

L. S. R. TRANSFER RULES CAUSE OF MUCH WORRY TO PATRONS OF ROAD

**Sudden Action of Officials in
Enforcing Regulations Af-
ter Years of Indifference Is
Cause of Friction Between
Conductors and Passen-
gers.**

What are the proper transfer points on the London Street Railway? Recently the company has apparently issued orders that transfers must not be accepted at improper points, and some confusion has appeared to be existent as to just where one might change cars and where one might not, unless he were prepared to pay a new fare.

It is alleged by the company that transfer privileges have been greatly abused by patrons of the street railways in the past. It has been the custom, the company claims, for many people to leave a north or south line at Dundas street with a transfer to a Dundas car. Instead of immediately boarding a car at Richmond street, they would walk the length of the shopping district, making purchases they required on the way, and present their transfer at Clarence or Wellington streets. This will not be prepared to pay a new fare.

Precedent Created.
The travelling public in many cases does not take kindly to the sudden rigorous enforcement of these transfer regulations, which it is declared, have been allowed to be disregarded so much in the past that a precedent has almost been established. Some critics claim that explicit and easily comprehensible notices regarding transfer points and regulations ought to be posted in the cars. It is even alleged by patrons of the street railway that different conductors have very different interpreta-

The Advertiser was informed by one inspector at the corner of Dundas and Richmond that the first or the intersection of two lines were the only places where transfers should be accepted. For example, if one were coming from Knollwood Park with High street, as his destination, he might transfer properly either at Richmond and Oxford street, or at Horn and Horton street, but he could not transfer at Dundas and Richmond streets.

A Chinese Puzzle.

Manager C. B. King over the telephone, gave a much broader interpretation of the rule. Richmond and Dundas streets constituted a transfer point for any and all lines, according to Mr. King. The passenger on the southbound Oxford might not only properly transfer at Dundas street, as well as at Oxford and Richmond, and Wellington and Horton, but the point could reasonably be stretched to permit him to also transfer at Horton and Richmond street, since that was properly speaking a transfer point for other lines, the

Normal to Oxford or Richmond, for instance. In the latter case, according to Mr. K. K. Decker, a transfer point for one line is a transfer point for all lines which pass that way.

This view is not held, however, by all conductors, who apparently have not been fully instructed on the subject.

Some of the transferable points.

But one cannot dismount from one car at a point where there is no intersection and take a car which is following. For illustration, one may not dismount from the Richmond car at Market or Kent street and board an Oxford or Kent street car.

Transferable points, however, would be acceptable at Central avenue, or Richmond or York streets, for the Normal, if it were

The question arises: If one may transfer to a Richmond car from an Oxford, at Hartford and Richmond streets, as Mr. King explicitly stated, could one not also transfer from a Richmond car to an Oxford car at the other Normal transfer points namely: Central avenue and York streets? Presumably one can, and therefore the north-and-south traveler who wants to shop on the way, has a marked advantage over the east-and-west traveler because there are more transfer

But the westbound traveler may walk from Rectory to Adelaide, if his transfer is timed long enough, or the eastbound traveler with a North Bell transfer, if he is a rapid walker can get on at Richmond and walk all the way to Adelaide, if he is transferring from Dundas car.

While this matter is being settled, people who, to save time transfer from north or south, either to Dundas or North Belt cars, would like to know whether a transfer to one line is acceptable on the other?

Many Bawlings Out.

Suppose that one lives on Lorne avenue, near Adelaide street. Coming south or north on the Richmond, he asks for a North Belt transfer, but if he gets there waiting for the North Belt car, will his transfer be acceptable on the Dundas car, presuming, of course, that he is

nerved himself to the task of winning three blocks rather than half a block. Or if he asked for a Dundas east transfer, can he travel to Lorne avenue or the North Belt? Some conductors accept either transfer in such cases, and others refuse to. Popular opinion inclines to the view that whereas the North Belt line has an infrequent service, they ought to be allowed to take the first car which comes along, whether they have the right transfer or not.

The sudden resolution of the company to do the previously non-existent

to enforce the transfer rules has resulted in a lot of "bawlings-out." Sometimes the conductor is "bawled out" by an irate man passenger, and sometimes the conductor "bawls out" the passenger.

Altogether much unpleasantness is created, and many citizens suggest the simplified and definite rules ought to be framed beyond grounds for dispute, as those rules framed and posted on the bulletin boards in all cars.

It is said that in Chicago and some other larger cities, only the time allowance and the car transferred from is punched on the transfer slip. In London, however, the rule is to punch both, the car transferred from, and the car transferred to, as well as the time limit.

DEATH AT OTTAWA

OF MRS. C. F. COLWELL

Word has been received of the death of Mrs. Charles F. Cowell at Ottawa, Mr. and Mrs. Cowell will be remembered by many old Londoners. Mrs. Cowell, over twenty-five years ago, for many years conducted a music store on Dundas street, near the present Alway Building. She was a very prominent member of the school here. He left London to become clerk of the time and records at the Public Buildings, a position well filled for twenty years. Later he has been cashier of the Northern Assurance Co. and was a man of great sympathy of all in his preparable last Mrs. Cowell was one of the kindest women and at all times, particularly good work as her health would permit.