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RESIGNATION OF THE CHAIRMAN OF T. & N. O.

Mr. J. L. Englehart Asks To Be Relieved of Duties on Account Of Poor Health.

As suggested in The Advance three weeks ago Mr. J. L. Englehart, Chairman of the T. & N. O. Railway, has definitely resigned from the direction of the People's Railway, though the Government has not as yet formally accepted the resignation. Last week Mr. Englehart placed his resignation in the hands of Prempier Sir William Hearst. Mr. Englehart has been in poor health for the past year or two and on several occasions it is said that he has desired to resign his duties as Chairman of the T. & N. O., but the Government, or at least some members of the Government, have in each case been able to persuade him to continue in office. Mr. Englehart spent the summer in the south, and returned some weeks ago much benefited in health. A couple of weeks ago he was here on a formal trip of inspection, and friends here at that time, noted that while no doubt his holiday in the south had benefited him, still he was far from being in the best of health. On the receipt of the resignation last week Sir William Hearst issued the following public statement:—

"Owing to ill-health, Mr. Englehart has for some months past been urging the Government to release him from his duties as Chairman of the T. & N. O. Railway Commission. However, the Government was most anxious that he should continue in office, hoping that his health would improve. Mr. Englehart has now placed his formal resignation in the hands of the Government, and has been asked to continue in office for the present. He has been a most capable and faithful public servant and for fourteen years has devoted himself unreservedly to his work as Chairman of the Commission and to the work of developing and building up Northern Ontario in which his heart was centred. The Province and the cause of public ownership have greatly benefited from his energetic and able work."

Mr. J. L. Englehart accepted the Chairmanship of the T. & N. O. Railway Commission shortly after the Whitney Government came into power, in 1905, and he has held the post ever since. During that time the railway has been considerably extended, while the traffic and usefulness of the service have increased in most unusual way. Since Mr. Englehart took charge as chairman, the railway has been extended to Cochrane, to tap the National Transcontinental; the branches to Timmins, Iroquois Falls, etc., among others, have been built; and a vast extent of mining and lumbering country thus been brought into touch with the rest of the Province. For a Government railroad, the work of railway service to the North Land has been conducted with unusual economy and efficiency, though, of course, Mr. Englehart must share the credit for this with the splendid staffs in all departments of this railway. The Mail & Empire, for example, also credits Mr. Englehart with "never losing sight of the fact that the railroad was projected as a colonization medium". The North Land may not unanimously give a wholehearted agreement to this suggestion. Mr. Englehart was always apparently anxious to do anything to further the requests of the North Land if representations were made direct to him, yet it has been often very difficult and very tedious to secure very desirable additions to the service or extensions to the line. If Mr. Englehart never forgot what The Advance and other newspapers here constantly emphasized,—that the T. & N. O. should not be forever considered in the light of a revenue producer, but rather as a colonization factor, as it was intended at the time of its construction,—then some others in power must have forgotten the truth time and time again and overruled Mr. Englehart in his efforts for this Great North. In any case, the North Land still needs railway service along several lines, while for the pleasure of the people of Old Ontario the earning powers of the railway are often referred to. In a new country like this the idea regarding a railroad might be summed up about as follows:—The purpose of this railroad is chiefly and firstly to open up and aid in the country's development, but if in that process it also makes an honest dollar or two there's no harm done. In regard to the T. & N. O., however, the idea as it seemed too often to work out in actual practice was:—The purpose of this railroad is chiefly and firstly to get on a paying basis, but if in that process the country is aided in development or convenience, well, so much the better. However, all will be ready to give Mr. Englehart full credit for his sincere interest in the railroad and his efforts for the North Land, and to wish him

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a speedy return of the best of health. There will also be a sincere hope in the North Land that not only will the new Chairman have a firm conviction regarding the railroad as a colonization factor, but that also the powers-that-be (the new Government) will also be imbued with the same spirit to the limit. Ontario gets enough of the wealth of the North Land to afford to even lose a little money on the T. & N. O.'s operation for the benefit of the pioneers up here. Of course everything will be all right here in this railway line when we get a Province of our own. But in the meantime it is up to the new Government of Ontario.

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