

### EDITORIAL NOTES.

Tramway companies in Japan number 148, and of these 65 are running. Electricity is the motive power in 60, horse-power in 58, steam, oil and manual power are used for the remainder. The aggregate length of lines running reaches 545 miles; their paid-up capital, 40,140,000 yen, equal to about \$20,000,000. Of one concern, the Tokyo Railway Co., the capital is over \$13,000,000. The next in size is that of Kobe, some \$3,000,000.

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The amount expended for building in five Canadian cities, Toronto, Hamilton, Winnipeg, Halifax, and Vancouver, aggregated \$2,397,423 in June, as compared with \$2,681,000 in May, but showing a decline of 29.3 per cent. from June, 1907. Statistics from seventy-five American cities show declines each month this year of 27 to 45 per cent. from the figures of same month, 1907, except June, when the decline was only 8.1 per cent., viz., from \$59,333,000 to \$54,535,000. The total building expenditures in those cities for the last six months amounted to \$245,420,000 as compared with \$351,733,000 in the first half of last year.

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For some years there has been an agitation for a two-cent passenger rate on our Canadian railways. The revenue of Canadian railways per passenger mile is given as follows:—

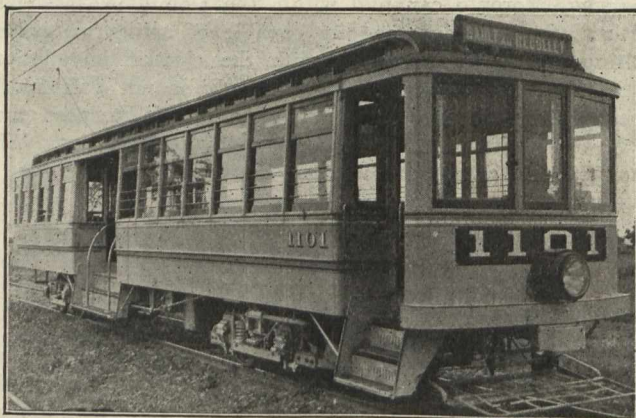
	Cents.
Canadian Pacific Railway .....	1.844
Grand Trunk .....	1.839
Canadian Northern .....	2.835
Intercolonial .....	1.762

With the rate for regular single fares at three cents, return fare at two and a half, and commercial tickets at two it looks very much as if our Canadian railways were hauling free a large number of passengers, and the worst offender is our Government-owned road. The pass habit has a strong hold on us. The many still pay for the benefits of the few.

### PAY-AS-YOU-ENTER CAR.

The photograph of the new "pay-as-you-enter" car for use on suburban or interurban lines, reproduced herewith, is a car presently in service on the Montreal Park and Island Railway System, which system is operated by the Montreal Street Railway Company.

The principal dimensions of the car are: Length over all, 50 feet; width at belt rail, 8 ft. 7½ in.; height from sill to top of roof, 8 ft. 5 in. The car weighs 58,400 pounds,

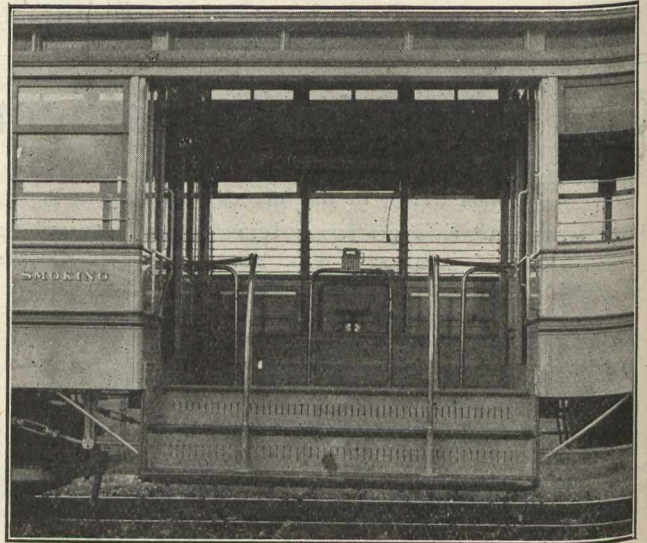


End View.

and rests on two four-wheel trucks. The track gauge is 4 ft. 8½ in. Forty horse-power direct current motors are used, and the cars are equipped with air-brakes and Jenkins' fenders.

The platform, instead of being at the rear end of car, is placed about three-quarters distance from the front. The back compartment is for smokers. This car has all the latest improvements, and is without doubt one of the most

comfortable and prettiest cars in operation in any system in the world. The windows, being large and low, give passengers every opportunity of admiring the scenery along the route through which the car operates. The doing away with the rear platform is a decided improvement, as it prevents rocking, the car being evenly balanced. As passengers are not allowed to stand at the entrance, free egress



Side View.

for those getting on or off of cars is ensured. The conductor is always stationed at the entrance, thus ensuring against the possibility of an accident to those getting on or off. Passengers entering the car mount at the centre of the steps and pass up between the two brass bars, and after depositing their fare in the fare-box enter either the front or rear compartment, as they may desire. Those leaving the car pass out to the other sides of the brass rails, thus avoiding those getting aboard. After passengers leave the car the conductor, by pressing a pedal, which is operated by compressed air, closes and secures the doors, thus ensuring absolute safety. This car was built at the Montreal Street Railway Company's shops, Hochelaga, at a cost of \$11,000.

### JUNE LAKE LEVELS.

The United States Lake Survey reports the stages of the Great Lakes for the month of June as follows:—

Lakes.	Feet above tide water, New York.
Superior .....	602.62
Michigan-Huron .....	581.60
Erie .....	573.50
Ontario .....	248.62

The Reliance Concrete Machinery Co., Limited, which was incorporated a year ago, have become organized, and are taking over the business of the firm of the same name for the purpose of manufacturing the Reliance concrete mixer, which is meeting with considerable success. One of these machines has been operating on the new Union Depot for the contractors, Lyall & Mitchell, and is more than able to take care of all the work on that extensive job. Locally, among contractors it has been watched with considerable interest, and the general expression as to its success is very satisfactory to the company. Twelve cubic yards per hour has been maintained without running the machine to its full capacity.

In the city of Erie, Pa., the average daily per capita consumption of water for domestic use during 1907 was 127 gallons.