

They did not publish the following figures, however, which would have been much easier to secure and just as interesting and just as fair.

Orillia, 8 cents.

Sudbury, 15 cents less  $33\frac{1}{3}$  and 10 per cent. off=9 cents.

Pembroke, 8 cents net.

Renfrew, 10 cents, 12 per cent. off.

Mattawa, 13 cents, 15 per cent. off.

Ottawa, 12 cents, 40 per cent. off.

Thessalon, 8 cents net.

Beaton, 7 cents net.

The concluding sentences of Mr. Martin's report give the result of his investigation. He says:

"On the basis of the showing of Glasgow and Detroit, and the price to be paid to the Hydro-Electric Commission for power, as given above, the average cost to the City of Toronto per K.W. hour (delivered to customers) would be 5 4-5 cents, while the average price received by the Toronto Electric Light Company during 1907 per K.W. hour (delivered to customers) was 5 2-5 cents.

"I have given the City proposition the benefit of many doubts, and am of opinion that their schedule of prices must average considerably higher than 6 cents, unless they are to operate at a loss and make the deficiency up out of the general taxes. As you are aware, our prices can and will very shortly be reduced, so that our company need not fear the competition of a City plant if it is operated on a commercial basis.

"I have had the figures and findings in the above estimate carefully gone over by an electrical expert and an expert accountant."

#### THE BLACKFRIARS BRIDGE.

(From Our Own Correspondent.)

I mentioned briefly in my last notes that a serious and fatal accident had occurred in London in connection with the important widening works now being carried out at Blackfriars Bridge, as a portion of the scheme of tramway extension by the London County Council. A very protracted enquiry has since taken place, and fuller details of the catastrophe are now available. The full story summarised is as follows: In order to widen the bridge the piers on the west side were being extended to a length of thirty feet. As the foundations had to be laid in the bed of the river, caissons had to be sunk, one at each pier, each weighing about 230 tons. The lowering of these caissons was carried out from a pile staging, the sides of which were connected at the top by two sets of transverse girders, whilst at each of the four corners of the staging an hydraulic jack rested, the object of these being, of course, to carry evenly between them the weight of the caisson to be lowered. Three caissons had been lowered, and work was being carried out upon the fourth, when the unfortunate accident occurred. Each stage of the operations lowered the caisson some thirteen inches, and the evidence fairly conclusively showed that the cause of the accident lay in the defective working of one of the jacks, which had the effect of upsetting the equilibrium of the caisson, and by transferring all the weight upon the other jacks caused the collapse of the staging. The theory of the engineers connected with the works—and it is generally accepted—is that the fall of the caisson was due to want of uniform action between the jacks, probably due to injury to one of the taps, which resulted in the emptying of the jack and consequent lowering of the caissons at that particular point in advance of the other jacks. In coming to the decision that there were no flaws or defects structurally in the staging or appliances, the jury were guided by the evidence that the same apparatus had previously been used in lowering the other three caissons. In the circumstances, a verdict of death due to accidental causes was returned, with a few suggestions as to providing for a more perfect and simultaneous control of the four jacks used in such operations in the future.

#### GENERAL MANAGER C.P.R. EASTERN LINES.

The recent important change in Canadian Pacific management brings to public notice the man who, in Eastern Canada, will have the working out of the new arrangement.

James W. Leonard, who was on March 1st appointed general manager of Canadian Pacific eastern lines, is no novice in the handling of large propositions, in dealing with difficult situations. In 1872 Mr. Leonard entered railway service, and his successive promotions are a splendid example of the opportunities within reach of Canadians in their own country. From 1872 to August, 1877, he was telegraph operator and agent of the Midland Railway of Canada; August, 1877, to December, 1878, agent of the Victoria Railway; December, 1878, to March, 1880, assistant manager of the same road; March to June, 1880, assistant to general superintendent of the Credit Valley Railway; June, 1880, to November, 1883, general passenger agent of the same road; November, 1883, to May, 1884, master of



Mr. J. W. Leonard.

transportation of the Ontario and Quebec Railway; May, 1884, to March 17, 1900, superintendent of the Canadian Pacific at Montreal; March 19, 1890, to March, 1893, superintendent of lines east of Montreal, same road; March 1, 1893, to May, 1901, superintendent of the Ontario and Quebec Division; from May, 1901, to December, 1903, superintendent of the Western Division, with headquarters at Winnipeg.

In 1903 Mr. Leonard came East, and was appointed manager of construction east of Fort William. In October, 1905, he returned to the operating department as assistant general manager of Eastern lines.

A man of great executive ability, business aptitude and a tireless worker, even greater success is sure to come in future years. The upward climb was not always easy, there were doubtless discouraging pauses, but advancement could not be denied to one who devoted his whole energies to the successful management of railways.

#### ARCHITECTS' BILL.

In Private Bills Committee to-day was considered a bill for the incorporation of the Institute of Architects of Canada, which will be amended so as to prevent the body in question, forming itself into a close corporation to the possible detriment of those who do not belong thereto.