

monce the work. In the meantime I bentred myself to find out exactly how matters stood in order to ascertain the exact position of things, to know how my outlay of money on the Contract would be secured, and returned to me, without interest, along with a half share of the profits, should there be any profits to share. This offer was made to me to take a half interest in the Contract for the Extension above referred to with a gentleman who is an old and confidential friend of Charles D. Warren, Esq., President, and Robt. Jenkins, Esq., Secretary of the Metropolitan Railway Company, and although I was approached on the 10th of April last to enter the Contract above named, and for me to become jointly responsible with the gentleman referred to, and have all the work according to Contract, completed and the cars running on the 1st of July next,—strange to say this "supposed" Contractor did not put in an appearance either to my friend, who introduced him to Mr. Lash, nor did he call on Mr. Lash again up to the 15th of May last; and I met him on the street, at a distance, for the first time since he called at my residence, accompanied by my friend, on the 20th of April last; he noticed me and honored me with a polite bow, as I passed by in my vehicle. Dominion Day is quite near, and no work yet commenced on the Extension of the Road from Richmond Hill to Newmarket. And Jno. W. Moyes still the hustling Manager of the M.R.O. and "supposed" Contractor!! Was the delay in proceeding with the Extension of the Road to Newmarket caused by the litigation "supposed" to have been commenced by the North Toronto Council against the Metropolitan Railway having a fifteen years' additional franchise tacked on to the already nineteen years' franchise through our town, without toll, a percentage of its earnings, or any other expenses whatever charged against it for right of way over Yonge Street, two miles and three-quarters in length through the town? For this free-will offering to this grasping railway corporation, we have the unspeakable privilege afforded us of paying two fares for a little lift through our town on an electric railway, on a

straight road the short distance above mentioned. Then after leaving the Metropolitan Railway, at the end of a three and a half miles ride into the city,—should we go on a city street car—we are subjected to a third fare! No wonder that the few citizens left in North Toronto are incensed with such treatment meted out to them. Poor mechanics and laboring men who have to trudge, feet sore, from York Mills and Bedford Park to Glen Grove to catch the car going into the city, have to pay their one fare on the Metropolitan, and these same cars pass them on their way to Glen Grove, but the poor people are not privileged to ride the additional mile unless they fork over a second fare. School children on their way to city schools, and who live in the north end of the town, must hand over to the conductor two school fares or else walk the extra mile to Glen Grove to take the car for the city for one fare!! Where else in America is there such an imposition practiced on a patient and forbearing public?

I had intended continuing this subject in this letter and furnishing to the citizens of North Toronto a narrative of the situation that the M.R.O. has placed us in, since the expiring Council of the County of York illegally and heartlessly gave the M.R.O. a fifteen years' longer use of our main street for horse, and threw the care of Yonge Street, through the town, for the world and his wife to use without let or hindrance, giving us the privilege of keeping the public highway in repair at our own expense, but when I see the length of my present effort, I must now close, wondering why Mr. Moyes did not join me in that Contract to make the Extension of the Metropolitan Railway to Newmarket. His object surely could not have been to have me muzzled. I told him my reason for joining him in the Contract would be to endeavor to secure for my fellow-citizens a one fare rate in the town at least, if it becomes impossible to get the concession of one fare into the city, including transfers.

A. H. ST. CUNHAIR.

North Toronto, 1897.