

The Swindled Town OR NORTH TORONTO!

A Continuation of the St. Germain
Revelations

Of the Shameful Way in which the Metropolitan Railway Company (aided by a Dying County Council and the Ontario Legislature), have Swindled the Young and Helpless Town of North Toronto, out of a Fifteen Years' Franchise, without Toll, Percentage of its Earnings, or any Compensation Whatever!!

LETTER No. 3.

To the Editor of THE LEADER AND-RECORDER.

MY DEAR SIR,—In my last letter I promised to furnish you with a connected narrative of the unpleasant situation we have been placed in by the Metropolitan Railway Company, (aided by a dying Council, and the Ontario Legislature.)

I have a knowledge of all the incidents that have occurred since the Special Session of the York County Council was held in November last; and, at which meeting the iniquitous and heartless conduct of its members was manifested in a most outrageous and CRIMINAL manner, by their committing a robbery, in bare-facedly giving to a soulless and disgustingly selfish Railway Corporation the right of way over Yonge street—two and three-quarter miles through North Toronto—without toll, percentage of their earnings, or any compensation whatever from the Monopolists who have wrested from us our Highway. And, remarkable to relate, this self-same County Council did, during their year's life, abandon Yonge street to the different municipalities through which it runs; and after such abandonment it had the audacity to grant to the above named Vampire Railway a *Fifteen years' additional franchise*—tacked on to their already unexpired nineteen years' franchise—making in all *thirty-four years' license* for this Hogfish Corporation to be indulging in their extortionate

exaction of two fares, amounting to *seven cents*, for an insignificant ride in any one of their three worn-out, ramshackle, musty and extremely odious old cars, a distance of three miles and a half, on a straight road, between York Mills Hill and the O.P.R. crossing, the terminus of the Yonge Street City cars' track.

This very County Council, above referred to, knowing perfectly well, as they did, that they had, on the 6th of February, 1866, abandoned Yonge Street, and their by-law was in force,—yet, notwithstanding their knowledge of this fact, nine months thereafter they cruelly, recklessly, and illegally inflicted a gross and palpable wrong on a young and struggling municipality, with a sparse population, and overburdened already with excessive taxation. The same high rate of taxation too, please remember, was brought about by the Metropolitan Railway Company having been instrumental in getting the territory between Mount Pleasant Cemetery on the South, and York Mills Hill on the North, together with three thousand feet on either side of Yonge Street—East and West—incorporated, and now known as the Town of North Toronto, with the proud boast of having a Mayor, a Reeve, two Deputy-Reeves, and seven Councillors,—with an Electric Light Plant, for which luxury the first infantile Council the new Town gave birth to expected to be so flush of Cash, or that their Credit would be A No. 1, in any one of the Banks of the City, that they felt justified in exhibiting an unbounded liberality towards the Metropolitan Railway, by commanding a vote to be taken of the citizens within the Town limits and the non-resident lot owners, at an election held to determine whether the Electric Light Plant should be bought from Charles D. Warren, Esq., then, as now, President of the Metropolitan Railway Company, and Nicholas Garland, Esq., then one of the Stockholders of the said Company. After holding the election the vote resulted in favour of giving *three thousand dollars for a good-will* to use Electric Light on Yonge Street, between York Mills Hill and the O.P.R. Crossing, together with simply a number of unsightly Poles at very irregular and ridiculous distances apart from each other, extending from the North side of