

RAILWAY BOARD'S POWER TO WIELD "BIG STICK"

H. C. Hocken Points Out What Commissioners Could Do to Relieve Toronto If They Wanted to.

H. C. Hocken writes The World expressing regret at the revived agitation for the expropriation of the Toronto Railway Co., which, he believes, is what the company desires, and declaring that the laws already enacted by the provincial legislature provide the means to fully protect the interests of the citizens.

"The public has been brought to the present pitch of exasperation that they might more readily listen to the arguments in favor of expropriation," is his opinion. "It is so greatly in the interests of the company that there can be no doubt whatever that the directors would be glad to enter upon arbitration proceedings. They would have a right to claim the value of the unexpired term of their franchise. They can show net profits last year of \$1,500,000. They will be able to show from their records of the past ten years that there has been a progressive increase in their net revenue. If they establish their contention for a proportionate increase, they would be able to make out a good case for a payment of at least \$20,000,000 for prospective years alone. Add to that the value of their plant as a going concern, which is represented by stocks and bonds to the amount of \$15,000,000, and we have the sum of \$35,000,000 as an inside figure that the city would have to pay at the present time to recover the franchise.

"If the citizens were led into such an expenditure as this it would mean that the capital charges to be met on street railway account would make it impossible for them to secure a reduction in fares for forty years to come. Are they willing to consent to a contingency as this, especially in view of the fact that the existing statutes of the Province of Ontario, if reasonably applied, provide a simple remedy for the present intolerable situation?"

Powers of Railway Board. To prove my contention that the law provides a sufficient remedy, I refer your readers to Chapter II of the Statutes of Ontario, 1906. This is an act constituting the railway and municipal board. It gives that board power to order as many cars as the traffic of the city demands and to regulate the details of the operation of the whole system in conformity with its agreement with the city. Clause 10 reads: "Where it is alleged by a municipal corporation having jurisdiction over, or maintaining a highway, along which a railway is operated, in whole or in part, under an agreement between such municipality and the company operating the railway, that the company has violated or committed a breach of such agreement, or where it is alleged by such company that such municipality has violated or committed a breach of such agreement, the board shall hear all matters relating to such alleged violation or breach of agreement, and shall make such order as to the same as it may seem, having regard to all the circumstances of the case, reasonable and expedient, and such order may, in its discretion direct the company or the municipality to do such things as are necessary for the proper fulfillment of such agreement, or to refrain from doing such acts as constitute a violation or breach thereof."

"It is clear to every citizen of Toronto, and must be equally apparent to the members of the railway board, and to Sir James Whitney and his government, that the Toronto Railway Company is endeavoring to handle its traffic without a sufficient number of cars. It is reasonable to suppose that the railway board should order the company to provide more cars, and if they refuse to do so, the board should put some of these on routes where there is no congestion of traffic, and thus relieve the congested streets. This clause gives the board the widest power to enforce the terms of the agreement by the Toronto Railway Company in a reasonable way. The act also confers upon the railway board the most complete power to enforce their order.

Can Take Over Railway. To prove this I quote sub-sections No. 2 and 3 of clause 63, which immediately follow: "The board may take such steps and employ such persons as may be necessary for the proper enforcement of such order, and in pursuance thereof they may, if they otherwise enter upon, seize and take possession of the whole or part of the property of such company, together with its books and officers, together with such order has been enforced, assume and take over all or any of the powers, duties, rights and functions of the directors and officers of such company and supervise and direct the management of such company and its railway in all respects, including the employment and dismissal of officers and servants of the company for such time as the board shall continue to direct such management. Upon the board so taking possession of such railway and property, it shall be the duty of every officer and employee of the company to measure up to the point of private corporation. This may be due to the persuasive powers of the representatives of the Toronto Railway Company, or to the inability of the commissioners to fully grasp their responsibility to the public.

