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SPECIAL RATES for Commercial

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Rogina Sask., Wednesday, Feb. 6, 1907

THE COUNTRY'S RAILWAYS

There is, perhaps, no surer barometer of a country's commercial prosperity and growth than that afforded by its railroads. The annual report of the Department of Railways and Canals reflects in a very decided late fallen to the lot of the Do-

21,353 of which were in active operation, besides 4,085 miles of sidings. showing an increase for the year of 917 miles. Of this mileage the Canadian Pacific operates 8,506 (5,169 leased); and the Canadian Northern, cause for delaying ordinary traffic. 2,482 miles (2,131 owned and 350 hand by the C.P.R., G.T.P., and deed intention, of being alarmist in C.N.R., which within the next three tone but the present situation admits

The money now actually invested in the country's great transportation companies totals up to the immense sum of \$1,332,498,705, an increase of \$83,832,291, the main item of the increase being: Canadian Northern, \$15,671,804; C.P.R., \$17,877,753; Grand Trunk, \$5,840,638, and Intercolonial, \$3,764,456. The gross earnings of the year amounted to \$125,-322,865, an increase of \$18,855,666, gated \$87,129,434, an increase of the men in charge of these roads the \$7,151,860 over the previous year. The number of passengers carried was West, look for a demonstration of 27,989,782, an increase of 2,701,059, tangible realization of the imperaand the freight traffic amounted to tive duty confronting them. The 57,966,713 tons, an increase of Leader is not animated by unfriend-

now to so great an extent paralysing to the present the railway companies in the face of such a situation as the trade of the country, the figures have not displayed the activity ne- now confronts the west. relating to the rolling stock equip- cessary to meet the demand of the ment are not without interest. For hour, and The Leader trusts that the passenger service there are 2,477 announcement of the partial suspencars; for freight service, 91,276, in- sion of passenger traffic is but the cluding 61,929 box and cattle cars; preliminary step towards inauguratand for operation and maintenance ing a policy which will prevent hardservice 6,161. It is significant that ship and save the good reputation of still faces the charges of theft from no indication is given as to what in- the fertile west. It means much to the bank. The punishment may not crease in rolling stock these figures the settlers and it means much to represent over last year. Taking the | Canada. 61,929 box and cattle cars and distributing them over the 21,353 miles in operation we have an average of something under three cars to the

year 10 employees were killed and 128 injured, a total of 128, as against 130, 178, 311, 311 and 290 the engine tender, and the telegram against 130, 178, 311, 311 and 290 in the five years preceding, is an eloquent vindication of an act which was very far from receiving the endorsation of the railways at the time dorsation of the railways at the time of Windthorst in holding the coal in the people of Windthorst in holding the coal in the people of Windthorst in holding the people of Windthors

A GOOD BEGINNING

The announcement is made on the authority of the deputy commissioner of agriculture, Mr. Ketchen, that the Canadian Pacific Railway Company has decided to make some effort in the direction of relieving the fuel situation by withdrawing one rain each day east and west between Moose Jaw and the Pacific Coast. The energy and fuel consumed in this service will consequently be applied to providing facilities for furnishing coal in the famine threatened area. In so far as this is a step in the right direction The Leader heartily approves it and expresses the hope that the railway officials having started will not rest content until the settlers, and the dwellers within town and city are placed beyond the pos-

sibility of suffering.

