

furnish to the directors & officers of the bridge companies passes over all the U.S. roads which make use of the bridge. The suit was founded upon an agreement made in 1853, between the bridge companies & the Great Western Ry., whereby the railway was given the right to extend the privilege of using the bridge to other companies, & it agreed with the bridge companies to procure from all railway companies with which arrangements should be made for the use of the bridge, free tickets for the directors & officers of the bridge companies to pass over their railways.

In the course of the trial, it appeared that three other actions had been brought against the G.T.R. Co. under the same agreement, one in Canada & two in New York State, all of which had been decided in favor of the bridge companies. The principal defence relied upon by the G.T.R. Co. was that when the rent of the bridge was increased in 1875, the bridge companies relieved the G.T.R. Co. from the obligation to furnish passes, & that it was thereafter under no obligation to do so. At the conclusion of the case judgment was given in favor of the plaintiffs, with costs. The plaintiffs claimed that they were entitled to be refunded all fares which had been paid by their directors & officers over the U.S. roads during the time that the passes were withheld, & the action was referred to a referee to settle the amount of the judgment. The G.T.R. proposes to proceed with an appeal.

Ontario Corporation Taxation.

Under the act passed at the last session of the Ontario Legislature, the following amounts have been received:

Banks.....	\$37,900
Railways.....	10,900
Street railways.....	6,693
Telephone companies.....	4,445
Gas & electric light companies.....	4,900
Insurance companies.....	60,780
Loan companies.....	25,300
Natural gas, sleeping cars, &c.....	12,650
Trust companies.....	3,330
	\$184,898

C.P.R. Co.'s Telegraphs.

Since pgs. 329 & 341 of this issue were made up, the resignation of C. J. R. Hosmer as Manager has been officially announced, Jas. Kent, heretofore Superintendent of the Eastern Division, being appointed to succeed him.

W. J. Camp, heretofore Electrician of the system, has been appointed Superintendent of the Eastern Division, with headquarters at Montreal, succeeding Mr. Kent. The position of Electrician is abolished.

A. W. Barber, heretofore City Manager at Toronto, has been appointed Superintendent of the Ontario Division, with headquarters at Toronto, succeeding H. Pingle.

B. S. Jenkins, heretofore Superintendent of the Western Division at Winnipeg, has been appointed General Superintendent of Telegraph Lines west of Fort William, with headquarters at Winnipeg.

Jas. Wilson continues as Superintendent of the Pacific Division, with headquarters at Vancouver.

The Carillon & Grenville Railway.

"An odd institution that has lately come under my notice," said a friend of mine the other day, "is the railway 12 miles in length, between Grenville & Carillon on the Ottawa River. This railway is employed for the transport of passengers & baggage going by steamer from Montreal to Ottawa & vice versa. The train, which consists of a locomotive & one car, makes only one trip per day, leaving Carillon on the arrival of the boat from Montreal, & on the return, leaving Gren-

ville on arrival of the steamer from Ottawa. The line runs through fields some distance from the river. The roadbed & rails cannot be seen except at close range, being overgrown with grass. At a glance the engine is seen to be an old timer, & probably will not stand a pressure of more than 30 to 40 lbs. It looks very like the first locomotive put into service on the old Northern Ry., & which I understand was built at Good's foundry, on Queen Street, Toronto. An old gentleman, grey haired & grey bearded, attired in a long black coat, white tie & high collar, & presenting the appearance of a superannuated preacher, occupies the dual position of conductor & brakeman. Notwithstanding his antiquated appearance, however, he seemed to be rather more than up-to-date in his movements, for on the whistle sounding 'down brakes,' he responded so quickly that the locomotive & car were brought to a stop some distance before the platform which does duty as a station, was reached, & the train had consequently to be started up again to reach its destination." In concluding his description, my friend remarked that the old conductor must have a great task on his hands in making up his daily returns for the railway company.—"By the Way," in Canadian Electrical News.

Finnigin to Flannigan.

Sup'rintindint wuz Flannigan;
Boss av the siction wuz Finnigin;
Whiniver the kyars got offen the thrack
An' muddled up things t' th' divil an' back,
Finnigin writ it to Flannigan.
After the wrick wuz all on agin;
That is, this Finnigin
Reported it to Flannigan.

