most important to attain the maximum of earnings with the minimum of expenditure, in a case where it was problematical whether or not a Street Railway could be maintained.

The Directors believe that the interests of the general public will be best consulted by a double track, in preference to a single one with "switches or turnouts." Wherever there is a switch there is a double track, and if it were true, as has been alleged, that a double track would block up the street, the same result must take place with a single track at every place where there is a turnout, because the two tracks which form the turnout must occupy the same position in the street which a double track will. It is capable of proof, therefore, that a street wide enough for a single track is, as to the question of room for vehicles to stand before the shops, equally wide for a double one. Unless the single track is placed in the centre of the street, (in which case it would probably be over a sewer) it must occupy the same position on one side of the centre, as if the track were doubled. By leaving six feet of the centre of the street as the space between the tracks, the distance between the rail and sidewalk will be 13 feet in a 66 feet street, and 10 feet in a 60 feet street, which is ample for drawing up in front of shops while the car is passing. If a Street Railway is in this respect to be an injury to the shops, it would seem that the only difference between a single and double track, is that in the former case only one side of the street would be affected, except at the switches, while in the other both sides would be on a par. With a single track, therefore, the Company (or Corporation) will be compelled to make a selection of one side of the street for the main track, against the wishes of shopkeepers on that side, and a location of switches equally obnoxious to shops opposite on the other side. To the driving public, the switches are the most objectionable feature in Street Railways, because by their connection with the main track at each end the rails cross the street diagonally, and this with the moveable bar, and wing rail, affect the roadway, as far as they go, more unfavorably than the parallel rails of the double track.

To the travelling public, the effect of switches is detention. When a car reaches a switch, it cannot pass these, unless the one from the opposite direction has arrived, and it is impossible in the varying conditions of the streets in this climate so to work time tables as to avoid delays. In consequence of the necessity of providing for this probable delay the time table over the whole length must be lengthened, so that a car must be allowed three quarters of an hour to go through on a single line, where half an hour would be sufficient on the double line. It follows from this that to make the same number of trips per diem, or rather to run a car every quarter of an hour, five cars will be wanted instead of four—the extra car requiring eight extra horses and two extra men. There is thus an increase of 25 per cent. in the working expenses, while it is estimated that the loss of fares by the detention of switches is at least 20 per cent. Thus while the switches are objectionable, both to the driving public, and the car-riding public, their effect on the Company is to increase the expenses and diminish the receipts.

The Directors do not assert that a Street Railway is an unmixed blessing, nor can this be said of steam railways. They assume that the Legislature and the Ottawa Corporations of 1865 and 1866, in view of the great public advantage of a safe, easy, and