Board Has Failed. We are brought to our present condition because of the failure of the railway and municipal board to use its powers for the protection of the public. It is inevitable that an act that confers so much authority upon the railway commissioners, is capable of being used for the oppression either of the company or the public. It is unfortunately the case that in every dispute between the municipality and the Toronto Railway Company, the commissioners seem to have lost sight of their duty to the public and consented to measures which are oppressive, but to measure up to the point of private corporation. This may be due to the persuasive powers of the representatives of the Toronto Railway Company, or to the inability of the commissioners to fully grasp their responsibility to the public.

It is immaterial which of these explanations is accepted, the fact remains that while the board has power to protect the people from the outrageous treatment to which they have been subjected by the Toronto Railway Company, they have not exercised this power in that direction, but by consent to every application made by the Toronto Railway Company have

Grand Trunk Pacific Townsite Lots at Biggar Should Double in Value Within the Next Year

ALL LOTS CLOSE IN

And very desirable, no low, wet or marshy places. The farthest out lot is 9 blocks from School and 5 blocks from Main Street, and there are only a very few lots in this entire townsite over 3 blocks from Main Street.

Biggar Future Important City of Western Canada. Commercial and Railway Centre of Western Saskatchewan.

In the very heart of one of the richest and best agricultural districts of all Western Canada—526 miles west of Winnipeg—267 miles east of Edmonton—300 miles northeast of Calgary—300 miles northwest of Regina, and 50 miles south of Battleford, is the prosperous, growing town of Biggar

DIVISIONAL POINT ON THE MAIN LINE OF THE

GRAND TRUNK PACIFIC

AND TERMINUS OF ITS BATTLEFORD AND ITS CALGARY LINES

Besides being a divisional point on Canada's National Transcontinental Railway—the Grand Trunk Pacific—Biggar is the terminus of its line to Battleford, also the terminus of its line to Calgary. These two lines are to be hurried to completion. Biggar is also on the Canadian Pacific's Winnipeg-Edmonton line.

Situated as it is—surrounded by fertile lands, desirable for grain growing and mixed farming, and favored by such splendid railway facilities for shipping and distributing to and from the markets of the world, Biggar is destined to become an important commercial city and the railway centre of Western Saskatchewan.

BIGGAR IS PAST THE EXPERIMENTAL STAGE

While it is true that Biggar is just starting, and was only incorporated a village in the Spring of 1908 (hardly two years ago there was not a house in Biggar)—Biggar is to-day a busy, prosperous town. It has General stores, Implement houses, Hardware stores, Grocery stores, Butcher shops, Drug stores, Lumber yards and other business houses, all busy and prosperous. Biggar has two Hotels, Confectionery stores, Jeweler and Optician, Office of Dominion Lands sub-agent, Dominion Express Co., Canadian Express Co., Weekly Newspaper, Barber Shop, Tailoring Establishment, Pool and Billiard Room, Dray and Transfer Co., and Livery and Feed Stables. Biggar has just completed its new School Building, at a cost of \$14,000, one of the finest school buildings in Western Saskatchewan. Biggar has just authorized the issuing of \$15,000 worth of Debenture Bonds for Water Works System. And all this within two years. Can there be any question regarding its future?

BIGGAR AS A DISTRIBUTING POINT

Its location and railway facilities are such that Biggar must eventually become a most important distributing point. Manufacturers are quick to recognize such conditions, and will build warehouses in which to store their merchandise, and from which goods will be distributed. Already the Massey-Harris Company has built a warehouse at Biggar, and is distributing machinery throughout the territory surrounding and tributary to Biggar. The Security Elevator Company has erected a large elevator, and is now handling the grain in this locality.

BIGGAR AS A WHEAT MARKET

It is estimated that there were between 100,000 and 150,000 bushels of wheat harvested in the district of Biggar last year, and those in position to know state that there will be several acres of ground cultivated and planted next year to every one that was under cultivation this year. Biggar is the natural market for the wheat and other farm produce raised in this district.

