

The West.

REGINA, SASKATCHEWAN, WEDNESDAY, FEBRUARY 17, 1909

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RAILWAY COMMISSIONERS SETTLE COMPLAINTS

Railway Companies Ordered to Put in Crossings, Stations and Fence Their Lines in Many Cases—Subway for Regina at Albert Street—Condie to Have Station—Express Rates Discussed.

The Board of Railway Commissioners held their first session in the city council chamber last week commencing on Thursday morning. The two members of the board present were Chairman Mabee and Mr. McLean. There were fifty-two cases to be disposed of and the business was handled with dispatch.

The first case taken was that of settlers along the Pheasant Hills branch of the C.P.R. They wanted a siding near the N.E. 1 of sec. 22, T. 17, R. 32 w. 1st. The company's objection was that there was too much grade where the siding was asked for. The commission will have one of their engineers visit the place and report. If it is feasible the company will have to put in the siding. Farmers on the Goose Lake branch had petitioned for a siding but were not present to substantiate their claims and the question wasn't gone into.

An application by the Board of Trade of Heward for permission to construct a railway crossing over the C.P.R. in that village was not taken up. C. E. D. Wood appeared for Heward. The chairman stated that an application would have to be filed by the Board of Trade before the leave could be granted. W. R. Jamieson of Lumsden had a complaint against the C.N.R. to the effect that that company which ran its line right through his farm had failed to build a fence on each side of the right of way. The commission ordered that the fence be put up by May 15.

H. K. Miller had a similar complaint about his land and it was disposed of in the same way.

W. O. Miller of Tessier was not present to press his complaint and as the C.N.R. suggested that they had settled with Mr. Miller the case was dismissed. The people of Aberdeen next presented their claim for a crossing over the C.N.R. in that town. A plan was submitted showing where the people wanted the crossing. There was doubt as to who had filed with the registrar the plan of the townsite. If it turned out to be the railway company, the commission would order them to put in a crossing.

Chas. Mann of Lumsden complained because the C.N.R. had not fenced its right of way through his land. An order was issued to cause the company to do this before the 15th of May.

Residents of Maryfield, Sask., want the C.N.R. and C.P.R. to build a union station at that place. Though both companies had lines there, neither had a station. The C.P.R. claimed they entered the place first and expressed their willingness to have the C.N.R. combine with them in a union station. The chairman announced that arrangements for joint facilities should be completed by May 1st.

AFTERNOON CASES
 The first complaint aired after lunch was the one made by W. B. Bashford of Rosethorn, who claimed that freight rates on coal from Taber to Dalmeny were greater than from Taber to Warman, a distance of 18 miles further. Both the C.P.R. and C.N.R. agreed to give the same rate to Dalmeny as they now give to Rosethorn.

The Golden Lion Brewing Co., of Prince Albert complained about the unsatisfactory arrangements made by the railway company for shipping perishable goods out of Prince Albert in winter. G. H. Shaw for the C.N.R. stated that they had run a heated car service on their road up to the first of the year, but had then suspended it. The commission decided to consider the question before giving a decision.

Zelma, a small place on the G.T.P. through which point the railway runs to accommodate the settlers, wanted a station and a crossing. Not much business was done and the company was ordered to put in a temporary crossing on or at the west side of the main street.

SASKATOON'S CLAIMS.
 The city of Saskatoon had a claim for the C.N.R. to erect and operate gates at 23rd Street and Spadina Crescent. It appears that the city wanted a subway at 23rd street, but were not financially able to construct it. The C.N.R. were willing to give temporary protection at the crossing named if the city would bear part of

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ing made up could be placed at the depot for convenience of passengers. Business was increasing here and more facilities were needed. After arguments of Mr. Haultain for the city and J. A. M. Atkins for the company, the union depot was then taken up. The case was presented by P. McArar, jr., president of the board.

In giving his decision, Judge Mabee said that at present nothing could be done about the union depot and Broad street subway as they were closely related. Any application for more stations would come before the commission and the city will have an opportunity of their presenting its case.

