

of time be made the centre of a system of radial electric lines extending to a number of tributary towns & villages. For some reasons it might be better to have such a system owned & operated by private capitalists. The gas & electric light systems are used only by the people of Brockville. An electric railway would be used by many outsiders, & in case of extension to other towns might belong to them as much as to Brockville. Still some strong arguments might be advanced in favor of municipal ownership of an electric railway, & if the council should decide in favor of it we would not oppose it, although we believe a satisfactory arrangement could be made with a company if the council would go about it in the right way."

Galt, Preston & Hespeler.—The proposal to extend this line from Preston to Berlin & Waterloo appears to be dormant. The town of Waterloo voted a bonus of \$12,000 on June 10 last & \$28,000 was expected from Berlin, but it was thought inexpedient to submit a by-law.

Hamilton, Grimsby & Beamsville.—When the case of Saltfleet Township Council against this Co. came up in Hamilton Dec. 1 Judge Street said he had read the pleadings & found the case was largely a question of engineering skill, concerning the operation, maintenance & repair of the road. In regard to the use of the red light in front of the cars, he observed that the clause in the by-law so ordered & it should be followed. Instead of hearing a mass of general evidence, he suggested that an independent engineer be engaged to inspect the road & report to him. He suggested the name of W. T. Jennings, but plaintiff's counsel objected & the Judge appointed R. McCallum, Inspector of Railways for the Ontario Department of Public Works, & aided by counsel, drew up a memorandum of the work which Mr. McCallum will be expected to do. When he has completed his report, it will be forwarded to Justice Street, who will then proceed with the trial in such a way as he finds expedient. The plaintiffs dropped the clause referring to the sale of tickets.

International Radial.—The directors of this Co., which was incorporated by the Dominion Parliament in 1895 to build from Hamilton to Guelph & other places, are negotiating with Hamilton City Council. The Mayor of Hamilton having recently stated that an attempt might be made to block the building of the road by the Hamilton St. Ry. Co. claiming the exclusive right to use the high level bridge & not entering into an agreement to give the new Co. running powers over its tracks, representatives of the H. S. R. Co. say that Co. will not take any such stand, but is willing to discuss terms with the International Co. for running powers over the lines inside the city.

London.—The gross revenue for Nov. was \$3,599.75, against \$7,380.31 for corresponding period, an increase of \$1,219.44.

The local Court of Revision has sustained the assessment of the Co.'s property at \$302,542. The Co. contended that instead of valuing the road & plant at an assumed cost of construction, the rails, poles, wires, etc., should be assessed on the basis of the price they would bring if removed & sold. No objection was taken to the assessment of \$73,725 on the power house, car barns & other realty, but to the following:—Rails, poles & wires, \$136,780; bridges, \$19,220; asphalt pavements, \$22,817; personal property (rolling stock), \$50,000. The rails, poles & wires last year were assessed at about \$80,000, & the bridges & asphalt pavement were not assessed at all. As the question is one of legality, the case will doubtless go to the Court of Appeal.

The Co. has given notice of application to the Ontario Legislature to confirm certain by-laws of the City of London, & of the townships of London & Westminster.

On account of threats non-union employees of the Co. asked permission to carry revolvers. The police refused.

Metropolitan.—A conference between the Railway Committee of the York County Council & President Warren & Manager Moyes of this Co. was held at Aurora recently to settle the alignment & location of the railway extension through the town, the Co. having taken objection to the route as laid out by the Council some time ago. After considerable discussion & an absolute refusal on the part of the railway to accept the conditions, the matter was finally settled by the town's consenting to the route & alignment suggested by the railway people. Now that this matter has been satisfactorily settled, it is understood the construction of the road north of Bond Lake through to Newmarket will be proceeded with at once.

The Co. has given notice of application to the Ontario Legislature for an Act to confirm by-laws of the Town of Newmarket, the villages of Aurora & Richmond Hill, & the townships of Whitechurch, King, Vaughan & Markham, under which the property of the Co. in the municipalities mentioned is exempted from taxation for 10 years, & also to confirm agreements made between the Company & the municipalities.

Niagara Falls Park & River.—A contemporary recently published the following:—"It is rumored that there is a possibility of the Niagara Falls Park & River Ry. being extended to Niagara-on-the-Lake on the north & to Fort Erie on the south. The present route of the road is between Chippewa & Queenston, Ont., along the bank of the Niagara River on the Canadian side. It has entrance to Niagara Falls, N.Y., over the upper steel arch bridge, & it is expected to enter Buffalo or to secure a connection with the

roads in that city over the International Bridge, which is soon to be rebuilt, when it will afford room for trolley as well as steam car tracks. The Co. controls the necessary franchises."

General Manager Phillips, in response to an enquiry, says:—"The press item referred to originated in the imagination of the correspondent, as we have no intention of making any extensions the coming year, but there is no doubt we shall extend the road to Fort Erie as soon as the international bridge is rebuilt, so as to admit of trolley travel, for we still hold the franchise from Chippewa to Fort Erie."

Ottawa.—The Railway Committee of the Privy Council has refused the application of the Co. for permission to cross the Canada Atlantic Ry. tracks at Elgin St., so as to continue the line to the exhibition grounds. (Nov., pg. 243.)

The cost of the proposed extension to Britannia, which is not likely to be taken up before next spring, is estimated at \$125,000. It is also suggested that the road be extended to Rockland, 22 miles.

J. Shepherd is suing the Co. for damages for wrongful ejection from a car. Several weeks ago, he alleges, he boarded a car, & at the time was smoking a cigar. He entered the car at the front vestibule, & merely held the cigar in his mouth while taking a car ticket from his pocket book. He further alleges that he was forcibly ejected by the conductor without remonstrance, & in attempting to board the car a second time at the rear entrance he was again pushed off, & in the fall sustained a severe sprain of the ankle, with which he has since been laid up.

Parry Sound to Depot Harbor.—The Parry Sound Board of Trade has appointed a committee to obtain information as to the cost

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