

The Toronto Railway Extension on North Yonge Street.

In connection with the Ontario Railway and Municipal Board's order to the Toronto Ry. to extend its track from the end of its present track on Yonge St., Toronto, northerly to Farnham Ave., the terminus of the Toronto and York Radial, the city, as has already been mentioned, has decided to appeal to the Imperial Privy Council against the Board's judgment, and has obtained legal sanction for its bond for \$2,000 to prosecute such appeal. The Toronto Ry., on Nov. 1, applied to the Ontario Railway and Municipal Board for a further order to enforce the original order, and to compel the city to carry on and complete the preliminary work necessary for the laying of the tracks. It was argued on behalf of the company that the city's appeal to the Privy Council did not involve a stay of proceedings, and that the city should be compelled to proceed with the construction of the foundation. It was also stated that the company, if allowed to complete the laying of the track, would, if the Privy Council reversed the Board's judgment, be willing to turn over the extension to the city at cost.

The Chairman of the Board, D. M. McIntyre, K.C., stated that the validity of the Board's order rested on the construction of the agreement between the city and the company, and he did not think that the Board could facilitate the carrying out of the order, if there is any doubt as to the legal basis on which that order rests.

Bion J. Arnold on Municipal Ownership.

Some of the reports of an address by Bion J. Arnold, of Chicago, before the American Electric Railway Association at San Francisco recently, made it appear that he favored the municipal ownership of electric railways, and believed such ownership inevitable. In a subsequent interview given to a Los Angeles paper, he stated that the reports which made him say that municipal ownership of utilities is inevitable are incorrect. He continued,—"What I did say was, Let us spend no more time worrying about whether immediate municipal ownership or ultimate municipal ownership is the thing the people want. Chicago once tried to get municipal ownership, but failed because the city could not raise the money, and a study of the indebtedness and bond limits of other cities present like conditions. Time will therefore settle whether the immediate municipal ownership or the ultimate municipal ownership plank, or neither, is to go into municipal platforms. The point I want to make is that we cease wasting our energies in opposing a public movement that will surely come, in spite of opposition, if it is economically sound, and direct our energies toward the terms of the purchase clause and the conditions of a resettlement franchise. It is time for us to prove to the courts and commissions that railway investment can be made practically as sound as what are termed savings bank investments. Several plans have been worked out, notably those which are included in my reports on Chicago, Kansas City and San Francisco. They differ somewhat in franchise conditions, but the central idea is to put tangible property behind intangible values, so that if ultimate municipal ownership should prove to be the policy of the country, it will come without destroying investment values, or curtailing service to the public during the time of its coming.

"The only advantage of municipal ownership and operation over private ownership, from a financial standpoint, is the ability of

a municipality, in most cases, to borrow money at a lower rate of interest than private corporations or individuals are willing to accept for their money when it is to be invested in public utilities. Therefore, if the municipality will operate an electric railway as efficiently and as economically as a private corporation, the municipally owned and operated railway will be the cheaper to the community. But the question is: Will the municipality so manage the property? Inasmuch as the margin is only the difference in the cost of money, it may easily be absorbed by inefficient management, through the loading of the municipally owned road with excessive operating expenses in the way of labor and other considerable items that may enter into the management. The San Francisco experiment is being watched closely and up to date it has been conducted and operated efficiently and honestly, although there has already been a tendency toward the construction of unprofitable extensions and toward a reduction of the fare. The question is whether the municipality will continue to manage the property as well as it has in the past. The advantages that I have pointed out above are purely theoretical advantages. I cannot emphasize this too strongly. In many cases they have proved to be no advantages at all in actual practice. The disadvantages of municipal ownership are too obvious and too well known to require reiteration."

Transportation of Postmen in Sherbrooke.

