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WEDNESDAY MORNING JULY 7 1920

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DRO RADIALS TO BE HELD UP PENDING INVESTIGATI 

work. "A number of the municipalities have passed the necessary bylaws fo the issue of debentures to be deposited with the commission.

With the commission.
Hamilton, Galt, Elmira, Guelph Electric Raiway.
"On Jan. 1, 1920, bylaws under the Hydro-Electric railway act were submitted to 14 out of 17 municipalities in this district, and, of these, 13 municipalities complexity by the second with the second cipalities carried with large majorities, while three have still to be submitted

in this district, and, of these, 13 muni-cipalities carried with large majorities, while three have still to be submitted to the electors. "The commission has been able to obtain a credit of \$1,000,000 in the bank, by placing some of its bonds of the Toronto, Port Credit, St. Cathar-ines line as collateral, and this amount, it is believed, will be sufficient for the present year in the purchasing of right of way, the engineering and the greparation of the right of way, or commencement of operations when onditions warrant. "The contemplated work for the tare of approximately \$2,500,000. "It is the intention of the commis-sion to proceed with the work of con-termeting allows with the work with the work wit

to revenues and the cost of materials and labor will warrant. "With reference to the negotiations of the commission with the Dominion government: The commission has an option on the Toronto Eastern Rall-way for \$706.000, for which amount the government is prepared to accept the bonds of the commission, for a period of fifty years, at 41-2 per cent. "The canswer involves many consid-erations. In 1908 before Hydro de-value province was \$17,250,000, with an indirect liability of guaranteed bonds to the amount of approximately \$8,-250,000, making a total debt, direct and \$26,000,000. Today the direct debt of the province amounts to \$104,000,-00, while its indirect debt amounts to fifty years, at 41-2 per cent. "The commission has also received and canals for the sale of the Toronto

an offer from the minister of railways and canals for the sale of the Toronto Suburban Railway, at present operat-ing between Toronto and Guelph, and the Niagara, St. Catharines and Tor-onto Railway, operating in the dis-trict between St. Catharines to Niag-ara; St. Catharines to Welland and Port Colborne. Port Dalhousle and Niagara-on-the-Lake, for which the minister of railways and canals is pre-pared to recommend to the Dominion government the acceptance, in pay-ment therefor. of the commission's bonds for a period of fifty years at 41-2 per cent." Sir Adam has also furnished the following memorandum (condensed), which gives further useful information with respect to the lines which it is proposed to acquire from the Domin-ion government:

proposed to acquire from the Domin-ion government: "The Toronto Eastern Railway was designed to give a passenger and ex-press service between Toronto and towns east thereof as far as Bowman-ville, together with a freight service working in conjunction with the Can-adian Northern (now Canadian Na-tional) service. tional) service.

"Owing to the physical character-istics of the district the Grand Trunk Railway runs about two miles souta of Whitby, Oshawa and Bowmanville, while the Canadian Northern is, gen-

64.275 Operating Statistics.

Fiscal. —Calendar-1918. 1918. 1919. Revenue— \$277,413 \$314,167 \$394,514 -Calendar-1919. Est. 1920 Cond'ns. \$545,000

ture of approximately \$2,500,000. "It is the intention of the commis-sion to proceed with the work of con-structing electric railways only to such extent and as rapidly as conditions as to revenues and the cost of materials to revenues and the cost of materials to revenues and the cost of materials to the Hydro-Electric Power Commission as conditions may warrant, with the construction (or acquisition) and op-eration of such a system? The answer involves many consid-erations. In 1908 before Hydro de-velopment started, the direct debt of

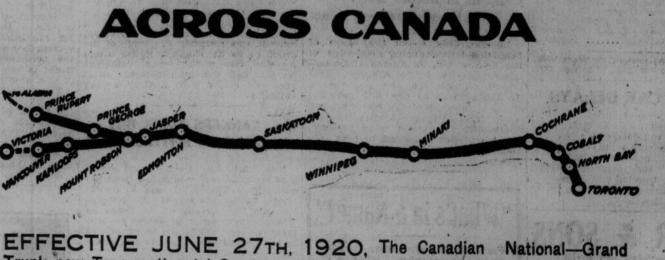




N. Y.—CHERBOURG—SOUTHAMPTON hiladelphia .....July 10/Aug. 7[Sept. 4 lew York .....July 17/Aug. 14/Sept. 11 t. Paul .....July 24/Aug. 21[Sept. 18

