

people closer to the centre of the city; for at present, those who live six or seven miles away from the centre of the city prefer coming in either by railway or by boat. If therefore, the street-car company allow the city to grow six or seven miles each way, east and west from the centre, they must of necessity lose a great deal of traffic; but to substitute the electric motor or cable, for the present system of horse power, would entirely do away with the heavy grade up north. Instead of travelling at the slow rate of four or five miles an hour, we should then be enabled to go fifteen miles in the same space of time, which would be the greatest boon to the citizens of Toronto. And as King, Yonge and Queen streets will have to be repaved in the course of the next year or so, the advisability of changing the street car system before this is done will be apparent to all.

The following, taken from the *St. Paul Tribune* of February 23, 1890, speaks for itself.

ELECTRIC LINES.

"The chief event of the week in property circles was the announcement that the street railway company had let a \$2,000,000 contract to the Sprague company for the equipment with electric power of the lines in Minneapolis. The promised improvements in the street railway service are thus taking on tangible form and the idea of rapid transit to and from the suburbs is a certainty. Work is to be commenced as soon as the weather will permit. This improvement will do much toward giving a better value to Minneapolis property, especially the outlying, which is still ridiculously low. If other streets having the electric service shall be benefited in proportion as Fourth avenue south has been, these electric lines will do more for the city than any one thing has ever done."

In Montreal the street railway company pays a tribute to the city of \$12,000 annually, and is compelled to maintain its own roadway. Toronto levies from its street railway company \$600 per annum per mile of single track. But in Ottawa, the sum of \$559 per annum, all told, represents the contribution to the

civ
no
sho
rail
citi
is f
rati
per
Aft
pop
the
tion
T
corp
citi
is th
ever
try
chan
are
are
cent
com
divi
after
repa
for i
mad
a ye
fare
the t
man
at w
W
the
Min
"
Was
Gran
noon
barn