bonds have as yet been issued on the line between Toronto and Port Credit and are still in the hands of the engravers. The other bonds for the Toronto-Port Credit-St. Catharines line referred to have been issued on the line between Port Credit and St. Catharines, and guaranteed by the present government to the amount of \$11,360,363. No expenditure whatever was made on the Port Credit to St. Catharines line until the bonds had been guaranteed by the government, and the moneys obtained for the purchase of right-of-way and other ex-

chase of right of way and other ex-

SATURDAY MORNING JULY 17 1920

TEWS VARY OVER

COMMISSION PAY

Ratepayers Voted Against Salary, But Legislature Left Matter Optional.

posite views. In any case the whole matter will no doubt be ventilated at the ordinary council meeting on Monday after soon.

PREMIER IS NOT

WELL INFORMED

(Continued From Page 1).

Premier is Mistaken.

"When the government had come

to look into the Guelph radial proposition, they had discovered

several things. The most impor-

tant of these was that when the

municipalities on January 1, voted on the Hamilton. Galt. Elmira and Guelph radial scheme; there was no mention o fthe purchase of the

Guelph electric from that munici-



Then I started to us and the effect wa

improve immedi health. All the old pai ndigestion and co

ffer from Indigesti Rheumatic Pains of I advise the use of

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er of the Canadian gov on. It is expected that will be despatched from 0-ton vessel, being built coast. At least one will be placed on the

DOLLAR RECORD.

er's Voice" is "Orienta -step, and 'My Sahara trot, a double-sided recolde Firme of Heintzman d, 193-197 Yonge St., will one dollar.

HOL

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York which dash of just off ich the

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le Orangeade Cream Soda Sarsaparilla Cola, etc., etc.

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CAMPING DE LUXE ON GOOD ROADS TOUR



International Good Roads Tour, which left Windsor Wednesday on its trip thru Ontario, is equipped with three de luxe kitchens, complete in every detail, even to electric lights and running hot and cold water, and mounted on trucks. For the 300 members of the tour, dinner was served in Windsor of 100 pounds tenderioin, 40 pounds bacon, 50 dozen rolls, 50 cherry pies, 10 gallons ice cream, two cases eggs, 15 pounds butter, five pounds cheese, eight bushels potatoes, fruit and berries.

dealt with it.

I notice I am reported on November 7. In presenting the report on the Mayor Church and Controller Maguire take the view that the council should be guided by the vote of the people, while the other three controllers adopt an opposite attitude. There will no doubt be a warm discussion ere a decision is arrived at by the council.

dealt with it.

I notice I am reported on November 7. In presenting the report on the Hamilton. Galt, Guelph and Elmira railway before the electors, representatives of seventeen municipalities, to have said as follows:

"It will be noticed from the figures will no doubt be a warm discussion ere a decision is arrived at by the council.

"It will be noticed from the figures share in this matter, as set down, is share in this matter, as set down, is share in this matter, as set down, is share in this being the amount the

\$855,239, this being the amount the people will be asked to vote on when the bylaw is submitted. In this amount is included the Guelph Radial Railway for \$300,000."

The premier could not possibly have had this information before him or he would not have made the statement that the purchase of this radial rail-way as part of the main radial rail-way was not before the electors.

mission," and it was stated in the agreement that wherever the word "construction" appeared it should be interpreted as including the word I think I have made it clear that the question of equipping this Guelph Radial Railway was passed upon before the electors, and that even if the premier is right and my legal advisors are wrong, the objection on which the premier based his argument is read."

"Whereas the vendor has agreed to transfer to the purchaser all the assets of the Guelph Railway, and the purchaser has agreed to acquire the same as part of the proposed Hydro-Electric railway between the points above mentioned." There was a proposal for the purchase of it by the commission. The engineer reported (to the municipality itself), that the Guelph railway was a losing proposition entailing actually a loss of some \$15.000 per-annum, as long as it was running by itself. premier based his argument is purely

municipalities concerned.

Mr. Drury has been misinformed on this point because bylaw No. 1449, submitted to the electors of the city of Guelph entitled to vote on such bylaws, contained an express recital that the city had entered into an agreement

before the electors of the various mu- to deposit their own debentures with the commission to meet whatever lossnicipalities when the bylaw was subes there may be in the operation until this road can be finally incorporated in I also notice the premier is report-

our main radial scheme. If our main radial scheme is never gone on with, the result of our taking over this piece of road is thisand nothing more—that Guelph will have the benefit of reducing their overhead charges in the management of the road, and the road will be managed for the city of Guelph at cost.
and the deficits, if there should be any, will, as heretofore, be paid by the does not say.

This is a mistake. The estimates of the cost of the proposed main radial over again that neither the govern- the radial railway was passed in Oc-This is a mistake. The estimates of scheme contained specifically an item ment nor any other municipality risks for \$300.000 for the purchase and im- by guarantee or otherwise one dol-

There is a diversity of opinion with regard to the payment and also as to the right of the city council to attach salaries to the three offices. On January 1 last the ratepayers voted on the following question:

"Are you in favor of the operation of the Toronto Railway system by a commission of three ratepayers resident in the municipality, to be appointed by the city council and to ect without salary." There were 19.450 votes in favor and 4,026 against, or a majority of 15,424.

Changed Railway Legislation.

