

THE RAILWAYS AND BOARD OF RAILWAY COMMISSIONERS
FOR CANADA

Sixty-second Article.

At a recent conference between the board of railway commissioners and the representatives of the railway companies, Chairman Killam drew the attention of the carrying companies to the fact that the Railway Act requires carrying companies, according to their respective powers, to furnish adequate and suitable accommodation for the receiving, loading, carrying, unloading and delivering of all traffic offered for carriage upon their railways; and, without delay and with due care and diligence, to receive, carry and deliver all such traffic; and to furnish and use all proper appliances, accommodation

Chairman Kilim further stated that numerous complaints had been received on the subject of inadequacy of the supply of rolling stock and other equipment upon railways, and of delays in transportation and delivery of traffic, and intimated that the board desired to receive from all the railway companies information as to the extent to which they have complied with the provisions of the statute; to what extent they have failed to do so, and to what circumstances they attribute and on what ground they extirpate such a failure.

The carrying companies will undoubtedly furnish the board of railway commissioners with a mass of figures and information which they will give any information which they can get from them of neglect. The prevailing car shortage is due to the insufficient motive power, and there is not an engineer on either the Grand Trunk or Canadian Pacific Railways who does not know that this is the cause. If the board of railway commissioners want information on a subject of this kind, if the board of railway commissioners want to consult some of the men who are doing the practical work in handling the trains, they would receive more information in a few minutes than they will get from the officials in a year's time.

engine, and he has pride in keeping his locomotive in good running order. "To-day an engine is simply a piece of machinery, and as soon as a locomotive is run into the round house from one trip, it is sent out under the supervision of the round-house man's charge, to perform further work, and the engine is worn out in half the time it cannot be looked after, and the round-house man is not paid for his services," says the foreman. "If it were properly cared for. Not very long ago we were travelling on the coast, and we were limited, between Montreal and Toronto, and four different engines were used between Cornwall and Toronto owing to the fact that the round-house men were not paid for their services. It was a very bad network that the shortage of locomotives was caused by the use of them for every day, and these breakdowns are due to the fact that the round-house men's attention is not paid to keeping the locomotives in repair. A locomotive is somewhat like a human being, and its natural life is less

We do not propose to instruct the railway officials with regard to how they should run their own business, but these things are common talk amongst the employees, who are doing the practical work, and their knowledge is of more value than all the theories which can be evolved with regard to the causes for the insufficient supply of rolling stock. Another feature is the danger incurred by travelers who are using trains hauled by locomotives which are not in proper repair.

We quite agree with Chairman Killam in his statement that the board has felt difficulty in making orders for the supply of cars or in taking from other lines specific complaints, for fear this might result in untitled with the complainants. It would be better for the board to order the railway companies to supply equipment to related parties. This question must be dealt with as a whole, and the only way in which the car shortage can be overcome is to enforce self-defense, which would compel the carrying companies to supply the equipment required for the transportation of the traffic of the country.

The railway companies have no difficulty in supplying locomotives or cars for use in the construction of new lines of railways. These locomotives and cars should be retained for the movement of traffic already established. Perhaps it would be well for the board, if it has no other way, so, to ascertain from the railways exactly what equipment has been

Chairman Killam further states that, in future, the board will depend entirely within its power to make railway companies live up to a reasonably high standard of service to the public, so far as circumstances render it reasonably possible, the board will not require. If Chairman Killam will follow this statement up by immediate action, it will be beneficial to the country, but as already stated, there is only one way in which the car shortage can be overcome, and that is by the immediate demurrage. In the United States this is a question which is being handled by the different boards of railway commissioners in a practical way. In Canada it appears to be impossible to get the board of railway commissioners to do anything except ask for information. What we need is a board of railway commissioners that will act upon the information it receives. ROSSNER.

surprise. About the year 1800, houses having been built in the city in years preceding, the loan and building companies had flooded the city with an almost incredible number of somewhat old houses, which had obtained from defaulting mortgagees and placed on the market on the face value of the mortgages. From the builder's point of view, simply to slaughter prices. For a time, then, after that period, the price of building materials, the price of labor and the large number of public buildings about to be erected. Toronto has got to be a great city and has long ago cast off its swaddling clothes. But prices for real estate are considerably lower than those of the surviving American city of the same size.

