

MUNICIPAL ENGINEERS, CONTRACTORS, AND MATERIALS.

cars regularly. By the same average, a population of 20,000 would support three cars in such a way as to earn 5 per cent. on the capital invested, the calculation including cost of building and equipping a new power station. Nearly every town that would be included in the above list already has an electric lighting station, and almost always has two or three streets that would yield a heavy traffic; thus a plant already in operation would strike off from the expenses of the above estimate the cost of power house and nearly all its effects, with the exception of generating equipments and possible increase in boiler and steam plant. There are in the United States more than 250 towns with a population ranging from 8,000 to 20,000, a very small fraction of which have a street railway installation. It is not to be wondered at, then, that the present electric lighting equipments are made use of by investors seeking a profitable return. We think the hue and cry that trolley roads are becoming overestimated would be less frequently heard if all of the advantages which street railways bring with them were also taken into account.—Street Railway Gazette.

A decision of the Supreme Court, of Washington, in regard to street grading in Tacoma is attracting considerable attention in the Pacific coast press. In effect it is that streets must follow the natural contour of the land, and that if highways cannot be made without cuts or fills which would damage abutting lands by reducing their value, the improvement should not be undertaken unless abutting owners waive damages or public necessity will justify paying the cost of the lower or higher grade.

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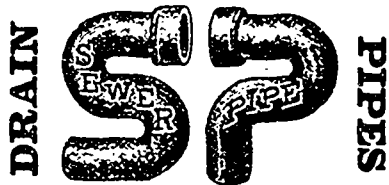
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JOHN BAILEY, Esq., Thorold

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W. G. THOMPSON, Resident Engineer.

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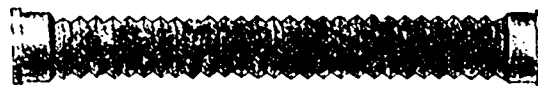
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