BUSINESS FOR BIGGAR MERCHANTS

The Farmer will find a ready market at Biggar for his grain, vegetables, cattle, hogs and other farm products, and this will be the farmer's trading place. He will purchase his supplies at Biggar, building materials, farming implements, etc. This trade in itself assures the Biggar merchant a prosperous business. It is a divisional point on the Grand Trunk Pacific, whose shops and round house here employ a considerable number of men, who, together with trainmen and their families, will live in Biggar, and will spend their money with Biggar merchants. Employers of factories, mills, and manufacturers, who will have branches at Biggar will make their homes at Biggar, and will contribute to the prosperity and wealth of the community.

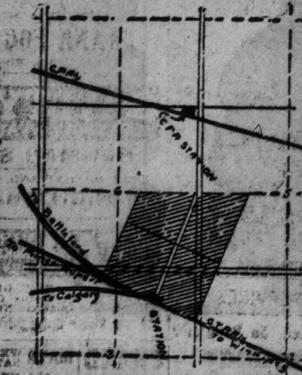
Biggar Lots Will Make Money for You

An investment in Biggar lots is not only one of the best, but one of the safest investments.

Biggar real estate should, and undoubtedly will, double in value within the next year. Practically without any exception investments in town lots at first prices make big money for the investors. You undoubtedly have in mind, or if you stop to think you will recollect many times that you could have purchased lots in this place or that place when it was just starting—just as Biggar is to-day—at prices which, if you had accepted, would have made you independently rich.

Those who purchased lots, not 20 or 30 years ago, but only a few years ago in Calgary, Edmonton, Regina, Moose Jaw, Saskatoon, Lethbridge and other Canadian Western Cities, when they were no larger than Biggar is to-day—and none of these towns at the beginning had any better advantages than Biggar has to-day—have seen their investments double in value many times. For example—lots which sold in Moose Jaw for \$100 are to-day worth from \$1000 to \$2000 each; lots in Lethbridge that sold for from \$500 to \$500 are to-day valued at from \$12,000 to \$15,000. Lot 1 in block 7 in Melville was sold in August, 1908, for \$400. The following December this same lot was sold for \$2500 in cash.

Investments made in towns with the right kind of country and the right kind of resources, and the right kind of people behind them, will surely be big paying investments. This is the kind of a town Biggar is.



TOWNSITE OF BIGGAR

The above map shows Biggar's railway facilities. The present town, and lots now being offered, are located in shaded sections. The open space starting at Grand Trunk Pacific Station and continuing to a point between 5 and 6 on the above sketch is Main Street. There are three rows of blocks laid out on each side of Main Street. The line crossing the Townsite and Main Street about half way between the Grand Trunk Pacific Station and the terminus limit is Sixth Avenue. The new \$14,000 school is one block east of Main Street, just south of Sixth Avenue. The farthest lot from the school is nine blocks, and the distance from the school-house to the Grand Trunk Pacific Station is five blocks, and to the C.P.R. Station twelve blocks. The lots in this townsite, now being offered, are the most desirable lots in Biggar to-day, and must eventually be the most valuable when Biggar becomes a City.

MR. J. LUCKEY, SECRETARY-TREASURER OF BIGGAR.

Written under date of Nov. 14th, 1910: "Biggar's assessment valuation is about \$225,000.00, and many new buildings in course of construction, and others being arranged for nearly every week. "The country round Biggar is first class farming land, and is just beginning to develop. Those who have settled here are Canadians, Americans and British. Many have come in this season and worked wonders on the rich prairie land. Land that in the Spring was marked with buffalo paths, is now turned over and worked up ready for seed in the Spring. This shows what kind of hunters these settlers are. The Grand Trunk is building a line from Biggar to Battleford, and the line from Biggar to Calgary has been surveyed. In a few years this will be a great railroad town, and in connection with being situated in the heart of a great agricultural country, Biggar will be one of the important cities of Western Canada, and further, it is situated in the heart of a great future, and everything to make it one of the leading towns in the West. We have the goods and can back it up." (Signed) J. LUCKEY, Secretary-Treasurer.

SECRETARY BIGGAR BOARD OF TRADE

Under date of Nov. 21st, writes: "I would like to point out many reasons why Biggar should become a City of considerable size in the near future."

