

Toronto Railway's Proposed Extension on North Yonge Street, Toronto.

The Ontario Railway and Municipal Board gave judgment, Sept. 11, on the application of the Toronto Ry. for permission to extend its tracks from the present terminus on Yonge St., through the subway under the C.P.R., to Farnham Ave., the terminus of the Toronto and York Radial Ry.'s Metropolitan Division. Until recently the greater portion of this piece of roadway was operated over by the Toronto and York Radial Ry., and the Toronto Ry. claims that on the expiry, on June 25, of the franchise under which the operation took place, it had the right to extend its tracks under the agreement with the city in 1891. Pending the settlement of this point, the Toronto Ry. offered to operate, or arrange for the operation of cars to make the connection between its line and its subsidiary, the T. & Y. R. R., but the city prevented such an arrangement being arrived at by removing the rails and overhead equipment, thus leaving passengers to walk between the two termini. One of the chief objections urged by the city against granting the company's application, was that the company had not kept its agreement with the city to obtain the approval of the City Engineer to the plans. The Commissioner of Works admitted having received the plans from the company, but stated that they were addressed "for the approval of the city," and had been sent to the Board of Control, and that therefore they had not formally been sent to the City Engineer for his approval.

In delivering judgment, D. M. McIntyre, K. C., Chairman of the Board, said:—"This objection is at best highly technical, and a somewhat refined attempt to defend what seems to the Board to be an intentional evasion by the City Engineer of his clear duty under the agreement. Here is a contract between the city and company extending in duration over a period of 30 years; it presupposes a genuine intention on the part of each of the contracting parties to co-operate in the elaboration of a street railway system in the City of Toronto and provides machinery and agencies for carrying out that intention, under it slightly over 120 miles of tracks have been constructed, plans of all of which have presumably, under the procedure fixed by paragraph 12, been submitted for his approval to the City Engineer and yet when plans proposing a further extension are submitted to him by the company he shuts his eyes to the plain and obvious meaning of the transaction and fastens upon a phrase in the covering letter as a pretext for evading his clear duty under the agreement. It thus appears that the Commissioner of Works chose to take his stand upon a verbal quibble, ignoring the clear intent and purpose of the company in the transaction and abdicating his functions as city engineer under paragraph 12. The Board finds as a fact that the plans of the extension of the Toronto Ry., showing the proposed position of the rails, the style of rail to be used and the other works in the portion of Yonge St. in question have been duly submitted to the City Engineer as required by paragraph 12 above set out, and that he, in breach of his duty in the premises has neglected to consider the said plans and to approve or otherwise deal with the same thereunder.

"A number of persons were present at the hearing whose testimony was taken. They included persons living in Toronto north of the C.P.R., and residents of County York. All concurred that the absence of railway communication on Yonge St. between the

northerly terminus of the applicant's railway and the southerly terminus of the Toronto and York Radial Ry. was the cause of great inconvenience to thousands of people. Estimates were given that from 10,000 to 15,000 people daily walked between these termini, those northbound being obliged to climb a steep hill. All witnesses concurred that the construction and operation of the proposed extension of the Toronto Ry. would furnish a needed means of transportation and greatly lessen the inconvenience now suffered daily by thousands of people. The members of the board and its engineers have by personal inspection obtained confirmation of the concurrent testimony above summarized. The board finds as a fact that the equipment, appliances and service of the Toronto Ry. in respect to the transportation of persons along the portion of Yonge St. shown on the plans filed are inadequate, and the board is of the opinion that the Toronto Ry. should be required to construct, maintain and operate an extension of its existing lines northerly on Yonge St. with facilities to Y at Woodlawn Ave., as shown on the plans filed, and the board will so order."

The Board on Sept. 21, issued the formal order directing the Toronto Ry. to extend its track from the present terminus on Yonge St., through the subway to Farnham Ave., the terminus of the Toronto and York Radial Ry., and to have cars running on this section by Dec. 1.

The City Board of Control announced its intention of appealing against the judgment and the Mayor stated recently that he considered steps should be taken to obtain legislation to remove the City of Toronto from the Ontario Railway and Municipal Board's jurisdiction. The appeal was heard by the Ontario Court of Appeal, Sept. 27, and was dismissed with costs.

Electric Railway Notes.

Toronto Ry. employees at the front number 251, of whom 105 are married men.

Commissioner Harrison has recommended the Edmonton, Alberta, City Council to abandon the straight 5c. fare on the Edmonton Radial Ry., and restore the old rate of 6 tickets for 25c.

