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**Store**

h Phones 480

## BRANTFORD GALT AND PARIS JOIN

(Continued from Page 1)

would be hearty co-operation from all three places on behalf of making the enterprise a success.

**MR. BUNNELL.**

another of the commissioners, read letters of regret, because of inability to be present, from Mr. E. Henry, ex-M.P. (Windsor). County Attorney Wilkes and Mr. S. G. Read, ex-Mayor. All three epistles breathed hearty congratulations, and best wishes. The speaker said that for a long time, even the very mention of the street railway had been a sore subject in Brantford, as also had been the matter of the Grand Valley Railway to Paris and Galt. Instead of civic pride both roads were the subject of civic humiliation. All three places were unitedly interested in bettered conditions and in this respect, he was pleased to state that they were taking some Hydro Electric power from Paris, and would later do so from Galt. He felt, and he knew they felt, that an improved service would be in the real and permanent interests of all the places named, and those of the intervening communities. The day had passed when radial roads were regarded as robbers of certain sections, and there was general recognition of all round benefit. The presence there of so many representative men from Paris and Galt was an evidence that they had the good will of these two centres, even as Brantford had to them. It was going to take both time and money to bring things up to top notch efficiency, but a start had been made. They had started a new station and freight shed in Paris, and it was not long, he hoped, before a similar move transpired in Galt. They hoped to have a fast freight and express service between all three communities. The City of Brantford had in a sense had this railway problem forced on their hands, but the commissioners felt sure they could make good with the backing of the people. Brantford had possessed municipal control of her Waterworks for some years, with fine results, both from a service and monetary standpoint, and he was betraying no secret when he announced that the Hydro Electric Municipal scheme would show a profit in its very first year. He firmly believed that in time the municipally owned Street Railway could do a like thing, and be a great benefit in the matter of the extension of trade and commerce.

**MAYOR BUCHANAN**

of Galt, expressed his appreciation of the cordial reception of himself and associates, and sincere congratulations upon the already much improved rail-

way system as demonstrated to them that afternoon. It was very manifest that marked ability and energy had been at work. Formerly, he had regarded the whole thing as little more than a bunch of junk. With clean and well kept streets and fine cars, Brantford, next to Galt, would be the best place in this section of Ontario. He firmly believed that municipal ownership of public utilities was the proper plan, providing three such men could be secured, such as the Street Railway manifestly had on their Board of Commissioners. He always felt that competent heads could be secured by municipalities, just as well as by private companies. Why not? He felt that the improved road would make them better friends and neighbors than in the past, and he hoped that one of the first things would be to stop having citizens at their end of the line, walk over a mile on the Sabbath day. In conclusion, he heartily congratulated Brantfordites upon having established so many public recreation spots. The people of Galt would certainly under the new conditions, feel more like entering into highway negotiations than previously.

**MR. HARTMAN**—"Glad to hear that, intend to approach you right away."

**MAYOR PATTERSON**

of Paris, said he was delighted with the great improvement already shown in the railway. He further expressed appreciation of the fact that taking Hydro power from Paris, was a help to that system in his community. He regretted that the names of Paris and Galt were not on improved cars, but felt that would soon be remedied and the roadbed to his town much improved. Paris, it must be remembered, was the best town in Ontario and in the best part of Brant County.

**MR. HARTMAN**—"We are going to do away with all junk and give Paris a half hour service."

**MAYOR SPENCE**

was delighted to welcome these present in the name of the city. If misery liked company, then he and the Mayors of Paris and Galt ought to be fast friends for heaven knew what they had all gone through with regard to the Tilbury gas trouble. He firmly believed that the municipal council of the City of Brantford had done a very wise thing when they had pursued the street railway company through the courts and secured the franchise. Every credit was also due to the three commissioners who had turned a poor service and an eyesore into what they had seen that day. Under their auspices, and backed, as he knew they would be by the residents of all places concerned, there was no doubt about the fact that the Brantford Street Railway and the Grand Valley Railway would ultimately be as good as any road to be found anywhere.

**MR. FISHER, M.P.**

indulged in good humored railery with regard to the Grand Valley road under old auspices. It reminded him

of the story of a slow-going train which ran into a cow. After the animal had been got off the track, they went along for a while, when there was another stop. "What's the matter now," asked someone. "Oh," replied another, "we have caught up with the same old cow again." He had often felt in boarding a Grand Valley car, he should perhaps have led a better life. On one occasion he had been stalled between Paris and Galt at Glen Morris, and anyone who knew the political feeling of that spot would realize what a close call he had. Seriously speaking he must unfeignedly congratulate the commissioners on what they had already done, and what he felt they would achieve. He knew they would look after the Grand Valley line, and Paris greatly appreciated the new station. He was one who had at first thought the road would be something of a detriment to the town, which he was proud to call his home, but that feeling had mainly disappeared and he believed in the friendliest, personal and commercial relations between the two places.

**MR. COCKSHUTT, M.P.**

said it was very manifest that they were already at the inauguration of a better system. He was pleased with the remarks of the Mayor of Galt, with reference to municipal ownership and although such a system might increase taxes for a while, time was when returns helped to lessen the same under proper administration. He was pleased to know that the Grand Valley cars were next to be improved. There was no more beautiful trip anywhere than through the Grand River valley, and industrial possibilities were also very large. As a manufacturing region the whole area was hard to equal. He had spent the last two years of his educational course in Galt and greatly appreciated the sturdy Scotch characteristics there. An improved connecting link between Brantford, that place and Paris was mutually most desirable. He must warmly congratulate the commissioners on their notable work, although only in office a few months.

**MR. DAVIDSON, M.P.P.**

said he felt like saying to the commissioners, "Well done, good and faithful servants." He believed that Brantford, Galt and Paris all stood to benefit by improved conditions. Paris was not afraid, although situated between the "Manchester of Canada" and the third exporting city of the Dominion. His friend, Fisher, had said that when he formerly boarded a car on the Grand Valley he wondered if he had been good enough. If this was the case, perhaps they had better have left the road as it was. Mr. Ham, M.P.P., was absent and Mr. C. B. Heyd reminisced as one who had been a guest on the first horse car here some thirty years ago. With regard to municipal ownership he believed that if such an enterprise could be shown as likely to pay, go ahead; if not let some other fellow

lose. With the business management which he expected, the railway project should be all right.

**MR. W. G. Raymond** made a short speech, and the Warden, when called on, was absent.

Mr. Turnbull, (commissioner), and who also had the bulk of the arrangements of the successful afternoon in hand, said that with any decent show which he knew they would get, the commissioners felt they could carry the enterprise through to good success. This though could only be accomplished, by hearty co-operation and the help of all the citizens along the line, who were directly concerned. For the rest, all they desired was to be judged by results.

Proceedings closed with the singing of God Save the King.

**FOR BOYS AND GIRLS.**

The best gift for boys and girls would be a pair of hockey shoes, or a pair of house slippers. We have the requirements of all. Coles Shoe Co., 122 Colborne St.

King George and Lord Kitchener inspected a portion of the Canadian contingent at Salisbury Plain.

Christmas presents for men and boys. Suitable, sensible, seasonable, reasonable, at McFarland's.

## Emden's Crew Rounded Up

Emden's crew rounded up. TOKIO, Japan, Dec. 18, 10 P.M.—Certain British warships have cap-

tured those members of the crew of the German cruiser Emden, which escaped at Cocos Island, when the cruiser was destroyed on November 30 by the Australian cruiser Sydney. The German sailors went to sea in a Cocos Island schooner named Asaya.

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