

ONTARIO PROTESTS AGAINST C.N.R. PL

Liberal Member for Lincoln Has Resolution Passed in Legislature Which Puts Is- sue Between Canadian Northern Railway and Hydro Squarely Before Dominion Government — Hamilton Key to Situation

The Ontario Legislature yesterday formally protested against the plans of the Canadian Northern Ontario Railway interests for a railway line from Toronto to Niagara Falls through the city of Hamilton.

The protest was in the form of a resolution, which will be sent to the Dominion Government.

"This House reaffirms its approval of the Government's action in opposing the extension of certain railway charters hitherto granted by the Parliament of Canada which would interfere with projected Hydro-electric lines in Ontario," it reads in part, "and reaffirms its objections to the granting or renewal of charters by the Parliament of Canada to local electric railways within this Province and to the removal of all such railways from the jurisdiction of this Legislature by declaring them to be for the general advantage of Canada."

Lincoln Member's Move.

The matter was brought to the attention of the House by Mr. Thomas Marshall, Liberal member for Lincoln, who urged a protest on the ground that the Hydro-electric municipalities proposed to build a radial railway line along the route desired by the Canadian Northern, and the plans of the private corporation would seriously interfere with the scheme of the Hydro Commission.

Explains Hamilton Vote.

In the recent voting, said Mr. Marshall, Hamilton was the only important municipality which voted against Government-owned Hydro-radials, and that was because sufficient educational work had not been carried on. The radials would belong to the people, therefore there would be no dividends to be paid. The people would share the profits in the shape of cheap and efficient service. He condemned Canadian Northern Railway methods of financing. If the C.N.R. had lots of money why had they asked the Dominion Government for another loan of fifteen millions, and why did they not build railways in the west, where they had promised to build them, and where the people were crying for them, instead of wanting to build lines in Ontario, where the people were fighting against railways built by private interests? There was not a good thing to be said of the financial end of the C.N.R. corporation.

Nationalization Coming.

From recent events it would seem as if the nationalization of railways must come before the people at an early date. The railway companies had "fallen down," and had proved unequal to the task of transporting much-needed food and coal supplies.

The C.N.R. was said to be financially bankrupt and yet it was trying to compete with Hydro-radials.

There was no proper co-ordination between lake and rail transportation schemes, he complained. He thought the strongest opposition should be put up to prevent the C.N.R. from in-