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VOL. LII.

RICHMOND HILL, ONTARIO, THURSDAY, DECEMBER 12, 1929

No. 24

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T. T. C. Refuses County Information About Radials

Busses Which Are Proposed To Take Place of Radials Will Stop at City Limits Says Mr. Harvey.

The Radial question last week appeared to have safely negotiated the year 1929 and the district seemed assured of a continued car service at least until after the turmoil of Toronto municipal elections and the conclusion of the judicial probe into the activities of the T. T. C., but it was once again thrown to the foreground by a repeated recommendation to the City of Toronto that the line be abandoned. Following the repeated recommendation the York County Transportation Committee appeared before the Toronto Board of Control on Tuesday morning. Chairman Reeve Lundy, of Newmarket; Warden Ray Price, Reeve Gohn, of Markham township, Reeve Muirhead, of North York township and other members of the commission as well as Engineer Redfern, Clifford Case, M.P.P. represented the County. Col. T. H. Lennox, K.C., was present for a short time but after briefly addressing the Board of Control had to leave for another engagement. The T. T. C. was represented by General Manager Harvey, Commissioner Lennox, Col. H. S. Cameron, secretary of the Commission and other officials.

After a lengthy discussion it was finally agreed on motion of Controller Major Bert Wemp that the T. T. C. be instructed to continue operation of the line until February 1st. General Manager Harvey and his T. T. C. cohorts were pressing for abandonment at the end of this year.

Some two months ago the York County Committee appeared before the Board of Control and asked that the line be operated until the County would have an opportunity of having their engineer make a comprehensive report on the whole situation. In this the Board of Control agreed. It will be remembered that Mr. Redfern submitted a report on about the 1st of October and later at the December session of the County Council presented a supplementary report. The details of the Redfern report are too well known to readers of The Liberal to need repetition at this time but it will be recalled that at the presentation of both reports it was stated by Mr. Redfern that there was additional information which he was desirous of securing.

The Redfern report pointed out that the deficits laid on the door-step of the Metropolitan by the T. T. C. were out of all proportions to the actual facts and pointed out in addition that the deficits, if they did exist were contributed to largely by the excessive operating charges of the road which were tremendously large in comparison with other similar lines and by debenture charges which should not be saddled on this line. In addressing the Board of Control on Tuesday, Mr. Redfern stated that when he undertook the work for the County Council he appreciated the seriousness of the situation and made it his business to secure all the information which he possibly could. In regard to certain information which he wished to secure from the T. T. C. he stated frankly that he had not had the co-operation of the T. T. C. and that he had not been able to get the information he sought. Figures were given to him only in lump sums and it was impossible to get down to brass tacks and analyze the situation properly to make a report on them. In seeking the information he had directed a letter to the T. T. C. asking certain information which he considered was essential and to which he considered he was entitled. He had not received the information and he had received no reply from the T. T. C. as to why the information had not been given.

Asked by Mayor McBride why this information had not been given to Mr. Redfern, Mr. Harvey's only reply was that he did not see fit to give it to Mr. Redfern as he did not consider him a capable radial engineer.

In his address to the Board of Control Engineer Redfern gave a masterly presentation of the facts. He was clear cut and outspoken in his statements which where in comparison to the guarded statements of General Manager Harvey.

Mr. Redfern stated he did not know why the operating costs per car mile were so high on the Metropolitan.

Just why they are so high could only be ascertained from the figures of the T. T. C. which they refuse to give him. He was of the opinion that carrying a reasonable amount of fixed charges in place of the unfair debenture debt now charged up to the line, and with a reasonable cost of operation, that is standing on its own merits as an operating radial railway that the Metropolitan would make a good showing. That it would make a good showing comparing favorably with other Radials in Canada of which there is not the slightest thought of abandonment. Mr. Redfern criticized the action of the T. T. C. in operating a Bus line in direct competition with the Radial cars.

Mr. Harvey denied that the Busses were in competition with the Radials. He said the busses were put on to reduce the operating charges and that revenue was credited to the Metropolitan.