The continued severity of the

weather, with no immediate prospect

of moderating, gives added reason why the transportation companies should face the issue determined to neet the demand of the hour. The Leader in its issue of Friday urgently demanded the cancellation of passenger and freight traffic and the releasing of motive power for the purpose of hauling coal. That a step has been made in accordance with manner the fat years which have of this view is a matter for congratulation and The Leader frankly credits the railway interests with a humane desire to prevent hardship and prob-On Jure 30, 1906, according to the able death. Anyone conversant with blue book, there were in the country the situation knows that the amount 21,518 miles of completed railway, of passenger traffic during this severe weather, and uncertain trains, is at the minimum, and it is not at all likely that the company will lose specials for the regular trains. It is admitted that such a policy will inowned and 3,337 leased); the Grand volve a limited amount of inconveni-Trunk, 3,111 miles; Intercolonial, ence, but the cry of families facing 1 483 miles; Canada Atlantic, 453 death, or at least terrible suffering, miles (395 miles owned and 58 miles through want of fuel, is a sufficient

Mr. Ketchen is credited with the leased). These figures, of course, are statement that the outlook is worse far from giving anything like an ade- than ever and there is no doubt as to quate idea of the railroad expansion the awful truth he gave utterance to. The conditions in many districts to the mileage in actual operation, distressing cries for relief should apand ignoring the immense amount of peal to every heart. The Leader reconstruction work now actually in peats that it has no desire, nor in-

years will add from four to five of very little exaggeration. Westthousand miles to Canadian railways. ern Canada—and for that matter the Northwestern States—is experiencing a winter of unusual severity but this country is great enough and big enough to see that the sturdy settlers who are braving the difficulties of pioneer days shall not have physical suffering, or death from freez-

ing, added to their burdens.

The Canadian Pacific and Canad-

ian Northern railway companies furnish the chief hope of relief and to people of Canada, and especially the 7,072,756 tons. The total number of ly motive in thus urging the trans- ordinary traffic to relieve the coal miles run by trains was 72,723,482, portation companies. Its one desire situation may have some justification is to see the fuel famine relieved, in fact, but it is specious after all. With the existing car shortage, The feeling has been justified that up No government would dare interfere

THE CONFISCATION OF COAL

The action of the railway compan- more lengthened term would on a decent service. les in confiscating coal consigned to professional crook. McGill, like many Passing away from the purely com- dealers for use in moving their another man, started in speculations mercial aspects presented by the blue trains is only excusable when such with the best intent but he sidebook, the accident returns are on the coal is used to move coal trains, but stepped when he used the money of supply, but even Regina people must whole satisfactory comparing favour- it is an indefensible, high-handed piably with those furnished in con- ratical act of the rankest injustice further plunge on Wall street. Mc- omy. Empty coal bins bid fair to nection with the United States rail- when it is taken to move passenger Gill was a man who enjoyed the utroads. The figures given show a and general freight traffic. With most confidence of his associates and total of 361 persons killed, 16 being people in need of fuel, the public. He goes to jail poorer than passengers, 139 employees and 242 burning straw, sawdust, fences when he started on his speculating others, and, in addition 1;365 in- and furniture to keep from career and one wonders whether his name of humanity cancel the pasfured, of whom 233 were passengers, there can be nothing but fate will prove a warning to others senger and freight traffic for a few 890 employees and 242 others. In condemnation of the confiscating of like-inclined. It's doubtful. McGill days and give the people coal. the past the great source of accidents THEIR coal to further the interests is not the first example of the kind. to railway employees was the coupling of cars, but by the Railway Act of 1903, the railway companies were required to provide and use on their engines and cars "couplers which compelled by the Federal Governengines and cars "couplers which compelled by the Federal Govern; Concessions and privileges unparal-can be uncoupled without the necesment to meet the wishes of the peoends of the cars." The wisdom of the legislation in question has been an immense saving of human life, as evidenced by the blue book returns, tion themselves which we all would limit. In the work of coupling cars last regret to see taken. The action of

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now in progress throughout the to. The conditions in many districts country, referring as they do merely are bordering on desperation—the

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of law into their own hands is somepeople in Canada, who would be the furnished by a stroll through the

Charles McGill, the defaulting Ontario Bank manager, was given five years in penitentiary for falsi-

act the terms of the contract to the limit.