The Post Office Department having refused to pay the compensation asked by the Sherbrooke Ry. & Power Co. for carrying postmen on its cars, they are now travelling on ordinary tickets the same as any other passengers. The company had a contract with the Department for four years from Sept. 1, 1911, to carry postmen at \$25 each per year. Prior to the expiry of this contract the Department was informed that a new one could not be entered into at less than \$35 per postman per year, and as that figure was not acceded to, the company refused to enter into a new contract.

The Department's contention that postmen should be carried at a less rate than any other passengers is an utterly indefensible one, as the Dominion Government has granted no aid whatever to electric railways and is not entitled to ask any favors from them. As a matter of fact, postmen with their mail bags, etc., generally take up more room than ordinary passengers, and they should certainly pay at least the same fare. There is no reason why Government employees should be carried at any less rate than the employees of any corporation or firm.

Traffic Commission Proposed for Toronto.

—The Mayor of Toronto announced, Nov. 12, that the report of the engineers for a comprehensive street railway system which will provide for proper entrance for the radial lines, all to work in conjunction with the projected harbor improvements, was practically completed, and it was expected it would be submitted to the City Council about Dec. 1. He also stated that he would then advocate the appointment of a traffic commission to deal with the whole matter, and of this board, the engineers responsible for the report to be members. These are, F. A. Gaby, Hydro Electric Power Commission of Ontario; E. L. Cousins, Toronto Harbor Commission, and R. C. Harris, Commissioner of Works, City of Toronto.

City of Toronto Sues Toronto Railway Company.

Claiming \$95,859 as its percentage of the Toronto Ry. receipts for May last, the city has entered an action at Osgoode Hall to recover the amount. The action is the sequel to some little difference between the parties over payments for track repairs, etc. The company some time ago presented a bill to the city for \$74,000 for road work, but the Works Commissioner refused to pay the full amount, and the city sent a cheque for \$52,000 in payment. This cheque the company refused to accept, and declined to pay the percentage on the revenue for May until the city agreed to pay the full amount of the account rendered.

The city has also issued a writ against the company claiming \$14,000 for cleaning snow off the track allowance last winter.

The Jitney Situation in Canada.

The attention of the Montreal City Council has been called by Alderman Rubenstein to the franchise granted to the Canadian Autobus Co. At a recent meeting he asked if the council would call upon the company to fulfil the terms of the franchise, which was adopted in June, 1912. The litigation, initiated by a ratepayer, as to whether the council had the right to grant such a franchise, has been decided in the city's favor recently. The matter is still under the council's consideration. On Nov. 3, the Supreme Court of Canada granted leave to appeal against the decision referred to on condition that Robertson, the ratepayer taking the action, pay the costs incurred to date into court, within 10 days, and make his application to the Privy Council within 40 days thereafter.

The Toronto Police Commissioners have decided that after Jan. 1 every jitney must carry a plate, to be supplied by the commissioners, setting forth the fact that it is a "jitney," and the number of passengers it is licensed to carry.

It was reported, Nov. 1, that there were 450 jitney licenses in existence in Vancouver, B.C., and that bonds had been put up by the owners in respect of 350 of them. Ten drivers have been prosecuted recently for running their cars without having deposited the bonds required by the regulations. The Vancouver Juvenile Protective Association has passed a resolution asking for a regulation preventing women and girls being taken as passengers in jitneys at night.

A jitney bylaw is still under discussion at New Westminster, B.C., one of the points of difference being as to the amount of the bond to be put up by the owners of the cars. The question is whether the amount of the bond is to be \$1,500 for each car, or \$1,500 for each passenger. In this connection it is to be noted that in Los Angeles, Calif., the bond is for \$5,000 a car.

A number of jitney drivers in Victoria, B.C., who were fined, Nov. 3, for breaches of the bylaw regarding the operation of these cars, stated that they could not pay the fines imposed, and elected to go to jail. One of the drivers gave as a reason for the excessive speed of his car that he had to make a living.

Toronto Eastern Ry.—There has been deposited with the Secretary of State at Ottawa copy of a trust deed made between the company and the Guardian Trust Co., securing an issue of 30 year 5% debenture stock or bonds on certain of the company's lines.