

for at present,
from the centre
railway or by
allow the city
east and west
lose a great
electric motor or
power, would
le up north.
four or five
to go fifteen
would be the
to. And as
to be repaved
advisability
this is done

Tribune of

erty circles
railway com-
the Sprague
power of the
movements in
on tangible
and from the
nnmenced as
upprovement
to Minne-
ich is still
the electric
as Fourth
es will do
ver done."
ny pays a
nd is com-
onto levies
annum per
m of \$559
tion to the

civic treasury, and apparently the company are under no obligation to repair their roadway.

A reference to Old Country figures, however, will show that even in the most favorable cases the street railway companies in Canada are exploiting the cities. What other conclusion can be come to when it is found that the Glasgow company pays to the corporation no less than the magnificent rental of \$2,800 per week besides providing for the repair of its roads? After making all due allowances for Glasgow's larger population, it is evident that in our Canadian cities the street railway companies are paying a disproportionately small sum.

This question not only affects the municipalities as corporate bodies, but it comes home to the private citizen and the private citizen's wife and children. It is the question of the working classes and indeed of everybody. The good terms obtained by the Old Country corporations are not the result of high fares charged by the companies. On the contrary, these are very much lower there than here. Two cent fares are frequent, and within certain limits a fare of four cents is the maximum. It has been found by the companies that penny fares mean a money-making and dividend-paying business. The Glasgow company, after paying the corporation and providing for the repair of its road, secured a dividend of 9½ per cent. for its shareholders. An instructive experiment was made by the Birmingham (Eng.) Tramway Company a year or two ago. They determined to raise their fares for certain runs from a penny to two pence, but the falling off in their receipts was so immediate and manifest that they speedily re-instated the old rates, at which they have since remained.

We here quote an account given of the opening of the Grand Avenue Electric Railway at St. Paul's Minn. :—

"The chief event in St. Paul on the anniversary of Washington's birthday was the formal opening of the Grand avenue electrical motor line. Early in the forenoon the street cars running to the Ramsey street barns were crowded with people going to see the new