

R. O. WYNNE-ROBERTS.

We note that Mr. R. O. Wynne-Roberts, late consulting engineer for Regina, and who has had a large experience in municipal engineering, has just opened an office in Toronto, where he will practice as consulting engineer.

WELLAND, ONT.

Building permits for month of July this year .. \$22,910.00
 Building permits for month of July last year .. 51,815.00
 Total for year to end of above month is 113,907.00
 Total for corresponding period last year .. . 300,393.00

IMPORTANT CONCESSION TO "GOOD ROADS."

The Board of Railway Commissioners in a recent decision regarding the railways carrying gravel, etc., at low commodity rates to enable the municipalities in Western Ontario to carry out their propaganda of "good" road construction, were very emphatic in defining the responsibility of the railways. The Chief Commissioner, (Sir H. L. Drayton) in rendering the decision of the Board, said:

"The Board cannot order the companies to put in unremunerative rates, nor a rate so low as to be unfairly out of line with rates which are necessary to be maintained in order to permit the continuance of satisfactory operation of railways, due regard being had to proper consideration of the value of the commodities shipped and the service performed. While, therefore, I felt that it was impossible for the Board to make any order, the Board urged upon the companies the advisability of recognizing a public interest and the benefits which would result to the companies themselves from a proper system of good roads.

"The Ontario Government has also intervened, and is very desirous of obtaining extremely low rates, with a view to aiding the present campaign for good roads. The companies are insistent that they require more revenue, and that their rate returns as a whole are inadequate and insufficient, and, in the first instance, took the position that while they admitted the need of good roads, that, in view of their present necessities and of their present application for increase in freight rates, no concessions could possibly be made by them, as this would be construed as evidence that an increase in rates generally was not required. The railways have been assured that no such construction will be made by the Board.

"The railways now state that, regarding the question in the light of public policy and the possibility of increased railway business as a result of the added prosperity, and with the understanding that the rates offered are not to be regarded as indicating sufficient rates for similar commercial service, they will carry in the territory in question gravel that the municipalities require at a flat blanket rate of 50 cents per ton for any distance up to and including 50 miles, the rate to be a carload rate and cars to be loaded to their full stencilled carrying capacity, the gravel to be consigned to the clerk of the municipality and to be used for the purpose of road-making; and the railway companies to be notified in advance of the number of carloads required, so that special instructions may be issued in each case. It is anticipated that 50 miles will be the maximum haul, but should municipalities at further distances require the gravel the rate will be scaled down in the usual manner for greater distances."

MEN TO WHOM SUCCESS COMES.

Success comes to those men with co-ordinate ability—men who are broad minded—men who know how to organize, delegate and supervise—men who welcome advice from bankers, lawyers, architects, business counsellors, as well as from anyone inside the organization from the office boy to the first assistant. But all these must stand the test of perpetual analysis.—H. A. Groh.

LABOR FAMINE.

It would not be at all surprising if a labor famine eventually confronted the manufacturers both in Canada and the United States. Immigration into both countries has practically ceased, while emigration has been augmented as many of the laboring men in both countries have gone home to fight the battles of their home lands. In addition, the heavy enlistments and the call by Great Britain for skilled mechanics has further depleted the ranks of laboring men in these two countries.—Montreal Journal of Commerce.

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