

## The Street Railway Situation in Toronto.

Although the question of the proposed purchase of the Toronto Ry., with its allied company, the Toronto Electric Light Co., was not before the ratepayers at the municipal elections on Jan. 1, the voting was doubtless considerably affected thereby. The Mayor, H. C. Hocken, who was chiefly responsible for bringing the matter to the fore, and who conducted, on behalf of the city, the negotiations with the President of the company regarding the proposed purchase, was re-elected. Under ordinary circumstances Mr. Hocken would either have secured his second term by acclamation, or by a very large majority, but as a result of strong opposition to the proposed purchase his majority was only 4,577 out of a total of 43,095 votes polled. Alderman McBrien, who entered the field only a few days before the nominations, as a straight anti purchase candidate, polled 16,641 votes and Alderman Burgess, who also opposed the purchase, got 3,725 votes, the other 1,511 going to a Socialist candidate. Of the four members of the Board of Control elected, two announced themselves in favor of and two against, the purchase, while of the aldermen, a majority were in favor of the purchase during their candidature. In view of the popular vote, however, some of them may have changed their minds.

It is probable that at the next session of the Ontario Legislature, application will be made by the city, for authority to appoint a commission to be placed in charge of the civic transportation problems. The idea is to appoint to the commission, three well known local men, without salary, for a term of four years, but at the commencement, one would be appointed for two years, one for three years and one for four years. No member of the city council, nor any civic official would be eligible for appointment, and on the expiry of the term for which any member was appointed, he would be eligible for reappointment.

W. P. Gundy, President of the Toronto Board of Trade, in his address to the members, Jan. 19, stated that he was opposed to the proposed purchase on the terms proposed, and gave details of what might be termed an alternative scheme, which he believed would clear up the whole matter and avoid numerous complications which he feared would result if the present proposals were carried out. He said:—

"I believe that in order to obtain a complete clearing up of the whole situation, and a proper solution of the transportation difficulties, the Province of Ontario and the City of Toronto should unite on terms to be agreed upon between them in purchasing the stock of the Toronto Ry. Co. (if at a satisfactory price, and not otherwise) and thus secure control not only of the Toronto and York Radial Ry., consisting of the Metropolitan line, from North Toronto to Lake Simcoe; the Scarboro line, east from Woodbine along Kingston road; and the Mimico line, from Sunnyside to Port Credit. The Toronto Ry. Co. does not own the Toronto Suburban Ry., which holds the franchise in Ward 7, and operates lines of railway along Davenport Road, also from West Toronto to Lambton and from West Toronto to Weston. This Toronto Suburban Ry. is, however, owned by the Mackenzie interests, and it would be essential to include this line also. Under such a plan as I have outlined the Ontario Hydro Electric Commission, representing the Ontario Government, would retain for its own use the Electrical Development Co. and the transmission lines of the Toronto and Niagara Power Co., including the right of way between Toronto and Niagara Falls, and the radial railways, and hand over to the City

of Toronto all the property within the city. This, I believe, would be a complete clearing up of the whole situation in the City and Province, as it would avoid giving running rights for radial lines over the city streets to Sir William Mackenzie, which is one of the serious objections to the plan now before the people."

Reference to Canadian Railway and Marine World for May, 1913, pg. 238, will give the list of the companies which would be involved in such a scheme, with their capital stock, bond issues and interlocking connection with each other, with the exception of the Toronto Suburban Ry. Co., which although controlled by the Mackenzie interests, is a separate organization.

The draft agreement which the City Council instructed the Corporation Counsel to draw up recently, embodying the terms of the proposed purchase, which were the outcome of the recent negotiations, is reported to have been prepared and to be ready for submission to the city council.

The President of the Board of Trade, in his remarks quoted above, stated that the acquirement of the whole series of companies, would, among other things, "avoid giving running rights for radial lines over city streets, which is one of the serious objections to the plan now before the people." The original draft agreement, on which the negotiations between the Mayor and Sir William Mackenzie were based, provided, on this point, for the taking over by the city of such of the radial lines as were within the present city limits, the double tracking of such lines by the city, and the granting of running rights to the radial companies concerned, over such lines, the city to lay a third rail, if it desired to operate over these lines in connection with the city lines. If, therefore, the final draft agreement follows on the lines of the original one, there is no question of the radial lines operating over city streets other than at present. In fact they could not do so if it was so desired, unless the whole city system were rebuilt to standard gauge. Such a clause however, if included in the final agreement, would bind the city to retain the present radial lines within the city limits, at standard gauge, and also any other portions of the radial lines as may be included in the city by any future extension of boundaries. Thus, city cars could only operate over the acquired radial lines by the addition of a third rail or some other device calculated to overcome the difference of gauge.