Whin Finnigin furst writ to Flannigan,
He writed tin pages—did Finnigin.
An' he tould jist how the smash occurred;
Full minny a tajus, blunderin' wurrd
Did Finnigin write to Flannigan
After the kyars had gone on agin.
That wuz how Finnigin
Reported to Flannigan.

Now Flannigan knowed more than Finnigin—
He'd more idjucation—had Flannigan;
An' it wore'm clane an' completely out
To tell what Finnigin writ about
In his writin' to Muster Flannigan.
So he writed back to Finnigin:
"Don't do sich a sin agin;
Make 'em brief, Finnigin!"

When Finnigin got this from Flannigan,
He blushed rosy red—did Finnigin;
An' he said: "I'll gamble a whole month's
pa-ay
That it will be minny an' minny a da-ay
Before Sup'rintindint (that's Flannigan)
Gits a whack at this very same sin agin.
From Finnigin to Flannigan.
Reports won't be long agin."

Wan da-ay on the siction av Finnigin,
On the road sup'rintindint by Flannigan,
A rail gave way on a bit av a curve
An' some kyars wint off as they made the
swerve,
"There's nobody hurted," sez Finnigin,
"But repoorts must be made to Flannigan."
An' he winked at McGorrigan,
As married a Finnigin.

He wuz a-shanty'n thin, wuz Finnigin,
As minny a railroader's been agin,
An' the shmoky ol' lamp wuz burnin' bright
In Finnigin's shanty all that night—
Bilin' down his repoort, wuz Finnigin!
An' he writed this here: "Muster Flannigan,
Off agin, on agin,
Gone agin.—Finnigin."

A Mixed Up Advertisement.

A prominent transportation official has sent the Editor a copy of the Quebec Morning Chronicle of Sept. 12, 1890, from the advertising columns of which the following is copied exactly as it was published:

THE GREATEST WONDER OF MODERN TIMES

HOLLOWAY'S Pills & Ointment

THE PILLS

Purify the Blood, correct all disease
of the

Liver, Stomach, Kidney and Bowels.

They invigorate and restore to health

Debilitated Constitutions,

and are invaluable in all Complaints incidental to Females of all ages. For Children and the aged they are priceless.

THE OINTMENT

SPEED, SAFETY, CIVILITY.

TORONTO TO CHICAGO IN 14 HOURS.

Best and Quickest Route to MANITOBA
BRITISH COLUMBIA, and the
PACIFIC COAST.

FOR FARES, Time Tables, Tickets and general information apply at the Union Depot City Ticket Office, corner King and Yonge, and at York Street, Toronto, or to any of the Company's Agents.

JOSEPH HICKSON,

General Manager
Lm

January 21 1888



GRAND TRUNK RAILWAY.

The Old and Popular Route

—TO—

Montreal, Detroit, Chicago,

—AND—

All the Principal Points in Canada and
the United States.

IT IS POSITIVELY THE

ONLY LINE FROM TORONTO

Running the Celebrated Pullman Palace
Sleeping and Parlor Cars,

is an infallible remedy for Bad Legs, Bad Breasts, Old Wounds, Sores and Ulcers. It is famous for Gout and Rheumatism. For disorders of the Chest it has no equal.

FOR SORE THROATS, BRONCHITIS,
COUGHS, COLDS, GLANDULAR
SWELLINGS,

and all Skin Diseases it has no rival.

Manufactured only at Professor
Holloway's Establishment.

233, OXFORD STREET, LONDON,

and so'd at 1s. 1/4d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s., each Box and Pot, and in Canada at 36 cents, 90 cents, and \$1.50 Post and the larger sizes in proportion.

Caution.—I have no Agent in the United States, nor are my Medicines sold there. Purchasers should therefore look to the Label on the Pots and Boxes. If the address is not 533 Oxford Street, London they are spurious.

The Trade Marks of my said Medicines are registered in Ottawa, and also in Washington.

Signed, THOMAS HOLLOWAY

3, Oxford Street, London.

Sept. 1, 1880.
December 1880.