.m.
Eric Limited.....	6:55 a.m.	7:10 a.m.
Accommodation.....	7:10 a.m.	7:25 a.m.
Pacific Express (A).....	7:25 a.m.	7:40 a.m.

Sarnia Branch.

Limited Express (B).....	4:30 a.m.	4:45 a.m.
Atlantic Express (B).....	4:45 a.m.	5:00 a.m.
Accommodation.....	5:00 a.m.	5:15 a.m.
Eric Limited (B).....	5:15 a.m.	5:30 a.m.

London, Huron and Bruce.

Express.....	10:15 a.m.	8:15 a.m.
Mixed.....	6:45 a.m.	4:35 p.m.

London and Port Stanley.

Mixed.....	6:40 a.m.	6:55 a.m.
Accommodation.....	7:00 a.m.	7:15 a.m.
Express.....	7:15 a.m.	7:30 a.m.

St. Marys and Stratford Branch.

Mixed-Mail.....	11:20 a.m.	7:35 a.m.
Express-Mixed.....	8:20 a.m.	6:00 p.m.

Toronto Branch.

Hamilton-Depart.....	1:15 a.m.	1:30 a.m.
Hamilton-Arrive.....	1:15 a.m.	1:30 a.m.
Express.....	1:15 a.m.	1:30 a.m.

MICHIGAN CENTRAL RAILWAY.

LONDON TIME.

Canada Southern Division—Going East.

North Shore Limited (daily).....	7:30 a.m.	11:00 p.m.
N. Y. Express (daily).....	7:30 a.m.	11:00 p.m.
American Express (except Mondays).....	8:30 a.m.	11:30 p.m.
Atlantic Express (daily).....	8:30 a.m.	11:30 p.m.
Mail except Sundays.....	8:30 a.m.	11:30 p.m.
Limited Express (daily).....	8:30 a.m.	11:30 p.m.
Accommodation (except Sunday).....	8:30 a.m.	11:30 p.m.

Canada Southern Division—Going West.

North Shore Limited (daily).....	7:30 a.m.	11:00 p.m.
Chicago Express (daily).....	8:30 a.m.	11:30 p.m.
Chicago L.V. Exp. (daily).....	8:30 a.m.	11:30 p.m.
American Express (except Mondays).....	8:30 a.m.	11:30 p.m.
Mail except Sundays.....	8:30 a.m.	11:30 p.m.
Pacific Express (daily).....	8:30 a.m.	11:30 p.m.
Accommodation (except Sunday).....	8:30 a.m.	11:30 p.m.

ERIE & HURON RAILWAY.

Trains South.

Stations.	Exp	Exp	Mix	Mix
Sarnia (E. & H.).....	8:15 a.m.	8:30 a.m.	8:45 a.m.	9:00 a.m.
Corunna.....	8:30 a.m.	8:45 a.m.	9:00 a.m.	9:15 a.m.
Moncton.....	8:45 a.m.	9:00 a.m.	9:15 a.m.	9:30 a.m.
Courtright.....	9:00 a.m.	9:15 a.m.	9:30 a.m.	9:45 a.m.
Port Lambton.....	9:15 a.m.	9:30 a.m.	9:45 a.m.	10:00 a.m.
Wallaceburg.....	9:30 a.m.	9:45 a.m.	10:00 a.m.	10:15 a.m.
Tapperville.....	9:45 a.m.	10:00 a.m.	10:15 a.m.	10:30 a.m.
Fredericton.....	10:00 a.m.	10:15 a.m.	10:30 a.m.	10:45 a.m.
Egberts.....	10:15 a.m.	10:30 a.m.	10:45 a.m.	11:00 a.m.
Chatham (E. & H.).....	10:30 a.m.	10:45 a.m.	11:00 a.m.	11:15 a.m.
Fargo (E. & H.).....	10:45 a.m.	11:00 a.m.	11:15 a.m.	11:30 a.m.
Blenheim (E. & H.).....	11:00 a.m.	11:15 a.m.	11:30 a.m.	11:45 a.m.

Trains North.

Stations.	Exp	Exp	Mix	Mix
Blenheim (E. & H.).....	8:15 a.m.	8:30 a.m.	8:45 a.m.	9:00 a.m.
Fargo (E. & H.).....	8:30 a.m.	8:45 a.m.	9:00 a.m.	9:15 a.m.
Chatham (E. & H.).....	8:45 a.m.	9:00 a.m.	9:15 a.m.	9:30 a.m.
Courtright.....	9:00 a.m.	9:15 a.m.	9:30 a.m.	9:45 a.m.
Port Lambton.....	9:15 a.m.	9:30 a.m.	9:45 a.m.	10:00 a.m.
Wallaceburg.....	9:30 a.m.	9:45 a.m.	10:00 a.m.	10:15 a.m.
Tapperville.....	9:45 a.m.	10:00 a.m.	10:15 a.m.	10:30 a.m.
Fredericton.....	10:00 a.m.	10:15 a.m.	10:30 a.m.	10:45 a.m.
Egberts.....	10:15 a.m.	10:30 a.m.	10:45 a.m.	11:00 a.m.
Chatham (E. & H.).....	10:30 a.m.	10:45 a.m.	11:00 a.m.	11:15 a.m.
Fargo (E. & H.).....	10:45 a.m.	11:00 a.m.	11:15 a.m.	11:30 a.m.
Blenheim (E. & H.).....	11:00 a.m.	11:15 a.m.	11:30 a.m.	11:45 a.m.

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London, Friday, July 11.

OVER PROVINCIAL RAILWAYS.

GOOD

ED.

Government should reverse

policy and control over Provincial rail-

ways because it would destroy

the force of the claim made by Mr. Mercier

for large additional grants to the Province,

but because the right to control local rail-

ways would enable those Provinces which

desire so to do to further extend their rail-

way systems. The railway policy put into

operation by the Government of Ontario

eighteen years ago led in a short time to

the construction of lines into many fertile

and well-settled districts which previously

had no means of communication with the

large market towns and wholesale centers

excepting by wagon and stage coach over

the common roads of the country. In a

very few years there was not any town of

importance in the farthestmost counties

which had not been reached by a railway,

and in many cases by competing lines of

railway. New towns also sprang up at

various points along the roads, so that be-

fore the end of the decade the town popu-

lation of the country was more than doubled

and the farmers of every county had the

convenience of one or more home markets.

How much further this railway policy might

have gone in opening up the country and

bringing railway communication within

easy reach of every locality it is, of course,

not possible to say; but it is certain that

further progress was effectively arrested by

the action of the Dominion Government in

assuming control of almost every line in

Ontario by act of Parliament. As long as

railways chartered by the Provincial Legis-

lature were subject to the Provincial Govern-

ment they were controlled in the interest

of the people who had no largely aban-

doned them, either by legislative or munici-

pal grants, and no steps looking towards

amalgamation could be taken without the

concurrence of the Provincial Government.

It will be remembered that in several

instances the amalgamation of roads was

prevented by the attitude of the Govern-

ment, who took the ground that, inasmuch

as railways had been aided by the munici-

palities to secure competitive rates, the

terms and conditions of the bonuses should

be faithfully carried out by the railway

companies with the people. But no sooner

had the Dominion Government gained con-

trol than permission to amalgamate was

freely granted, and in a short time almost

every line in the Province excepting the

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