

BILLS FOR CLEAN-UP APPROVED IN CONFAB AND SENT TO DRURY

One Authorizes City to Purchase Power Systems, the Other the Purchase by Hydro of Radials — Date of Transfer Depends Upon Legislature's Action

FUTURE DEPENDS ON SUTHERLAND PROBE

At a conference between the Hydro-electric Power Commission and the Board of Control yesterday afternoon in the Hydro offices the two draft bills to enable the city of Toronto and the Hydro-electric Power Commission to complete the purchase of the Mackenzie companies were approved, and have been sent to Premier Drury for introduction into the Legislature.

One bill authorizes the purchase by the city of Toronto of the distribution system of the Toronto & Niagara Power Co. and the Toronto Electric Light Co., or such portions as may be agreed upon between the city and the commission. The debentures to be issued by the city for these assets, including that portion of the Metropolitan division of the Toronto & York Railway within the city, are \$7,811,295, which is the sum submitted in the original proposition.

Acquisition of Radials.

The second bill is to authorize the Hydro-electric Power Commission to acquire the Metropolitan, Scarborough and Mimico divisions of the Toronto & York Radial Railway and operate them on behalf of the city of Toronto. There is a provision, too, for allowing other municipalities who may be interested in these roads to come into the scheme later on and pay their share under the terms of the Hydro-electric Railway Act.

Up to the point that legislation will probably be secured there is progress to report in the "clean-up" transaction. When the actual transfer will take place is a question. The agreements between the Hydro-electric Power Commission and the Toronto Railway Company and its subsidiaries, and between the Hydro-electric Power Commission and the city of Toronto are only in tentative form. The delay is said to be in connection with the schedule of properties which are to be conveyed to the Hydro.

When asked with regard to the Kingston road controversy, Sir Adam Beck said: "This and other matters are all subject to future negotiation and agreement."

Hope to Avoid Transferring.

The Hydro-electric Power Commission, as trustees for the city of Toronto and such other municipalities as may become partners in this undertaking, will operate the three railways, that is, the Metropolitan, Scarborough and Mimico divisions, to the city limits. Within the city what happens to these lines in the future is a matter of conjecture. The present transfer of passengers at the city terminus is something that it is desirable to overcome. It is pointed out that the Metropolitan division, with its 50-odd miles to Lake Simcoe, would end at York Mills on Yonge street.

This is at least seven miles from the heart of Toronto. Passengers

would have to transfer at the city limits, and all express and freight would have to be brought down by truck, pending some other arrangement. A similar condition would obtain on the other division. Important as it is for Toronto to acquire these franchises, the logical outcome, it is stated, is that the Hydro-radial scheme be approved so that the necessary entrances to the city—from the west along the lake shore and over the Harbor Commission right-of-way to the downtown terminus, and from the east, as provided in the Toronto Eastern plans, with a cut-off for the Metropolitan division at York Mills to connect with the Toronto Eastern in the Don Valley—would give a separate entrance on a private right-of-way for all these lines into the heart of the city. Passengers from beyond the city limits on the Metropolitan, for instance, would reach their downtown destination in from twenty minutes' to a half-hour's less time than would be required by using the street railway, with its two-score and more stops from York Mills to Queen street.

Kingston Road Connection.

For the two miles of street railway to be left on Kingston road, it is proposed to connect this with the high-speed line running parallel to Coxwell avenue, crossing Queen street by an overhead bridge and skirting the waterfront on a right-of-way to be acquired from the Harbor Commission.

It is not generally understood that the city of Toronto has already deposited its debentures with the Hydro-electric Power Commission for its proportion of the cost of the Hydro-radials. If the Sutherland Commission ever reaches the point where it makes a report to the Government, then the future of the whole question can be determined along with a solution of the entrance problem of the three radials that now reach the borders of the city.

With regard to the Toronto Suburban Railway, which is owned by the Dominion Government, and the Niagara, St. Catharines & Toronto Railway, these lines will never be bought cheaper than the price at which they are now offered to the Hydro-electric Power Commission acting for the municipalities.

MEMBERS ATTACK IMMORAL MOVIES

Dr. Stevenson Sees Need for New Board of Censors

The "movies" were the subject of a brief discussion in the Legislature last night during consideration of the estimates. Mentioning in particular a film produced to combat venereal diseases, Hon. G. H. Ferguson denounced it and all kindred films as "nauseating, and revolting in their influence on the public that views them." He added vehemently: "Despite what a number of doctors and nurses, and others who are neither doctors nor nurses, but faddists, have urged that people should be educated by driving them through the slime of immorality, to my mind it is wholly wrong."

Dr. H. A. Stevenson (London) also protested against the apparently loose system of censorship, and declared that it was time the Province of Ontario got a new Censor Board, if marriage mockeries and scenes of home destruction continue to be displayed in the public picture playhouses.