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ailways. And although the taking | An evidence of the little inconvenience which would be caused by the thing we hope never to see done by suspension of passenger traffic was Last Eighteen Months Have Been really guilty party if it should come eastbound C.P.R. train which reached the city Thursday at 6 p.m. world's history have been marked as One Pullman was deserted while one of the most disastrous periods two others accommodated less than

sidered it will entail as heavy suffer- public domains should be able to sands were swallowed up by the ing on a man of McGill's stamp as a give something approximating a half opening earth and property aggreating millions of dollars destroyed. Regina Business College until recently by the late F. S. God-

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A TIME OF DISASTER.

companies would be subject to ex- and one lone man occupied a chair the horror that visited Lisbon in ed, yet in the regions affected the few on the first-class and colonist last eighteen months has been a verat San Francisco and Valparaise Today determines the fate of the but events in one long series. A year McBride Government in British Co- ago last September eighteen villages in Cambria, Italy, were destroyed lumbia. Reports from the Pacific and thousands of lives lost. Some Province as to the result indicate of the refugees from this place went that it will be close, but it is to be to Ecuador, where in January of last sincerely hoped that whichever party them, burying them and their famiment of the Province which has re- weeks later the mysterious horror tarded its development in the past came the well-remembered event at

\$ ------

The last eighteen months of the for earthquake activity in the rec- paint and earth, etc., use The "Masords of the human race. Though the ter Mechanic's" Tar Soap. Albert The plea that the transportation five passengers. It was dinner hour loss of life cannot be compared to Toilet Soap Co., Mfrs. coaches. Traffic could hardly be itable reign of horror. The disasters A Business Proposition FOR THE

is victorious it will have a fair work- lies. A month and a half later there you enroll the first week of the New ing majority, and that the period of the island of Formosa, when over 2, Enq instability and unrest in the Govern-1000 lost their lives. Again a few from all parts for office help. came again at Kagi. Following this practical methods of instruction. San Francisco, and a little after that very start on good penmanship, ac- Signal" (caried on at Maple Creek, the town of Secorro was reduced to curacy, neatness and order throughruins. On the nights of August 16 out our routine of work. A railway company with millions and 17 of last year came the time of holders, but perhaps all things con- in its treasury through the sale of terror at Valparaiso. In this city uates are holding first-class positions.

SETS FIRE TO RIVAL.

Woman Takes Terrible Vengeance on Late Employer's Wife.

PARIS, Jan. 30.—A woman named Legeance upon her late employers wife at housekeeper of a butcher named Joseph his wife. A few days ago the butcher met his former wife and took her back to live with him once again.

Mme. Lepoive was, in conseque blue and gold uniform of a gas inspector and carrying her own clothes under the loose cloak worn by the inspectors, went to the Bergot home. She asked for Mme. Bergot, who opened the door show her the gas metre.

sham inspector poured a bottle of alco-hol over her head and then lighted it

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ACT OF SUBLIME COURAGE. Senator Alger Tells What a Soldier Did Before Petersburg.

ever witnessed," said Senator Alger, fuse was lighted and all hands with- ed newspaper and is bound to be a drew to a safe distance, drawn up successful investment for any newsfor a charge on the Confederate paper man, works the moment the explosion took place. Five, ten, fifteen minutes passed and no explosion occur- Administrator Estate F. S. Godlonton While pretending to examine the me- red. Then it became apparent that tre she dropped a screw. Mme. Bergot something was wrong with the fuse, stooped to pick it up, whereupon the but whether it had gone out or was simply burning slow no one could

"A man stepped out of the ranks and volunteered to go into the tunhelp. Her two little children, who rush-ed in from the next room, were badly hurt in trying to help their mother. The crawl on his hands and knees sevlittle boy, a child aged four, will probable not recover. The woman's screams were heard by the neighbors, who succeeded in extinguishing the flames. Meanwhile time, Lepoive had slipped up to a room on the top floor and there changed into her woman's clothes. Half an hour later she walked caimly down the stairs, but was stopped by the con-

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which a fuse had been attached. The growing town. The "Maple Creek Dated at Maple Creek the 17th

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