

STREET RAILWAY ORDERED TO OPERATE BEACH LINE

CARS MUST RUN THROUGH TO
MUNRO PARK, SAYS LEGISLA-
TURE COMMITTEE.

By the narrow vote of 10 to 9, and after a somewhat lively discussion, the Railway Committee in the Legislature yesterday decided that the Toronto Railway Company continue their Queen street east service through to Munro Park, near the town line between the city and township of Scarborough, a part of which had been discontinued after having been operated for eighteen years. The cost of operating this portion will be done at the railway company's own expense, the cost of track maintenance to be borne by the city. This was the motion by Mr. W. D. McPherson, and the amendment, by Mr. T. H. Lennox, was that the railway company be ordered to continue the line to Munro Park, and that the terms of payment and service given for such portion be left to the Ontario Railway and Municipal Board. The result of the vote evoked considerable applause, the table-thumping of the members on the majority side being supported by hand-clapping from the large deputation present from the district concerned.

A bill to incorporate the London, Grand Bend & Stratford Railway, of which the provisional directors will be W. R. Hillard, student, George Howard Gray and James Joseph Gray, barristers, was carried with some alterations. The most notable change was the deletion of the clause that the company shall have the right to have its cars operated over the tracks of the electric railways known as the London Street Railway and the London & Port Stanley Railway. The capital stock of the company will be \$2,000,000, and the head office will be at Stratford.

The bill respecting the Guelph Radial Railway Company, for extension of time for construction of branches, and authority to construct certain branches, was carried.

The Toronto, Barrie & Orillia Railway Company, who asked to be enabled to issue bonds, debentures or other securities to the extent of \$40,000 per mile of single track railway, an extension of time for commencement and completion, and to operate cars and trains on Sunday for carrying passengers only, subject to regulations to be imposed by the Ontario Railway and Municipal Board, had their bill put through.

HYDRO-RADIAL SCHEME; ORGANIZATION URGED

Delegates From Principal Ontario Cities Ask Immediate Action Regarding Plan for Publicly-owned Electric Railways to Serve Whole Province

To extend the scope of the campaign for Hydro-electric radial railways in Ontario a large deputation, representing all the municipalities in the Hydro-radial Union, waited upon the Ontario Cabinet yesterday noon to urge immediate action on the part of the Government to have the scheme organized and construction commenced. The deputation, which was introduced by Hon. Adam Beck, presented a memorial and model agreement setting out the lines upon which the Union would like to have the matter proceed.

Mayor Carter of Guelph was spokesman. The memorial that he read, which was signed by all the delegates present, made the following requests:

(1) That permission be given to the Hydro-electric Power Commission to proceed at once with the industrial development of the power at the spillway of the new Welland Canal and such other points in the Province as may be considered advisable, and that funds be placed at the disposal of the Commission to carry out this project.

(2) That the model agreement which is submitted authorizing the Hydro-electric Power Commission and the municipalities to enter into a contract for the construction and operation of such radial railways be adopted as a standard agreement, and that such legislation as is necessary to legalize the same be passed by the Government.

(3) That your Government pass legislation guaranteeing the bonds to be issued for the construction of such radial roads as are approved by the Hydro-electric Commission and the municipalities, thereby forming a security which will sell in the markets of the world under the most favorable conditions.

(4) That your Government pass legislation authorizing the bonds for such radial roads to be for the period of fifty years, and that no sinking fund be provided during the first ten years of the life of the said bonds, thereby enabling the railway to start under the most advantageous conditions.

(5) That your Government pass legislation authorizing the Hydro Commission to divide the Province into electoral zones, so that one municipality or portion thereof could not hinder or delay the construction of a radial road that might be considered necessary and desired by the majority of the other municipalities, such zones to be designated by the Commission.

Many Municipalities Represented.

In support of the memorial, Mayor Carter pointed out that the delegates represented an unbroken chain of municipalities from Windsor to Prescott, and from the Great Lakes to Georgian Bay.

Alderman Hannigan of Guelph declared that the Hydro railway project had grown beyond anticipation during the year, and it had "caught on" in every municipality in the Province where it has been presented. The municipalities present were a unit in

endorsing the proposal for a "radial railway system built by the people, owned by the people, and for the benefit of the people." There were many sections of the Province where progress was actually retarded through lack of proper transportation facilities.

Representing the great middle section of western Ontario, Mayor Graham of London emphasized the need of light railways stretching across the country to act as feeders to the steam railways and trunk lines. The Hydro project did not run counter to the interests of the larger railways. Superintendents and traffic managers all agreed that the scheme would work well for the development of the rural sections of the country.

The midlands district was spoken for by Mayor Buller of Peterboro'. This district had so far not felt the benefit of the Hydro-electric impulse as much as other parts of the Province, but the railway project was undoubtedly popular and would receive the hearty support of the people in the central portion.

Hydro-radials would solve the much-discussed railway problem in Collingwood, said Mr. M. P. Byrne of that town. The district was quite without railway service except along the lake front, and if the scheme was put under way Collingwood, Owen Sound and many other towns would come forward to participate. "Let us have quick action," he said.

Mr. W. B. Doherty, St. Thomas, came from the "best city in the best county of the Province." Hydro-electric had been a success in St. Thomas. "We know of no reason why the people should not have a radial railway of their own. (Applause.) It would prove even more beneficial than the electric service."

Mayor Sterret of Petrolia said the demand for Hydro-radials was not confined to any one section of the community. Every part of Lambton county was keenly anticipating the extension.

Toronto Will Co-operate.

"Toronto is prepared to do its full part towards the realization of the Hydro-radial scheme," said Mayor Hocken. Toronto had been loyal to the power project, and it would be equally as loyal to the railway scheme.

Other speakers were: Controller McCarthy, Toronto; Alderman Burgoyne, St. Catharines; Mayor Armstrong, Campbellford, and John Dick, President Cobourg Board of Trade.

Dr. Pyne spoke briefly, remarking that the deputation looked as if it came from a prosperous community. The proposition submitted to the Government was, perhaps, the most important that had been brought up in recent years. Of course, the financial aspect was one that had to be considered. But the Government would deal with the matter according to its merit and importance.

"All will be done that can be done to make the project feasible and possible," said Hon. Adam Beck, in response to loud calls for "Beck, Beck." Mr. Hanna was called upon for a few remarks, but the Provincial Secretary declined to add further to the discussion, acquiescing in what had already been said.