

NOTE "YES" ON THE HYDRO-RADIAL BYLAW

CORPORATION CONTROL IS DOOMED TO DEFEAT

Feeling of Business Men Daily Grows Stronger for Hydro Radial Bylaw.

FAVOR PUBLIC OWNERSHIP

All Who Study Provisions of By-law Believe It Best for Province.

Toronto business men are gradually coming out exceedingly strong in favor of the hydro radial bylaw. The opinion of the men who think long business lines and judge a deal from a business point of view are taking a stand which a week ago did not exist. Invariably the men who have voted a particle of time to discuss the subject have come to the conclusion that Ontario needs radials and that now is the time to grab opportunity and hang on to it. They favor public ownership. They are not at the point where they believe that this is the time to strike a blow at corporation control, but the big majority will not be interviewed for publication. After talking to a large proportion of the representative merchants, lawyers, representatives of insurance companies and others whose interests are centered in Toronto, the conclusion is reached that a solid silent support is growing by the square daily. Toronto to Be Hub.

The very fact that Toronto is to be the "hub" of the radials prompts aggressive business men to give the by-law their support. This reason was heard time and again yesterday and was advanced by members of the board of trade who do not care to come out in open opposition to the action of the board but who intend voting for the bylaw just the same. Now and again some one is found who says he will vote against the by-law, but of all those interviewed yesterday, only one or two stated definitely that they were on the "no" side. What was formerly a half-hearted interest has become a heated argument and one business man expressed the opinion that all the statements that have been leveled against the by-law have only served to increase public sentiment in favor of it.

Why He Favored It. A. B. Ormsby is one business man in Toronto who does not believe in silent support of this bylaw and yesterday when he was asked if he was in favor of it he replied, immediately, "Yes." "Why are you in favor of it?" "Because I'm in favor of progress, I'm a believer in progress, I like it. There is no use always being a one-horse town, we want some life, more business, bigger, better business—we want the business that a radial railway will bring us. Look at what the

About the Hydro Radial Bylaw

The people asked for it, not Sir Adam Beck.

Hydro-electric service is saving the people of Ontario \$3,000,000 a year.

The Hydro Commission is a people's commission, responsible to the people.

Over 60 per cent. of western Ontario municipalities have asked for surveys.

A great many Toronto business men intend voting for the bylaw, although they are not giving any other support in view of the action taken by the board of which they are members.

Hydro-electric railways will mean a train every hour and a station at every cross road, in addition to fast express service.

The more Toronto business men study the agreement and the need for radials, the more they are in favor of passing the bylaw.

Hydro radials will get power at cost. This will materially reduce the cost of operation.

Every work undertaken by the Hydro Commission has been completed below the estimated cost.

The bonds will be guaranteed by the provincial government, will sell at high price and bear a correspondingly low rate of interest, because there will be actual revenue-producing assets back of every dollar.

hydro-electric has done, you can't get too much of a good thing. "That's why I am in favor of Sir Adam Beck's scheme, because it means a bigger, more up-to-the-minute Toronto, and we ought to be alive to the splendid opportunity which this bylaw brings us."

Going to Vote for It. When John A. Tory, general superintendent of the Sun Life in the districts of Ontario and Michigan, was asked if he favored the hydro radial bylaw, he answered in his usual quick business-like style, "Yes, I'm going to vote for it."

"May I quote you as saying that you are in favor of it and are going to vote for it?" The World asked. "Yes, you can quote me, you can say I'm in favor of it," he said. "What are your reasons for taking this stand?"

"Well, when I tell you I'm going to support it that's enough, isn't it? You don't need to say anything further than that."

It is a fact, however, that when Mr. Tory was asked yesterday he was not very sure just what view he took on the matter, but

W. F. COCKSHUTT, M.P., SUPPORTER OF BYLAW

Member of Board of Trade Council is Opposed to Its Action.

WAS NEVER CONSULTED

He Believes Passing of Bylaw in Best Interests of Citizens.