A bill was drafted by the legal department in accordance with this decision, but the government declined to accept it, and the following amend ment was made by the legislature:

"Members of the commission may be paid such a salary or other remuneration as may be fixed by bylaw of the council."

Mayor Church and Controller Ma-

nature and character of this agree-ment as he should have had, and it may be that the commission should have submitted further explanations I personally should have been very glad to have given the fullest explanation of every detail of the proposed

The bylaw was published in the newspapers and necessarily had attached to it the agreement itself, which contains the following recital: "Whereas the vendor has agreed to

This bylaw containing this recital

losing proposition entailing actually a loss of some \$15.000 per-annum, as long as it was running by itself.

It is surely a matter for approval and not for criticism that the municipality was not misled by any optimistic reports, but that it was pointed out that a loss would be entailed, which might, however, be obviated by the street railway forming part of the radial railway in question.

He (Mr. Drury) was informed "That the Guelph line was to be run in connection with other radials."

That might be true, but such a proposition was never submitted to the municipalities concerned.

Mr. Drury is reported as stating "that the radial railway in question."

Situation in Guelph.

Situation in as few words as possible the situation in reference at the premier based his argument is purely technical. If this is correct, I am sure the premier will agree with me, that purely legal technical objections should not be allowed to obstruct, thwart and destroy these great undertakings of the municipalities.

I also notice by today's press that the radial crisis was precipitated by the radial railway in question.

Power Commission for an order-incouncil approving the Guelph line being taken over by the commission."

Situation in Guelph.

Just let me explain in as few words as subsequently fixed by agreement at subsequently fixed by agreement at \$150,000, but it was estimated from the outset that the cost of acquisition

to the Guelph Street Rallway. The mitted to the electors of the city of Guelph entitled to vote on such bylaws, contained an express recital that the city had entered into an agreement for the transfer by the city to the commission of all stock of the Guelph Street Rallway to the commission of all stock of the Guelph Street Rallway to be acquired by the commission of all stock of the Guelph Street Rallway to be acquired by the commission as part of the proposed Hydro-Electric between Galt. Guelph and made some the city of Guelph and made some very tempting offers to the city, but the mitten and Elmira.

The premier, as I read the report of his speeches in today's paper, appears to base his objection, not on the merits of the proposition, but upon purely legal grounds. While we are all liable to get bad legal advice, the lawyers advising the commission as atvised me that every formality had been compiled with and that there is no ground whatever upon which to base any legal objection. I am not a lawyer, however, and do not pretend to argue the technical details. I amnowever, familiar with its merits, and the premier is entirely mistaken when he states that the question of the purchase of this radial railway was not micropalities when the bylaw was subthat there would be no difference. And that the other municipalities knew, that the radial railway involved expenditure in Guelph of \$300,000, and which more than fully covered the cost of the acquisition of the acquisition of the acquisition of the street. cost of the acquisition of the stredt

railway. Province's Credit Not Involved

With reference to the statement hat "it was a matter that involved credit to the province and was not on ne face of it a wise proposition"this argument is of a different charac-The credit of the province was not involved because the purchase of the Guelph Street Railway does not call for the guarantee by the pro-vince of the bonds issued. Why it was not a wise proposition. Mr. Drury

Mr. Drury also appears to argue tober, but that the agreement for the purchase of the Guelph Railway was not made until the following Decemthe order-in council was passed in October, based on the report made at that time, the purchase price had been practically agreed upon, altho the terms of the agreement had not been finally settled. This is established by the estimates:

As to the Sandwich. Windsor and Amherstburg Railway, the bylaws and agreements were the standard agree-ments as submitted in all municipali-ties for the construction of Hydro-Electric railways, and this railway is no different in character from any of the other railways. The agreements were submitted to the electors and sanctioned, and were ratified by legisation of the present government. This railway is practically the same length. as the line from Bowmanville to To ronto, being 42 miles. freight, passonger and express busi-ness thru nine municipalities.

With reference to the Port Credia to St. Catharines lines, the statements as made by Mr. Raney are incorrect. as made by Mr. Raney are incorrect. Sir William Hearst did give the authority referred to by Mr. Raney for the purchase of a right of way from Toronto to Port Credit, and the undertaking that legis'ation would be passed at the next sees on validating the construction of this section, but no

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J. J. LUNAU DIES.

John Jacob Lunau, 538 Pape avenue, which took place at Bethel Cemetery, the Concession, Markham, yesterday. The late Mr. Lunau, who was promitives attended the funeral of the late in real estate circles, was in his within the year.

It is Dangerous to Use Counterfeit Parts for the



DY allowing your garage man to use imitation parts in D repairing your car you not only invite repeated repair bills and more serious breakdowns, but you actually endanger your own life and the lives of others. Cheap and inferior parts used in connection with the steering control are liable to cause accidents of a very serious nature.

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In a recent test the tensile strength of the genuine Ford Vanadium Steel spindle arm was found to be over 100% more than that of the counterfeit machine steel part. The arms were submitted to shock, and the counterfeit arm broke and the counterfelt arm broke at a pulling force equivalent to 11,425 pounds applied to a cross section. The same pulling force applied to a corresponding cross section of a genuine Ford spindle arm did not even change its original size or shape. In order to separate the genuine spindle arm it was necessary to apply a pulling force of 25,000 pounds.

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