The Manitoba Public Utilities Commission has ordered the Winnipeg, Selkirk and Lake Winnipeg Ry. to build a shelter at McNaughton, and to provide platforms at the Old Folks' Home, Middlechurch, and at the stop at Murray.

Regina, Sask., ratepayers are being asked to vote on the question of stopping cars being operated on the municipal railway on Sundays. The Sunday cars are being operated at a loss, and it is desired to cut the loss in operation to a minimum by reducing the service on this one day.

All sorts of suggestions are being made to the Edmonton, Alberta, City Council with the object of increasing patronage on the Edmonton Radial Ry. One of the most recent ones is a proposal to allow storekeepers to give tickets as a premium to customers on bargain days. This could only be done by restoring the ticket system on the line.

The Toronto and York Radial Ry. discontinued the sale of commutation tickets of 30 trips between its Toronto terminus and Long Branch, New Toronto and the Humber, Sept. 6. In place of this series, the company is issuing tickets as follows,—

to stop 10, 8 for 25c., stop 25, 7 for 25c., and stop 29, 5 for 25c. In response to a deputation of Long Branch residents, who waited on the management, Sept. 14, it was stated that until the City of Toronto came to some arrangement with the company regarding the operation of the line to the Humber, the company could not enter into any agreement with Etobicoke Tp. respecting fares. The deputation desired the fixing of the rate for tickets at 6, instead of 5, for 25c.

Mainly About Electric Railway People.

J. H. Moir is reported to have been appointed Traffic Manager, Edmonton Radial Ry., Edmonton, Alta.

A. G. Workman has been appointed Chief Dispatcher, British Columbia Electric Ry., New Westminster, B. C., vice T. G. Connon resigned.

M. E. Morton, Traffic Manager, Fort William Electric Ry., has been appointed by the Ontario Railway and Municipal Board as an official examiner of motormen.

H. W. Cooper, heretofore Secretary-Treasurer, Oshawa Ry., Gananoque, Ont., has been appointed Manager, vice J. F. Chapman deceased, and J. H. Valteau has been appointed Secretary-Treasurer.

A. K. Bunnell, City Treasurer of Brantford, Ont., and a member of the commission managing the Brantford Municipal Ry., was elected President of the Ontario Municipal Association, at the annual meeting in Toronto, Sept. 2.

W. J. Radford, heretofore Cashier, Toronto Suburban Ry., West Toronto, Ont., has been appointed Assistant Manager. Robert Gilbert, heretofore Assistant Manager and Purchasing Agent, has been appointed Purchasing Agent.

John Knox, Treasurer, Dominion Power and Transmission Co., which owns and operates the street railway at Hamilton, Ont., and the various radial railways in that district, died there, Aug. 31. He was a native of Scotland, and resided in Hamilton for 32 years.

J. H. Trimmingham, Superintendent of Power, Sherbrooke Railway and Power Co., Sherbrooke, Que., is acting as General Superintendent during the absence of Major N. C. Pilcher, General Manager, who has gone overseas with the 5th Canadian Mounted Rifles.

Several changes have been made in the Chatham, Wallaceburg and Lake Erie Ry.'s organization. W. Norris, heretofore General Manager, Chief Engineer and Purchasing Agent, is now General Superintendent. J. E. Richards, General Freight and Passenger Agent, has resigned, and A. C. Johnstone has been appointed Accountant.

William John Radford, who has been appointed Assistant to General Manager, Toronto Suburban Ry., Toronto, was born at Boldre, Hants., England, Dec. 23, 1870, and entered railway service with the Great Southern and Western Ry. of Ireland, Jan. 12, 1890, since when he has been, to Feb. 28, 1894, junior clerk, Goods Manager's Office, Dublin; Mar. 1, 1894, to Dec. 12, 1899, station agent, Carlow; Dec. 3, 1899, to May 29, 1902, station agent, Athy; May 30, 1902, to Aug. 13, 1903, station agent, Charleville; Aug. 14, 1903, to Sept. 1, 1904, station agent, Killarney; Sept. 2, 1904, to Dec. 31, 1905, chief staff clerk, General Manager's Office, Dublin; Jan. 1, 1906, to Feb. 28, 1907, English Agent, Liverpool; Mar. 1, 1907, to Aug. 31, 1913, District Agent and Harbor Master, Rosslare, Ireland; Mar. 4, 1913, to June 30, 1915, cashier and office assistant, Toronto Suburban Ry., Toronto.