W. F. Cockshutt, M.P., of Brantford, has written Mayor Church confirming a telephone conversation in regard to the hydro radial bylaw. Mr. Cockshutt, who is a member of the council of the board of trade, was not present at the meeting when the bylaw was discussed and does not wish to have his attitude misunderstood, and he believes that it is in the interests of the City of Toronto as well as the other districts to see that the bylaw is carried. His letter reads in part: "I cannot see but that a network of well-constructed and equipped radial roads, radiating out from the City of Toronto, would prove to be a good asset to the farming community whom they will serve. This letter does not call in question the motives of those who do not see with me in this matter, but I think that in justice to myself, I should let it be known that I am thoroughly favorable to the proposition so far as my light and knowledge go."

he promised to look into it more fully and intimated that if he were asked the same questions again yesterday he might be ready to take a definite stand.

Silent Supporters. The result of his study can be seen by the foregoing conversation and is the result which other Toronto business men are reaching after a little perusal of the agreement and after applying a little sound business thought to the proposition. It is becoming the same all over the down town section of the city where until their attention was directed to the bylaw many were apathetic regarding it. Now the interest is more keen and Toronto's business men are waking to the real issue. They are commencing to see the importance of it and are standing up on the side of public ownership.

It is a surprise to find so many who are not stating their position, but who confidentially tell that they are in favor of the bylaw and intend voting for it. They have their own reasons for not coming out in the open on the question, but they do show their leanings on Saturday night.

HALIFAX BANK CLEARINGS. HALIFAX, N. S., Dec. 30.—Halifax bank clearings for the week ending today were \$2,118,434, and for the same week last year, \$1,473,312.

SUPPORT OF RADIALS IS GOOD PATRIOTISM

Also Good Business, Declares Sir Adam Beck at Luncheon of Advertising Club.

SCHEME IS ENDORSED

Members of Club Enthusiastically Acclaim Their Belief in Its Feasibility.

Patriotism combined with good business principles was given by Sir Adam Beck as a reason why the hydro radial bylaw should receive the support of the ratepayers of Toronto, in his address to the Advertising Club at a luncheon meeting yesterday, which was a most flattering reception was given to the speaker. Sir Adam spoke in terms of dollars and cents, and showed that it was good business to proceed along the identical lines that had made the hydro-electric light and At. The conclusion of an address of nearly an hour Sir Adam's appreciation and men expressed their approval of the radial proposal and declared their intention of trying to put the bylaw through.

Sir Adam's appeal to the club members to be missionaries was taken to heart. "Are we to allow trade to be taken up in detail and the fallacies were exposed."

An Appeal to Loyalty. An appeal to loyalty in the time of the empire's crisis was made by Sir Adam. He gave assurances that the government would not sanction a bond being placed on the market that the empire's borrowing power of the empire "is not to be allowed to be stifled" asked the speaker. "We must be ready for the great revival that is going to come after the war is over. The bonds that will be offered will be gilt-edged and will be backed by the Government of Ontario and by the municipalities which have a share in the scheme."

A history of the development of hydro power since its inception was traced by Sir Adam in his preliminary remarks before dealing with the subject of the radial bylaw. He showed the importance of the hydro power in bringing new industries to Canada, and asserted without fear of contradiction that it had been a most potent factor in building Ontario up industrially.

What Hydro Has Done. "What good has hydro done for Toronto?" asked Sir Adam. He proceeded to show how rates had been reduced and surpluses piled up. The hydro power in Ontario had been a virgin soil for the hydro commission to develop and the strongly entrenched private corporations. After showing how very considerable savings had been effected for the 131 municipalities which were being served, Sir Adam declared: "We have gradually worked our way into the hearts and not into the pockets of the people."

"We have corralled all the power development north of us and we have clinched all the available power at the falls. We will outdo anything that has been accomplished hitherto when we have completed the power wheel. In view of the criticism directed at the hydro radial agreement, Sir Adam declared that not a single member of the legislature could suggest a single point in which the hydro-electric agreement, which was framed under identical lines, could be improved.

Dealing with the plans for building the radial, Sir Adam said that if it had been proved that the line could be made to pay \$100,000 a mile, there was no possibility that it would be run at a loss of \$80,000 a mile. The success which had attended the launching of the London-Port Stanley radial was cited as an indication of the future awaiting the Toronto to London line. After meeting all obligations, including taxes, interest, sinking fund which will mature in 30 years, there had been a net profit of \$10,271, after the road had been operated for six months.

