

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 profits alone. Add to that the value of their plant as a going concern, which is represented by stocks and bonds to the amount of \$10,000,000, and we have the sum of \$30,000,000 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 face such a contingency as this, especially in view of the fact that the existing statutes of the Province of Ontario, if reasonably applied, provide an ample 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 21 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 1 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 act as constitutes a violation or breach thereof.'"

"It is clear to every citizen of Toronto, and must be equally apparent to the members of the 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 and expedient' that the railway board should order the company to provide more cars, and if necessary to their efficient operation, 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 powers to enforce the fulfilment 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, for or otherwise enter upon, seize and take possession of the whole or part of the property of such company, together with its books and offices, and may, until 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, and the board may, taking possession of such railway and property, it shall be the duty of every officer and employee of the company to obey the orders of the board or of such person or persons as it may place in authority in the management of any or all departments of such railway.'"

"It will be seen, therefore, that Sir James Whitney has played upon the statutes of this province an act which provides for the protection alike of the interests of the citizens and of the company."

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 measures which are the advantage 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-

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 1909 (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. Employees 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.

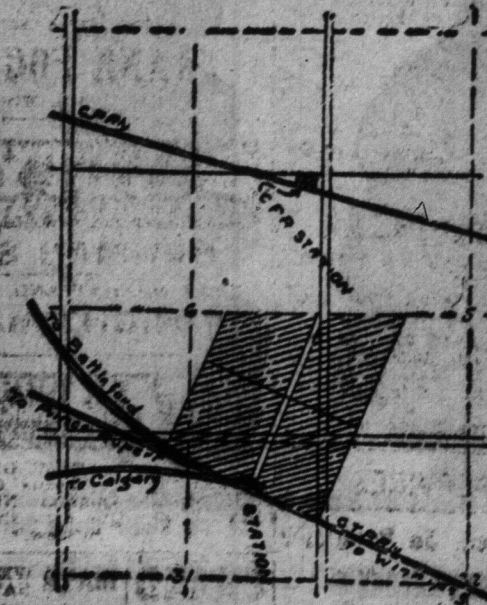
Biggar Lots Will Make Money for You

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 section. 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 town 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 assessed value 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 hustlers 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, if two lines are built, a great future, and everything to make it so, is before the town. The real door is 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."

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 out land here, advantages that will eventually be the greatest factors in the development and future growth of Biggar."

"The difference between the cost of production and the market price (profit) is scarcely credible to one accustomed to conditions of older and more settled countries. There is profit in growing anything and everything here. The farmer is certainly having his inning now, and it is the profit that has made him plant potatoes, wheat, and will continue to make them. Of course, the great staple crop here is wheat, but there is money to be made in other crops and products of the farm. Every branch of farming here will yield big profits. Here are some facts and figures regarding the cost of production and market prices: Potatoes, 75c to \$1.25 per bushel; yield 200 to 300 bushels per acre; no fertilizer and no potato bugs. Potatoes are sold at 10c per bushel, and are in great demand. Turnips, 25c to 30c per bushel; yield 200 to 300 bushels per acre; no fertilizer and no potato bugs. Turnips are sold at 10c per bushel, and are in great demand. Cabbages, 25c to 30c per bushel; yield 200 to 300 bushels per acre; no fertilizer and no potato bugs. Cabbages are sold at 10c per bushel, and are in great demand. Chickens, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Chickens are sold at 10c per pound, and are in great demand. Eggs, 10c to 15c per dozen; yield 100 to 150 per acre; no fertilizer and no potato bugs. Eggs are sold at 10c per dozen, and are in great demand. Turkeys, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Turkeys are sold at 10c per pound, and are in great demand. Ducks, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Ducks are sold at 10c per pound, and are in great demand. Geese, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Geese are sold at 10c per pound, and are in great demand. Pigs, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Pigs are sold at 10c per pound, and are in great demand. Cattle, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Cattle are sold at 10c per pound, and are in great demand. Horses, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Horses are sold at 10c per pound, and are in great demand. Sheep, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Sheep are sold at 10c per pound, and are in great demand. Goats, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Goats are sold at 10c per pound, and are in great demand. Rabbits, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Rabbits are sold at 10c per pound, and are in great demand. Birds, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. 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Acids, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Acids are sold at 10c per pound, and are in great demand. Bases, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Bases are sold at 10c per pound, and are in great demand. Salts, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Salts are sold at 10c per pound, and are in great demand. Dyes, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Dyes are sold at 10c per pound, and are in great demand. Pigments, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Pigments are sold at 10c per pound, and are in great demand. Resins, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Resins are sold at 10c per pound, and are in great demand. Waxes, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. 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Glues, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Glues are sold at 10c per pound, and are in great demand. Solvents, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Solvents are sold at 10c per pound, and are in great demand. Acids, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Acids are sold at 10c per pound, and are in great demand. Bases, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Bases are sold at 10c per pound, and are in great demand. Salts, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Salts are sold at 10c per pound, and are in great demand. Dyes, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Dyes are sold at 10c per pound, and are in great demand. Pigments, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Pigments are sold at 10c per pound, and are in great demand. Resins, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Resins are sold at 10c per pound, and are in great demand. Waxes, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Waxes are sold at 10c per pound, and are in great demand. Oils, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Oils are sold at 10c per pound, and are in great demand. Fats, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Fats are sold at 10c per pound, and are in great demand. Meats, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Meats are sold at 10c per pound, and are in great demand. Fish, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Fish are sold at 10c per pound, and are in great demand. Poultry, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Poultry are sold at 10c per pound, and are in great demand. Eggs, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Eggs are sold at 10c per pound, and are in great demand. Dairy products, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Dairy products are sold at 10c per pound, and are in great demand. Beverages, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Beverages are sold at 10c per pound, and are in great demand. Confectionery, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Confectionery are sold at 10c per pound, and are in great demand. Cakes, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Cakes are sold at 10c per pound, and are in great demand. Pastries, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Pastries are sold at 10c per pound, and are in great demand. Breads, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Breads are sold at 10c per pound, and are in great demand. Flours, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Flours are sold at 10c per pound, and are in great demand. Grains, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Grains are sold at 10c per pound, and are in great demand. Seeds, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Seeds are sold at 10c per pound, and are in great demand. Fertilizers, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Fertilizers are sold at 10c per pound, and are in great demand. Pesticides, 10c to 15c per pound; yield 100 to 150 per acre; no fertilizer and no potato bugs. Pesticides are sold at 10c per pound, and are in great demand. Insecticides