Bus Service to be Worse

Controller Bert Wemp figured that from the 5000 passengers carried daily by the Radials that the T. T. C. received a revenue through the City system of approximately \$114,000. He pointed out that it should be remembered that the City system and the T. T. C. would lose this revenue if busses were substituted. To get around the question Mr. Harvey divulged another new angle on the proposed Bus Service which has not previously been considered. He said it was not the intention of the T. T. C. if the radial was abandoned to run the busses right down town. He said that that would be done only on the real long distance trips but that 90 per cent. of the Bus passengers would be taken to the City Limits and then have to take the City cars just as they do now to get down town. Thus it would appear that if the proposal should be carried out Bus passengers will transfer at the City limits and pay another fare on the City Cars.

In presenting the County's case Reeve Lundy asked that the line be operated until the investigation now in progress under His Honor Judge Denton be concluded. He said that Judge Denton had ordered a separate audit of the Metropolitan accounts as a result of questions raised at the probe by Clifford Case who was representing the County.

General Manager Harvey contradicted the statement and said it was not the order of the Judge that there be a separate audit for the Metropolitan. County representatives were just as certain that there would be a separate audit on the order of the Judge.

T. H. Lennox in arguing for an extension of time stated that pending the audited statement of the accounts of the Metropolitan it was impossible for the County to properly approach the case. This audited statement was essential and as a matter of business he submitted that the matter should be laid over until then.

Controller Hacker asked if in view of Engineer Redfern's report that the line could be made pay would the County be willing to take it over for a year and try it.

Mr. Lennox said he could not be expected to answer that but that on the receipt of the auditor's statement the County would be in a position to know where they stood if such a move were contemplated. Referring to his dual position in association with both sides in the controversy Col. Lennox said "I am in a peculiar position, and must be careful what I say, but I'm in favor of continuing the radials just the same."

Clifford Case, M.P.P., who represented the County at the T. T. C. judicial probe stated that he felt it decidedly in the interests of the City to continue the line. He urged that any action be postponed pending the audit ordered by Judge Denton of the Metropolitan accounts separate from other T. T. C. operations.

It was finally agreed on motion of Controller Wemp to order the T. T. C. to continue operations until January 31st. It was pointed out that the audit should be completed and the County council would have an opportunity of dealing with the matter at the January session.

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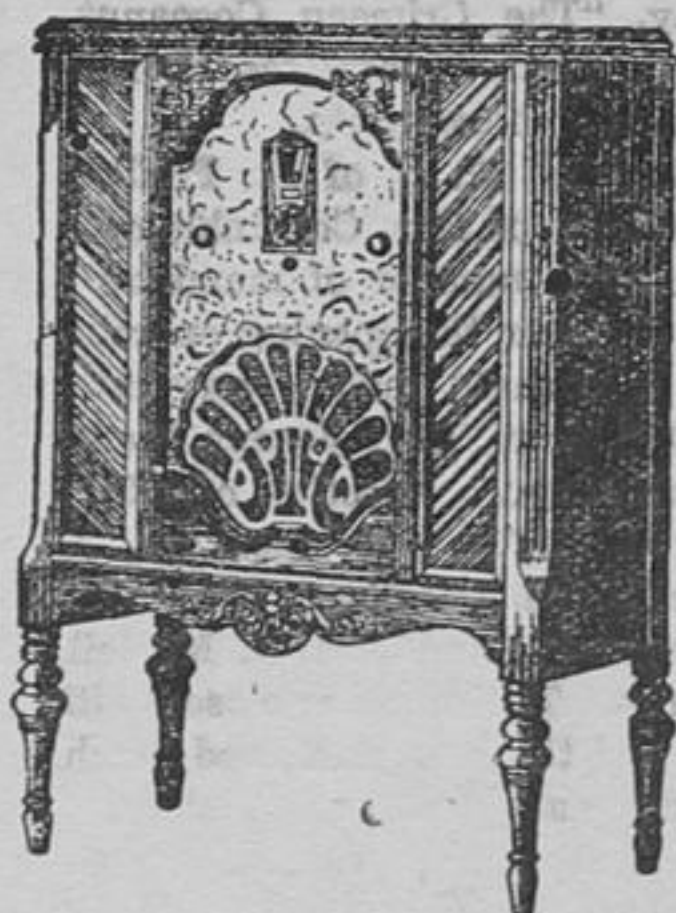
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