Wages had been paid to motormen and conductors who were 50 per cent. higher than those paid to employees on any similar railroad.

There would be no level crossings on the few streets which the line would cross, he asserted, as the line would go over every case according to the specifications. An underground route would be followed thru the Exhibition grounds, so that this park would not be affected in any way. Referring to the fear expressed in some quarters that the commission would seek to take over the Toronto Street Railway, he said fervidly, "God forbid" amid the laughter of the Ad Club men.

"This great question has had due consideration," concluded Sir Adam. "It has run the gamut of all the municipal solicitors' cases. The great contention that it had been brought on hastily, the speaker read a report of the meeting of the municipalities which were concerned in 1911. At the conclusion of the address, the Ad Club expressed its great pleasure in having Sir Adam Beck to give the address. Hearty approbation of the scheme was expressed, and confidence was voiced on every hand that an overwhelming majority would be secured after the polls had been closed on New Year's day.

We Seek Election as Provisioners in General To Your Household During 1916!

WE believe in Price Economy and an Efficient Service. Our policy is to supply you with the best of provisions at common-sense prices—to help the housewives of Toronto make their house-keeping money go farther—to give them a better provision service than they can obtain anywhere else in the city. Look at this list of "Specials." Here are advantages well worth taking advantage of—Today:

- ### "SPECIALS" OF CHRISTMAS BEEF
- | | | | |
|-------------------------------------|-----|---------------------------------------|------|
| Choice Shoulder Roasts | 14c | Choice Round Steak | 22c |
| Choice Blade Roasts | 16c | Choice Sirlon Steak | 24c |
| Choice Thick Rib Roasts | 17c | Choice Porterhouse Steak 25c and 26c | |
| Choice Prime Rib Roasts 20c and 22c | | Choice Stewing Beef... 2 lbs. for 25c | |
| Choice Porterhouse Roasts | 24c | Choice Brisket (points)..... | 10c |
| Choice Shoulder Steak | 17c | Choice Brisket (centre cuts).. | 12½c |

- ### Pork "Specials"
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|------------------------------|------|----------------------------|------------|
| Fresh Pork Tenderloins | 27c | Fresh Pork Side Ribs | 12½c |
| Fresh Pork Roasts | 20c | Fresh Pork Hearts | 3 for 10c |
| Fresh Pork Chops | 22c | Fresh Pork Kidneys | 4 for 10c |
| Fresh Pork Pie Meat | 12½c | Fresh Pork Livers | 5c per cut |

- ### Butter and Eggs
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|--|----------|
| Choice Creamery Butter ("Wood-side" Brand) | 34c |
| Good Boiling Eggs | 33c doz. |
| Good Cooking Eggs | 28c doz. |
- ### Choice Fish
- | | |
|---------------------------------------|------|
| Halibut (boiling pieces) | 12½c |
| Halibut (steaks) | 14c |
| Red Sea Salmon (boiling pieces) | 14c |
| Red Sea Salmon (steaks) | 16c |

- ### Sausages
- | | | | |
|-----------------|----------------|-------------------|---------|
| Home-made | 3 lbs. for 25c | New England | 14c lb. |
| Cambridge | 2 lbs. for 25c | Little Pig | 17c lb. |

Davies Plum Puddings

25c 1 lb. Net

We have received nothing but praise for the high quality of these puddings—one of our most popular lines this season. Put up and cooked in 1 lb. hermetically sealed tins. Will keep in perfect condition for any length of time. Very handy to have a few in the house. Ask for these!

25c 1 lb. Net

- ## Davies "Peerless" Brand Pickles
- | | | | |
|---------------------------|-----|--------------------------|-----|
| 20 oz. Olives | 25c | Tomato Catsup | 15c |
| Fancy Sweet Pickles | 18c | Fancy Sour Pickles | 15c |

DAVIES WONDERFUL TEA—35c

THE WILLIAM DAVIES COMPANY LIMITED

STORES EVERYWHERE

Retail Merchants declare against that Dangerous Hydro Radial By-law

THE Toronto Headquarters of the Retail Merchants Association has issued a ringing protest at the Hydro Railway By-law being voted on by the people at this time.