RED STAR LINE N. Y .- SOUTHAMPTON-ANTWER July 10 Aug. 14 Sept. July 19 Aug. 21 Sept. July 24 Aug. 28 Oct. Sept. 4 Oc

WHITE STAR LINE N. Y .- CHERBOURG-SOUTHAMPTON -CHERBOURG-SOUTHAMPTON July 8 Aug. 4 Aug. 28 Aug. 14 Sept. 15 Oct. 10 --QUKENSTOWN-LIVERPOOL July 15 Aug. 14 Sept. 18 July 24 Aug. 28 Oct. 2 July 31 Sept. 4 Oct. 9 (\*Formerly Cleveland)



- Mew Service -

Trunk new Transcontinental Service will be inaugurated on the following schedule:

TORONTO-WINNIPEG-VANCOUVER-VICTORIA-PRINCE RUPERT

11.11.11.11.11.11.11.11.11.11.11.11.11.	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
LA TORONTO (East.) (Union Stn.)	11.00PM Su.	11.00PM Me.	11.00PM Tu.	11.00PH We.	11.00PM Th.	11.00PH Fr.	11.00PM Se
A NORTH BAY 4	7.50AN Me.	7.50AN TU.	7.5041 We.	7.504 Th.	7.50AN Fr.	7.50AN Se.	7.50AN Bu
A CO"ALT "	12.10PN Me.	12.10PH Tu.	12.10PM We.	12.10PH Th.	12.10PH Fr.	12.10PH Se.	12.10PH Su
A COCHRANE "	5.30PH Me.	5.30PN Tu.	5.30PN We.	5.30PN Th.	5.30PH Fr.	5.30PH Se.	5.30PH Su
As WINNIPEG (Cent.)	6.00PM TU.	6.00PN We.	6.00PH Th.	6.00PN Fr.	6.00PH Se.	6.00PH Su.	6.00PH Me
WWINNIPEG	10.25PN TU.	10.25PH We.	10.25PH Th.	10.25PH Fr.	10.25PM Se.	10.25PH Su.	10.25PH Me
A SASKATOON . (Mtn.)	12.40PH We.	12.40PH Th.	12.40PH Fr.	12.40PN Sa.	12.40PH Su.	12.40PM Me.	12.40PH TH
EDMONTON "	11.25PH We.	11.25PH Th.	11.25PH Fr.	11.25PH Se.	11.25PH Su.	11.25PM Mo.	11.25PH TH
Pas.	12.10AN Th.	12.104# Fr.	12.1048 Se.	12.104 Su.	12.10 All Me.	12.104 Tu.	12.104 We
(Notional Park)	9.224 Th.	9.22AM Fr.	9.2248 Sa.	9.2248 Su.	9.224 Mo.	9.22M Tu.	9.224 We
(Canadian Reckies)	12.06PH Th.	12.06PN Fr.	12.06PH Sa.	12.06 M Su.	12.06PM Me.	12.06PH Tu.	12.06PH We
A VANCOUVER "	9.00AN Fr.	9.004# Se.	9.00AM Su.	9.004 Me.	9.00AN Tu.	9.004W We.	9.004 Th.
A VICTORIA "	3.00PH Fr.	3.00PH Se.	3.00PH Su.	3.00PM Me.	3.00PH Tu.	3.00PH We.	3.00PH Th.
A PRINCE RUPERT "			7.00PH Su.		7.00PH Tu.		7.00PH Th.

Unexcelled Equipment including Sleeping Cars, Dining Cars, Tourist and Colonist Cars and most modern coaches.

> For all information, Fares and Sleeping Car Reservations apply to any agent of the Canadian National or Grand Trunk Railways.