"From a railway point of view it has advantages that are overlooked by many—advantages that are not perhaps in evidence, and are overlooked by the average person, for they only see the advantages of Biggar as a divisional point on the Canadian Transcontinental Railroad, the Grand Trunk Pacific, which assures its future, but to me the fact that we have a line going out from here to Battleford, connecting with a line from the famous and fertile Cut Knife district, and another line from here to Calgary, makes me very optimistic regarding the future of our town."

"Possibly one of the strongest points, and one of the greatest advantages that Biggar has is the return that one gets for labor and capital of land here, advantages that will eventually be recognized by the developer and the future growth of Biggar. "The difference between the cost of production and the market price of a crop is scarcely credible to one accustomed to conditions of older and more settled countries. There is profit in growing and selling everything here. The farmer is certainly having his inning now, and it is the profit that has made the plantings and everything here. The farmer is certainly having his inning now, and it is the profit that has made the plantings and everything here. The farmer is certainly having his inning now, and it is the profit that has made the plantings and everything here."

"There is money here for everyone if they only half know their work, and only need a little help to duplicate and surpass the records of our prize towns, such as Saskatoon and Edmonton. It cannot be over-stated that these conditions apply to a large portion of the West, but nowhere to a greater extent than here at Biggar, because of the soil's fertility and its special adaptability for mixed farming." (Signed) S. E. SHAW, Secretary Board of Trade.

ONLY A FEW LOTS LEFT

74 BUSINESS LOTS Prices From \$150 to \$400 Each.

30 lots, size 25x140 feet, First Avenue, within two blocks of Main Street, and within two blocks of Depot, fine business property, price \$225 each.

22 lots, size 25x140, on Second Avenue, within two blocks of Main Street, and within three blocks of Station, price \$250 each.

7 lots, size 25x140, on Third Avenue, within two blocks of Main Street, and within four blocks of Station, price \$150 each.

15 corner lots, 25x140, on First, Second and Third Avenues, one to four blocks from Station and one to two blocks from Main Street, prices \$200, \$250, \$300, \$350 and \$400 each.

100 LOTS Prices \$100 and \$150 Each.

These lots are all within three blocks of Main Street and from two to seven blocks from School, and are all 50x140 feet.

80 inside lots, price \$100 each.

20 corner lots, price \$150 each.

INFORMATION TO PURCHASERS

Owing to the small number of lots available at Biggar, it is apprehended that many applicants will be disappointed; therefore, lots will be allotted in order in which applications are received. That all persons may have an equal opportunity, we authorize the telegraphing of applications at our expense. Messages must state whether inside or corner lots are desired, and we would suggest that a second choice be given. For example, we would suggest that messages be worded in the following order: "Reserve corner lot Biggar, \$150; second choice inside \$100." On receipt of applications by telegraph we will reserve, and answer by telegraph, giving number of lot and block reserved, on receipt of which purchaser should forward remittance by first mail. Lots reserved by telegraph will not be held beyond the time necessary for remittance to reach us. In ordering, send postoffice order or postal note, bank draft or accepted cheque, and these should be made payable to the Land Commissioner, Grand Trunk Pacific.

APPLICATION BLANK FOR PURCHASE OF LOTS

LAND COMMISSIONER, GRAND TRUNK PACIFIC RAILWAY COMPANY, Somerset Building, Winnipeg, Man. I hereby make application to purchase ... Lots in Biggar, Saskatchewan, at \$... each. Total \$... and authorize you to select for me the best of the lots remaining un sold at the price. As first payment on the above lots, I hand you herewith remittance of \$... being one-tenth the total purchase price, and agree to pay the remainder in nine equal payments of \$... per month, for nine months. It is understood that I am charged on deferred payments, and that no interest will be charged on my part until the first payment is made. Please make out and forward to me your formal application to purchase lots, which I will sign and return. NAME ... P.O. ADDRESS ... NOTE—A Discount of 5 per cent. allowed for payment in full with application.