This great body of retail merchants is alive to the perilous situation. If any interest in the city can be expected to be keen for anything that will stimulate business it is the retail element, and yet, as regards this Hydro Radial project, this is what the protest, sent broadcast throughout the city, says:

SHOULD HAVE TIME TO CONSIDER IT. "About a year ago a Commission was appointed by the City Council to bring in a report on the best system of dealing with the Toronto Street Railway Company when the franchise expires. The Committee spent upwards of forty thousand dollars of the citizens' money in preparing the report, which is now complete, but owing to lack of time and opportunity it has not yet been dealt with by the Council. Before an opportunity has been given, either to the citizens or the Council, to properly consider this voluminous report, we are asked to vote at the coming election, which is only a few days away, on a Hydro-Electric suburban project, calling for the issuing of bonds by the City for \$4,240,000 without sufficient time for the citizens to thoroughly understand what bearing this system will have on the civic lines if taken over by the City, but when it came before Council Aldermen Ramsden, Roden, Mc Bride and Controller Spence were the only members of the Council that voted for time to be given to allow the citizens to study and understand the by-law before being called on to vote on it."

Again we say it: We are for radials—Government controlled radials, if they are desired—but at the right time, and on a good business agreement.

Vote "NO" on the Hydro Radial By-law

J. M. Woods
President Toronto Board of Trade.

UP-TO-DATE SERVICE BY ELECTRIC RADIALS

Success of Systems in Ohio Has Demonstrated Benefit to Communities Served.

BIG PASSENGER HAUL Fifty-Five Million Carried on One Part of System in Year.

Increased prosperity as a result of the improved transportation facilities afforded by electric railways is shown in every report received by the Ontario Hydro-Electric Commission. This is shown in the case of the Youngstown & Eastern Railway Company of Ohio, running to Chagrin Falls, a distance of 12 miles. The line is all of single track, uses the highway for eight miles and has four miles of private right-of-way. An hourly schedule is maintained with seven cars and four cars additional available for extra service. A maximum speed of 45 miles per hour, with four stops per mile, maintains the schedule. Freight is handled on the lines in carload and less than carload lots. The traffic statistics for the year show number of fare passengers carried, 623,192; car mileage, 256,484; tons of freight carried, 10,500.

Eighty Mile Line. The system of the Ohio Traction and Light Company has its southern terminus at Uhrichsville. It is 80 miles long. The system centres at Akron, which has a population of 100,000. There are eight towns on the line, having a population from 4,000 to 15,000; the number of stations is 51; in addition is a tributary population of 34,000. Except for short distances, the lines are all on private right-of-way outside of the cities, and amount to 236 miles of single track and 70 miles of double track, including the city lines at Akron and at Canton.

At Canton, the lines connect with the Stark Electric Railroad, which runs eastward thru Alliance to Salem. The passenger cars used in normal operation number 265, and 300 cars are available. Other types of equipment employed are six baggage cars, two line-cars, five work-cars, four ballast-cars, one wreck-car and six sweepers. Last year the number of passengers carried on both the city and interurban lines of the system was nearly 55,000,000.

Has Two Divisions. The South-Western and Columbus, Ohio, Railway Company, operates two main divisions, with branches from each. One of these divisions, known as the Western, has its terminus at Newark, runs 58 miles, passing thru the university town of Oberlin, where a branch runs south to Wallington. At Elyria, population of which is 15,000, a branch runs north to Lorain, a city of 25,000 population, on Lake Erie, where connections are made with the Lake Shore Electric Railway; another branch extends south of Elyria, eight miles to Grafton. The southern division of the lines has its terminus at Bucyrus, which has a population of 10,000. Along the shores of Lake Erie, west, extend the lines of the Lake Shore Electric Railway, with its western terminus at Toledo, one hundred and twenty miles from Cleveland by the railway. The running time between Cleveland and Toledo on limited trains, which are operated at two hour intervals in both directions, is four hours and twenty minutes; thru local trains are run every hour.

