

franchise, it appears from column 1, schedule "B," that the net amount to be realized by the city, under the several tenders, is comparatively small.

In Ottawa, the new street railway company (electric overhead system) which has just gone into operation, agrees to pay to the city the sum of \$400 per annum for double track and \$300 per annum for single track, in consideration of which the corporation agrees to maintain the streets and bridges.

The arrangement in Winnipeg, under which the company pays the cost of paving and maintaining the portion of the street occupied by its tracks, is more favorable for the corporation.

In Superior, the street railway company pays for the pavement, except where power other than that of animals is used, in which case the company pays only such portion of the cost as is "made extra by reason of such track."

COMPARISON OF THE ELECTRIC OVERHEAD WIRE AND STORAGE BATTERY SYSTEMS.

The following remarks are intended to apply to systems having from 10 to 20 miles of track; using from 15 to 40 cars; having no grades exceeding 4 per 100, and operating in localities where snow fall is not excessive.

(1) *Cost—*

By referring to the estimates, page 21, it will be seen that the cost of the systems has been placed at about the same amount. The engine power provided for the storage system is the same as that for the overhead, though, for several reasons, it is probable that less power will be necessary for the storage system.

(2) *Maintenance—*

Maintenance of the storage batteries has been placed at 40 per cent. per annum, this being the amount which will be guaranteed by two companies, though two other