In the case of the storage battery, the extra weight carried by the cars, from 1½ to 2 tons each, should also be taken into consideration.

A road, not too long, with a very heavy traffic affords the best opportunity for economically working the overhead system; and a straggling road, with a comparatively light traffic, affords the most favorable conditions for the storage system.

Winnipeg, at present, more nearly approaches the latter condition.

From the point of view of the street railway companies there does not appear to be much to choose between the two systems, the difference at present being in favor of the overhead system.

From the standpoint of the public, the storage system is to be preferred on account of poles and wires not being required in the street.

While it is not expected that any great inconvenience would be experienced from properly erected poles and wires, their absence is undoubtedly sufficient to turn the scale in favor of the storage system.

It should be remembered that the overhead system has probably reached its maximum efficiency while the storage system, though so nearly approaching the overhead system, has not by any means done so.

H. N. RUTTAN,
City Engineer.

Comparative Cost of Operating Various Street Railways.

	1	2	3	4	5	A	B	C	D	E
Average number of Motor Cars per day	15.18	5.2	6.1		3.26			6	15	15
Average number of Trail Cars per day	10.67	2.2	.1		.1					
Average number of Hours per car per day	14.21	14	.71		.71					
Average number of Miles per car per day										
Electro-Motive Force										