Those old houses of the 1800 are

no market for new up-touse at a fair price, and bulldozers, as a rule, build to sell and rent, and are built to any great extent in this way. The population was then rapidly increasing and demand got far and away in excess of the supply. The deficiency has been made good yet, and, as the population is now increasing at a greater rate than ever, it is not surprising that the demand is overtaking the supply. For five persons to a household, taking into consideration the 500 or more that yearly fall into debt, or are torn down, one can form an idea of the enormous number of houses that is required annually. In the case of the 100,000 in Toronto, therefore, there is no boom. The supply is simply in excess of the demand.

filling up of the northwest would seem to guarantee that, for a long time to come, our eastern cities will on this account alone be kept prosperous and busy in manufacturing and supplying to those settlers articles, which newly settled territories do not of themselves in their early stages produce.

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Don't put off the fur coat purchase till another season if you can spare the money now.

To quickly clear these goods we're going to sell our invincible seventy-five dollar fur-lined coats Wednesday, at.....57.00

Black beaver cloth shell; Indigo dyed; lining of full-furred Canadian spring muskrat—whole skins; storm collar of extra quality otter. The price, each..... **57.00**

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AT BIG PRICE REDUCTIONS

Clearing Persian lamb caps and collars, satin lined—and Persian lamb gauntlets, leather and fur-lined—at reductions of many dollars. All of extra quality full furred skins, even glossy curl. The price, each.....**9.95**

MAIN FLOOR—QUEEN STREET.

THE **T. EATON CO.** LIMITED
190 YONGE STREET, TORONTO.

AT OSGOOD HALL
ANNOUNCEMENTS FOR TUESDAY.
 Chambers.

Wright, master, at 11 a.m.
Judge's Chambers.
 Justice Teetzel at 11 a.m.
Divisional Court.
 Empty list for 11 a.m.
 Miller v. Bayes.
 McIntyre v. Newton.
 Connolly, Secy. Gen. *Dismissed.*

John Logan and Annie Logan, executor and executrix under the will of George Logan, deceased, have begun an action against the City of Toronto claiming a declaration that the deed purporting to purchase certain land on Carlaw Avenue at a tax sale

Promissory Note for \$5000.
Bank of British North America
ing. William Newman and Wil-
J. J. Arthur on a promissory
for \$5000.
Promission Brewery Co. Assets.

Y. Clisdell and W. M. Orpen issued a writ against J. S. Williams, G. A. Case, G. A. Case, Limited, William Mackenzie and Charles claiming amongst other things that the defendant Lovell declared trustee for each of the plaintiffs of

with interest in the purchase of the defendant Lovell of the assets of the Dominion Brewery Co., for an injunction restraining him from selling or encumbering the plant without consent of the plain-

Specific Performance

London, Feb. 18.—The by-election on Feb. 18 in Banffshire for a successor to William Alexander Black, advanced

name of Stinson & Holloway, issued a writ against Mary Colclaming \$687.50 for commission having obtained a purchaser for No. 428 West Bloor-street, Toledo, Ohio.

Liberal, who died from injuries sustained in a railroad wreck near Aberdeen in December last, resulted in the return of Capt. Waring, Liberal, who received a majority of 2009 votes.

Tobacco Account.

Ornamentation in Piano Construc-

Under Rogers is climbing a bal-
of \$493.82 from Isaac Halpern for
cigars, cigarettes, pipes and to-
ists' sundries, sold and deliver-
Halpern by Rogers. A writ has
issued to enforce the claim.

Prohibition Motion Fails.
Prohibition & Co., 115-137 Third

tion for prohibition in the ac-
tion The King against Hodgins,
before Mr. Justice Anglin on
last, has failed. Judgment has
been given to that effect.

Horse Killed.

Edward McCormack was horseback
on Dundas street at

When he was run down by a car and seriously injured and worth one's while calling at the warehouse and seeing some of these instruments.

THE
Traders Bank

Traders Bank
OF CANADA.

CAPITAL AUTHORIZED - - - -	\$5,000,000
CAPITAL PAID-UP - - - -	\$4,300,000
REST - - - -	\$1,900,000

Head Office:—Yonge Street,

Cor. Colborne

BRANCH OFFICES
IN TORONTO:

KING STREET, cor. Spadina Ave.
RIVERDALE, Broadview, Ave. cor. Queen.
AVENUE ROAD, cor. Davenport.
EAST TORONTO, Danforth Ave.

**General Banking Business
Transacted.**

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and a small dark mark near the top center. The binding edge on the left is visible.

11

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