

TRYING TO RUSH UNION STATION

Mayor Says There Will Be No Undue Delay in Opening.

There will be no delay in opening the new Union Station, according to Mayor Church, who issued the following statement yesterday:

The harbor board are endeavoring to get a proper agreement with the railways for the temporary operation of the depot on the level on the understanding that the viaduct order is not abrogated.

HYDRO'S ENEMIES AGAINST INQUIRY

(Continued From Page 1).

When that was thru they would turn loose on the department of mines. They were evolving a better system of forest administration and a good roads scheme that was going to be a vital factor in the urban and industrial life of the province.

"During the past few weeks we have faced another and very great crisis," Mr. Drury went on. "This has arisen out of the fact that the government said we want to know a little more than we do about the Hydro-radial venture in Ontario. I believe in the public development for the public of the waterfalls of the province. We have a wonderful asset in them, and have done perhaps too little in the past. Situated as we are, we are depending too much upon our neighbors for coal supply and that means the industrial life of the province. The waterpowers should be developed not by private interests but by the province as a financial asset to turn the wheels of industry and to provide light and heat for the people. We believe in backing the Hydro Commission in every reasonable thing. We believe in developing Niagara power, and the Dominion government defines the St. Lawrence rights we will stand for provincial development of those powers until Ontario shall be known as the electrified province with power developed by the government for the use of the people.

Radials Needed Here "There is no doubt that where a radial railway is needed and where it will pay it will be provided under the Hydro Commission," continued Mr. Drury. "They had in the past in this country suffered in some cases from too optimistic railway developments. He referred to the National Transcontinental and the C.N.R., now taken over by the government. He believed the government system of railways was estimated to lose between thirty and fifty million dollars a year for the next two years, which would be a huge tax imposed on the country for a system of transportation unwisely conceived.

"We have in Ontario a Hydro-Electric radial scheme," said the premier. Some people say it is not the business of the province to interfere with it, as it was entirely a municipal undertaking. Others say the Hydro Commission is only responsible to the municipalities. The provincial Hydro-Electric power movement in Ontario began in April, 1909. In response to representations made in 1903 by various municipalities, an act was passed authorizing the construction of municipal power works and transmission lines. Authority was given the municipalities to raise money for the purpose. The first Hydro-Electric act proved unworkable, largely because of difficulties inherent in any plan depending purely on municipal initiative and also because the financing of the scheme was found to be difficult. In other words, it was realized that the province should back the bonds of

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the municipalities or take them and issue provincial bonds to raise the money. Why? Because the provincial bonds commanded the respect of the money market. That principle was established and continues up to the present time.

Big Sum Guaranteed. "We have a total of nearly \$80,000,000 of Hydro-Electric bonds," the premier continued, "and the present proposals for radials cause us to say we want to know something more. Some of it will not be an admission of debt to the province. If the radials prove a success it is not a debt to the province, but an investment. We have raised a howl because we want information and a commission to inquire into the feasibility of the plans and the probable profitability of them. The commission should not deal with that and I say so without anything derogatory to its members. Sir Adam Beck has been a great force in putting the scheme before the people because his temper was that of a promoter who was optimistic and that was greatly to his credit. But that is not the best source from which we can get an unbiased, unimpassioned opinion as to the probable success of the enterprise. Unfortunately the province has found more than one case where the estimates were greatly under the actual cost. In one instance two rosas pictures have been drawn as to the probable income from an enterprise.

Guelpch Railway Surprised. Premier Drury traced the history of the Guelpch railway purchase proposals, and said the government were given six days to consider a weighty question which had been referred to the Hydro Commission six months. The commission asked for an order-in-council to issue "as the time was short" to transfer the railway, "one thing I will not do," Mr. Drury emphasized, "and never have been, and that is a rubber stamp. I take myself too seriously for that, and I believe under the people put me in a position of trust they expect me to use my judgment."

Mr. Drury reviewed the voting on the bylaws. He said it was found out that on October 15, 1919, an order-in-council was passed by the late government approving of the terms of the proposed agreement to be entered into with the municipalities in connection with radial railways, but not a word was said about the Guelpch Street Railway. The latter was also not connected with the municipalities. In five fingers on the hand, it was also found that in the agreement with the 17 municipalities nothing was said about the Guelpch Street Railway, but there was a proposal for the purchase of it by the commission. An engineer reported that the Guelpch

Railway was a losing proposition, entailing actually a loss of some \$15,000 per annum as long as it was run by itself.

Mr. Drury said the reply he received relating to the Guelpch line was that it was to be run in connection with other radials. That might be true, but such a proposition was never submitted to the municipalities concerned. There was the question. He (the premier) took legal advice on the matter. He was advised that the local Guelpch system could not be considered part of the Hamilton-Guelpch radial system, and that the municipalities could not be responsible for acquisition of the Guelpch line, and that the city of Guelpch would not be responsible for the purchase of the street railway.

