

the property and franchise of the company the corporation of the City of St. John will have the exclusive right to manufacture and supply electric light on the West Side but notwithstanding this positive wording in the act the Recorder does not give it as his positive opinion that the St. John Railway Co. as an assignee of the rights of the old gas company will be excluded from competing with the city or the West Side. As the city is now a large customer of the St. John railway company it is hardly probable that the directors would care to enter a field where they have to fight a legal battle for exceedingly doubtful results.

Those who favor civic ownership strongly support the purchase of the franchises of the Carleton company as a step in the right direction. St. John has two contracts for electric light supply and does its own lighting in the North End. The contract with the St. John Railway Company is now for 142 lights at \$85 per lamp of 2000 candle power. The North End lamps, which are of 1200 candle power cost \$80 each—there are 92 of these, which is about the full capacity of the station. This cost includes interest, taxes and 10 per cent. per annum for depreciation on a valuation of \$10,000 for the plant. The capital expenditure on account of the North End lighting station, as represented in the bonded debt, is about \$14,000 and there have been expenditures for dynamos of about \$5,000 which have gone into the general assessment. If the city did all its own street lighting a saving would certainly be effected. This is plain from the results in the North End. The fixed expenditures would not be much greater for the whole city than for the North End and would cut down the price to about \$75 per lamp all around. It is therefore argued that it is a step in the direction of economy to acquire the