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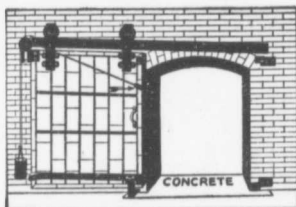
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677-9 St. Notre Dame Ave. W., WINNIPEG**Equipment Companies Resting.**

In view of the difficulties between the C. P. R. and its mechanics, a report in the Buffalo Commercial upon the railway equipment companies is interesting. The report says: There appears to be little change in the position of the railway equipment companies, except that there are more men and plants idle now than there were a month ago, while the prospects for early resumption of work are no brighter, as no new orders in any quantity are being received. There are now few unfilled orders on the books of the companies. The order from the New York Central to the American Locomotive Company is an exception. The idle car equipment on the railroads of this country and Canada on April 1st, has been placed at 306,507 cars, as against 297,042 idle cars on March 18. These figures indicate that until the general business of the companies picks up and large crops are assured the railroads will need practically no new equipment.

It is true, of course, that many of the idle cars are of old types and not in first-class shape, and it is reasonable to believe that as soon as conditions warrant and the railroad companies are in a position to meet the cost, the old cars will be replaced with new equipment. It is generally believed that when business returns to the car equipment companies it will come with a rush. Because of this belief the companies have tried to keep most of their plants in operation, so that working forces would not be shattered. In many cases, however, the slump in business has been too heavy and many plants have had to be closed.

Controller J. J. Ward recently addressed the Toronto Guild of Civic Art on the advisability of the city constructing a sea wall from Bathurst street to the Humber, in order to protect the Lake Shore road, and also to provide a driveway and promenade three and a half miles in length. Mr. Ward urged the members of the Guild to use their influence to have the by-law carried when it is submitted in June. He pointed out that many unemployed would be given work on the wall. He also referred to the fact that the city is constructing an eighth of a mile of sea wall south of the Exhibition grounds at a cost of \$40,000. The city, he said, owned about three and a quarter miles of the property, and would have a frontage of 20,000 feet after the construction of the wall, worth at least half a million dollars.

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