"Were we wise in holding up the Guelpch proposition?" Mr. Drury asked. "We found no one particularly responsible for acquisition of the Guelpch line, and that was a matter that involved the credit of the province, and was not on the face of it a wise proposition. He said there were now three lines from Toronto. He was not there to say whether the proposals were financially sound or not. He was responsible for guaranteeing the bond and would have to bear the burden in case of failure. He and his ministers had not time to investigate for themselves, thus they wanted a commission appointed.

Mr. Drury alluded to various incidents involved, and said the attitude of the government was that the radials had required some courage. They made up their minds they would give the question, they knew shells were coming and were surprised they did not burst with greater violence. "We do not think," he said, "that the municipalities are in control of the Hydro Commission, but we believe the laws of the province give the government responsibility for appointment and maintenance of the commission. We are responsible for the policy."

The premier then read the following statement made by Sir Adam Beck before the conservation commission at Ottawa in January, 1919: "The government is not a trustee for the interests of any particular group of municipalities or any particular part of the people to the exclusion of the rest. Its obligations are the same to all the people and are based on the same considerations. In prosecuting this work, however, just as it will not be deterred by slander neither will it be hurried by impatient demands for haste. It will proceed prudently step by step, testing and proving its way that its progress may be real and enduring."

MUNICIPALITIES, WITH HYDRO POWER, MAKE GREAT SHOWING

Despite Increased Cost of Labor and Material They Accumulate Big Reserves and Surpluses and Pay All the Expenses Incident to Cost of Electric Power.

A detailed and comparative survey of the financial position of all municipalities in the Hydro-Electric cooperative union is being made by the accounting staff of the Hydro-Electric Power Commission of Ontario. The first result of this inquiry appeared two weeks ago when the remarkable record of the twelve pioneer municipalities, after eight years of operation, was made public. Yesterday the thirty-one municipalities which, on an average, have been taking Hydro-Electric power for about seven years, and the figures are even more impressive. Twenty-five of these communities, like the twelve pioneers, are connected to the Niagara system. The other six are on the Severn system, being served from the generating station at Big Chute.

than one-third of the lifetime of the debentures have elapsed. In Face of High Costs. It must be remembered that the municipalities in question have accumulated their reserves and surpluses despite the increasing cost of labor and materials, and the successive reductions in rates authorized by the commission. They have paid every expense incident to the cost of power to the commission and also have set aside yearly requirements to go out of sinking fund and plant renewal. The surplus total of \$512,742.36 is still more striking when the measure of the rate reductions for domestic use has been lowered by 27 per cent. during the period reviewed; for commercial use by 41 per cent. Calculation shows that the money value of these rate reductions to the consumers was approximately \$275,000.

BALANCE SHEET TO DECEMBER 31, 1919, FOR TWENTY-FIVE MUNICIPALITIES OF THE NIAGARA SYSTEM. Assets: Fixed Plant, Accounts Receivable, Investments, Securities, Sinking Fund, Deposits, Cash, etc. Liabilities: Reserves and Surpluses, Debentures Payable, etc.

BALANCE SHEET TO DECEMBER 31, 1919, FOR SIX MUNICIPALITIES OF THE SEVERN SYSTEM. Assets: Fixed Plant, Accounts Receivable, Investments, Securities, Sinking Fund, Deposits, Cash, etc. Liabilities: Reserves and Surpluses, Debentures Payable, etc.

Drury in closing. "By that we stand as trustees of all the people, as guardians of the interests of all the people, as guardians of the group that is interested in the development of Niagara Falls, and in guarding those interests we shall take what steps we deem necessary to assure ourselves that any scheme entered into bears on the face indications of reasonable success. We will not be deterred by any pressure of private ownership interests. The people have placed us in a position of trust which we shall execute in the interests of the province." (Loud applause.)

F. M. Chapman, who presided, said the farmers had been at the tail end too long, but the day of the crack of the political whip had now gone by. They looked to Premier Drury and his party to save the province, and if the farmers stood together they would redeem Canada.

The Community Spirit. Hon. Manning Doherty, minister of agriculture, spoke of the U.F.O. reviving the community spirit in Ontario, and said agriculture now occupied the foremost place not only here but in every country in the world. The pursuit of it could, in fact, be traced back to the Garden of Eden (laughter and applause). Agriculture would always be the main basic industry in the Dominion. He had never said that "smoking chimneys did not mean prosperity." What he did say in his Niagara Falls speech was "that they did not spell complete national prosperity." Touching on the timber investigation, he said sufficient had come out already to justify the commission. As to Hon. G. H. Ferguson, Mr. Doherty remarked: "Any man who administers a department must necessarily assume responsibility for what takes place. Mr. Doherty concluded by explaining the bill before the Hydro Commission, and the farmers in connection with milk, butter, etc.