The Toronto Rapid Transit Association, the formation of which was announced in our last issue, having for its alleged main object, the completion of a complete provincial system of rural and interurban railways, etc., has closed its office in Toronto, and, apparently, ceased to exist.

## An Alleged Fake Accident Case in London.

In Canadian Railway and Marine World for January, reference was made to an action by Charles Nickles against the London St. Ry. and the G.T.R., for damages for injuries alleged to have been sustained in a collision between a street car and a freight train at the interswitching crossing on Dundas St. East, London, July 24, 1913. For the defence, it was claimed that Nickles was not in the collision at all, but had been driving in the country with another person, and on returning, was held up by the freight train, at the crossing, and when the collision occurred he jumped from the buggy and disappeared in the dark, and was later found on the other side of the crossing and near the damaged street car.

The case came on at the Assizes in Lon-

don, Ont., Jan. 16. After hearing a number of witnesses for the defence, including Nickles' companion in the buggy, all of which was corroborative, and altogether opposed to the story as told by the plaintiff, who called no witnesses, the Chief Justice dismissed the case with costs, remarking that while there were several features of the case which were hard to explain, the uncorroborated evidence of the plaintiff could not be accepted against the preponderance of evidence adduced by the defence.

## Personal Paragraphs.

H. WARNER, Chief Engineer, Edmonton Interurban Ry., Edmonton, Alta., has resigned.

J. H. McGHIE, K.C., of Toronto, has been appointed Solicitor to the Ontario Railway and Municipal Board. This is a new position, and has been rendered necessary by the increase of legal work in the preparation of cases and papers.

J. F. H. WYSE, who for some time acted as engineer for the Ontario Railways and Municipal Board in matters affecting electric railways, has been appointed organizer and engineer of the Ontario Safety League, with office in Toronto.

A press report from Brantford, Ont., Jan. 18, stated that F. NICHOLLS, President, Canadian General Electric Co., Toronto, will be appointed receiver of the Grand Valley Ry., for three years, after which the city will be given the option of taking over the road. No confirmation of this can be obtained, but in any case, it is probably intended to refer to the Brantford St. Ry. only, which is a part of the G.V.R., and not to the entire system.

H. DOUGHTY, Superintendent, Regina Municipal Ry., gave an address before the Engineering Society, Regina, Sask., recently, on the welfare of employes. In this connection he mentioned the recreation room provided by the city for the railway employes, and recommended the adoption of the merit system, and the rule that no man should be discharged without a thorough investigation of the charges against him. As an instance of employes' efficiency he mentioned that although car mileage of 691,281 had been made, the city had only paid \$84 in damages.

A. B. CORYELL, whose appointment as Superintendent Electricity and Tramways, Moncton Tramways, Electricity and Gas Co., Moncton, N.B., was announced in our last issue, was born at Lansing, Mich., Feb. 13, 1865, and entered transportation service in 1901, prior to which he had several important positions with light and power companies in the U.S. From 1901 to 1902 he was General Superintendent and Purchasing Agent, Meridian Ry. Light and Power Co., Meridian, Mo.; 1902 to 1903, Superintendent, Master Mechanic and Purchasing Agent, Belt Ry., Shreveport, La.; 1903 to 1904, Assistant Superintendent and Electrical Engineer, Albany Electric Light and Water Plant, Albany, Ga.; 1904 to 1909, General Manager, Purchasing Agent and Chief Engineer, Huntsville Ry. Light and Power Co., Huntsville, Ala.; 1909 to 1911, General Manager, Chief Engineer and Purchasing Agent, Dayton Construction Co., Greenville, Tex.; 1911 to 1913, General Superintendent, Chief Engineer and Purchasing Agent, Southeastern Construction Co., Waycross, Ga. During the time he spent in Greenville and Waycross he built street railways there, putting both in operation, and managing them for some months. He also built portions of the street railway systems in Huntsville and Meridian.