Hamilton street is to remain as it is. The order regarding a subway at Albert street provides for putting one in. The C.P.R. are to prepare plans and file them with the commission within sixty days. These and the ones already filed by the city engineer will be considered and if necessary the commission will settle the plans to be used, as well as decide on the proper proportion of cost to be borne by the city and the railway company. Provision will be made for the compensation of property owners who sustain damages. The work of construction is to be undertaken by the city.

SECOND DAY
 The first case heard on the second day was the application of the town of Indian Head for authority to put in and maintain a ten inch water pipe across the property and under the tracks of the C.P.R. This was granted on the condition that the city was to pay any damage.

L. F. Dene of Denholm claimed that the C.N.R. had not provided proper station facilities at that point. The C.N.R. claimed that they had the engineer was instructed to inspect the case and report.

C. L. Misticvick of Churchbridge complained that the G.T.P. had taken 17 acres of his land and had failed to pay for same. A. L. Gordon for the company stated that the property had been paid for recently and that he would file an affidavit to that effect as soon as it arrived from Winnipeg. On the filing of this case will be dismissed.

D. Mitchell of Maymont claimed the C.N.R. had no crossings there. The engineer was ordered to inspect the place and report to and if there wasn't a crossing the Board would order one put in.

Rush Lake residents asked for a highway crossing over the C.P.R. tracks, and Supt. Taylor stated that one had already been put in in accordance with the requirements of the commission.

Jas. Ballout on behalf of the Saskatchewan Local Improvement Association made application to compel the railway companies to fence their tracks or pay full damages done to stock by trains. They also wanted compensation for damages done to crops and buildings by trees started

side with the silver trowel which lay upon the rostrum. The speaker included President Roosevelt, Gov. Wilson of Kentucky, Gov. Folk of Missouri, Gen. Grant Wilson for the federal army, and Gen. L. E. Wright for the confederate army.

New York, Feb. 12.—The booming of guns at Fort Hamilton, Governor Island and Fort Wadsworth, from warships in the harbor, and shore batteries early this morning ushered in the Lincoln celebration in this city. Services were held in churches and synagogues in honor of the great emancipator.

Chicago, Feb. 12.—Fifty public meetings, a city fairly buried beneath portraits of Abraham Lincoln, show windows filled with civil war relics and Lincoln mementoes, the streets crowded with marchers and bands, this is the spectacle that Chicago presented today in the celebration of the 100th anniversary of the birth of Abraham Lincoln.

The Independent Lumber Co., have sold their yards and stock in this province to the Coast Lumber Co.

LINCOLN CELEBRATION

Americans Celebrate the Hundredth Anniversary of the Great Emancipator—Little Cabin Dedicated in Kentucky

Hodgenville, Ky., Feb. 12.—American citizens of prominence, to the number of several thousand today dedicated the mean little cabin in which liberty wrought her last great miracle. The present head of the nation, the governor of Abraham Lincoln's native state, two eminent ladies in the struggle through which Lincoln brought forth the nation reunited and free, all these and a host of other Americans joined in the act of consecration. Something of the uncounted, so inseparable from Lincoln during his life time was distinct in the heart of the ceremony today, which celebrated his one hundredth birthday.

The tent which served as an auditorium was roped off from the crowd. In the centre beside the platform is the cabin itself, set in a basket of flowers, the gift of the school children of Kentucky.

Special trains arrived from Louisville during the morning, the fourth bringing Gov. Wilson and staff, and the fifth which arrived near noon, brought the President and staff. President Roosevelt and Gov. Wilson were escorted to the cabin site where some information regarding the intentions of the C.P.R. with regard to their yards here. They intended buying more tracks for sidings, they intended putting in tracks south of the station so that trains after be-

SATURDAY'S SITTINGS

The Regina cases were resumed on Saturday morning. Supt. Taylor gave some information regarding the intentions of the C.P.R. with regard to their yards here. They intended buying more tracks for sidings, they intended putting in tracks south of the station so that trains after be-

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