Address all Telegrams and Requests for Information to— INTERNATIONAL SECURITIES COMPANY, LIMITED Biggar Dept., 644 Somerset Building, Winnipeg, Man. Make all Remittances to— Land Commissioner, - - Grand Trunk Pacific Exclusive Representatives in Toronto for Sale of Grand Trunk Pacific Lots— The Trusts and Guarantee Co., Limited, 43-45 King St. W., Toronto

created a condition so acute that the public is exasperated to the point of wrecking the company's property. What Whitney Could Do. "While the responsibility rests primarily upon the railway board, Sir James Whitney has it within his power to secure relief for the people of Toronto and under the circumstances I believe he would do so if the matter were properly presented to him. It should not be difficult to convince him that the present situation is intolerable, that it is caused by a distinct violation of the agreement, and that the simple remedy is to compel the company to provide the cars necessary to handle the traffic with some degree of com-

fort. He should not allow the citizens of Toronto to be forced to the drastic step of expropriating a franchise which was granted by an agreement which was deliberately and validated by the legislature of the province. "A man of Sir James' type will have a natural repugnance to doing anything that might be construed as influencing a judicial body. But his own stature, which I have quoted, expressly serves to him the power to protect the public in the event of the board which he appointed failing to do so. In clause 18 it is provided that the board shall, upon the request of the lieutenant-governor-in-council, enquire into, hear and determine any matter or thing which,

under this act it may enquire into, hear and determine upon application or complaint. Enquiry or Dismissal. "So that the provincial government is in a position to order an enquiry into the whole circumstance connected with the operation of the Toronto Railway Company. And, further, if the action of the board is such that it is unsatisfactory to Sir James Whitney and his government, they have the power expressly reserved in the act to appoint a new board." Chicago Engineer to Lecture. The engineering society of the University of Toronto have secured Rich-

ard Randolph, the noted Chicago engineer, to address them on Monday evening in the physics buildings on the construction of the ship and sanitary canal at Chicago. There will be upwards of 200 lantern views. The public is invited. Bold Burglars. ST. THOMAS, Dec. 3.—Safeblowers got \$150 from the safe of McPherson & Co., general merchants, at West Lorne last night. The rear door was forced open and the robbers piled heaps of clothing and bolts of cloth around and on top of the safe to deaden the sound of the explosion.

Epworth League Convention. A successful convention of the Epworth League and Sunday Schools of the Westby district was held at Myrtle, Rev. R. A. Delve, district secretary, gave an address upon W. Totten spoke on "How to build up an Epworth League," after which the general secretary, Rev. S. R. Part was given by S. Farmer. The following officers were elected: President, Rev. S. T. Tucker, Greenwood; vice-presidents, L. Miss G. Kemp, W. A. E. Davis; J. A. W. Smack, Seagrave; J. W. Totten, Emagot; secretary, Mrs. A. Ridd, Kinross. Resolutions were presented, signed by Farmer, Port Perry. Swindler's Cheerful Admission. "The public like to be done, and done, I like to do them and would be disappointed if I did not do them," admitted himself guilty of many cases of obtaining money by fraud in Toronto, and elsewhere by bogus cheques and fake donations for magazines. In the month that he had been here he had laid the foundation for little short of 100 charges.

SATURDAY WITH REATHES combine to make constant delight ONE HOUR THE CENTRAL THE LAUREN Cap. 175. A. BARTY Cap. 75. C. B. THE MA Cap. 150. CH. THE GARA Cap. 75. E. SW. BENTHAM CO. Cap. 100. HOOKDALE Cap. 10. Annie. J. M. Cr. the above house gardening Lake CELLS FOR S shoplifters bowar the case is at all e and a night. wibly follow arr vaming issued in morning by M further, he declare uly be held in c the Xmas rush. NEAR DOOR EXI leaving the co mixing it with to bar their w The Chatfield is assistant, arrest was filed 35 and product. Chris Com Make a this year, a house is oughly w comfortabl remedied Christmas comes arou Instal a Sovereign Hot Water and Ra All the p live in hon by Sovereign ers are go more hap Christmas who live where the Sovereign will be n comfortable. Taylor Company Toronto Office 1088 KING