Mrs. Webster, Oakville, spoke mainly to women and urged them to do less dusting and more reading. The franchise had brought them added responsibilities, which must be faced. Federal Election Coming. R. H. Halbert, M.P., said there was another federal election coming, although he could not quite say when. He went on to deny the statement that "he had been in hiding during the war," and said the people should have enough backbone to stand by their leaders and not allow anyone to "discredit them. He feared a cry at the next election would be a race and creed.

and remarked that it did not matter whether a man was a Scotch, English, Irish or French-Canadian so long as he was a Canadian. They needed Canadian brotherhood and that was why he liked the U.F.O. Mr. Halbert reviewed the advancement of the U.F.O. organization since he became president, and speaking of the government at Ottawa, said: "They know a licking is in store for them and are hoping something will turn up to prevent it." He repudiated that farmers were profiteers and declared that the people could burst up the companies if they used their vote properly.

"The next Dominion election is going to be fought on the tariff," Mr. Halbert said. He advised the people to study the tariff and remarked that at present the manufacturers got back 99 per cent of what they paid. He had been accused for sending to the States for twine. His answer was that twine was handled by mergers and there was no help for it. The farmers were anxious to pay their full share of the war debt, but they did not share to be taxed for the other fellow's share. "There is a new emigrant on the gangway coming to Canada, and that is compulsory military training."

J. W. Widdifield, M.L.A., challenged anyone to make any statement showing that there had been anything in the shape of class legislation at the last session. It had been said that the superannuation bill was class legislation. One clause might be regarded as such, but he did not vote for the measure, as it was purely Mr. Drury's own bill. Some even might have been got rid of by being given a bonus instead of superannuation. However, it was not a very serious grievance. Touching on the temperance question, Mr. Widdifield believed that 90 per cent of the electors of Ontario thought on the last occasion that they were voting to go away with the U.F.O. He hoped, however, that they would have patience to go out and vote once more, when it was likely that nothing further would be required. He complimented the women on the interest they took in the elections, and said that at the last contest in October there were fewer polled ballots than on any previous occasion. (Applause.)

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MOTORCYCLIST BREAKS LEG IN COLLISION

Isaac Bedford, 43a Lewis street, sustaining a broken leg at 5.30 last evening, when a motorcycle on which he was riding was struck by a motor car at the corner of Queen and Dufferin streets. Bedford was riding east on Queen street when the automobile, turned off to go south on Dufferin street, struck the bicycle, hurling Bedford for some distance. Bedford was taken to the Western Hospital, while the driver of the automobile did not stop. The police got the license number of the car, and will investigate the accident today.

STRICKEN WITH HEART FAILURE WHILE DRIVING

Stricken with heart failure while driving an express wagon at Queen and Gault street last evening, Robert Chrysdale, aged 45, of 210 West Richmond street, fell down between the shafts and died. Chrysdale was seen lying on the road by a young lady, who notified the police. When Chrysdale fell from the wagon, he was kicked on the head by the horse. He had been ill from heart trouble, and this is thought to have been the cause of his death. The body was removed to the morgue, and an inquest held to determine the cause of death. Chrysdale was employed by a Canadian Express Company, and six children, living at the Richmond street home, survive him.

Toronto-Ottawa Mid-day Train Service Via Canadian Pacific

The "Rideau" leaves Toronto Union Station 1.00 p.m. daily, except Sunday, via "Lake Ontario Shore Lines" arrives at Ottawa at 9.30 p.m.; stops at all intermediate stations, including Whitby, Oshawa, Port Hope, Cobourg, Trenton and Belleville. Direct connection for Kingston. Further particulars from Canadian Pacific ticket agents.

STRATFORD G.A.U.V. OFFICERS

Stratford, Ont., July 14.—The members of the G.A.U.V. here elected their officers tonight as follows: President, P. Price; vice-presidents, Y. Chan, Jarrett and A. Brooks; secretary, T. Wood; treasurer, G. Murgatroyd; organization committee, Y. Chan, Price, J. Flynn.

Drink Coca-Cola DELICIOUS and REFRESHING PHARMACY SODA. Includes an illustration of a busy street scene with a pharmacy, soda shop, and people walking and riding bicycles.

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Former Toronto... Plans will be pleted on Friday... Willard Build A Will Provide For Two

Dr. John Fran... Alfred Hender... Credit yesterday... what Tanla... does. Decl... twelve pour... now better

ANOTHER... Alfred Hender... Credit yesterday... what Tanla... does. Decl... twelve pour... now better

Mrs. J. M. Angel... one can fee... what Tanla... does. Decl... twelve pour... now better

"Of all the... Tanla. I do... who fee... than I do"... recently by... East Fortie... "Like so... the inde... we all had... gether with... of our fam... genuine ner... "I would... sweep the... would have... times. I tri... had a block... fore I gave... on me ofte... "Every m... reach my... band tried... an intend... it proved to... the fir... to help m... I was so ex... third bottl... ing and th... even I got... "My imp... rapid and... five bottles... and strong... I was alwa... had gained... "That wa... from then... good health... and have... work by m... "It is im... lac and bu... everyone's... what a wo... Tanla. I... byn drug... money in