

The Canadian Engineer

WEEKLY

ESTABLISHED 1893.

VOL. 18.

TORONTO, CANADA, JUNE 23rd, 1910.

No. 25.

The Canadian Engineer

ESTABLISHED 1893.

Issued Weekly in the interests of the

CIVIL, MECHANICAL, STRUCTURAL, ELECTRICAL, MARINE AND
MINING ENGINEER, THE SURVEYOR, THE
MANUFACTURER, AND THE
CONTRACTOR.

Editor.—E. A. James, B.A.Sc.

Business Manager.—James J. Salmond.

Advertising Manager.—A. E. Jennings.

Present Terms of Subscription, payable in advance:	
Canada and Great Britain:	United States and other Countries:
One Year	One Year
Six Months	Six Months
Three Months	Three Months

Copies Antedating This Issue by Two Months or More, 25 Cents.

ADVERTISEMENT RATES ON APPLICATION.

HEAD OFFICE: 62 Church Street, and Court Street, Toronto, Ont.
Telephone, Main 7404 and 7405, branch exchange connecting all departments.

Montreal Office: B33, Board of Trade Building. T. C. Allum, Editorial Representative, Phone M. 1007.

Winnipeg Office: Room 404, Builders' Exchange Building. Phone M. 7550.
G. W. Goodall, Business and Editorial Representative.

London Office: 225 Outer Temple, Strand, T. R. Clougher, Business and Editorial Representative. Telephone 527 Central.

Germany and Austria-Hungary: Friedrich Lehfeldt, 2 Lindenstrasse, Berlin, S.W., 68. Telephone IV, 3198, Telegrams Advertise, Berlin.

Address all communications to the Company and not to individuals.
Everything affecting the editorial department should be directed to the Editor.

NOTICE TO ADVERTISERS.

Changes of advertisement copy should reach the Head Office by 10 a.m. Friday preceding the date of publication, except in cases where proofs are to be mailed to distant points, for which due time should be allowed.

Printed at the Office of The Monetary Times Printing Company, Limited, Toronto, Canada.

Index of this
issue will be
found on page
656.

REPORT OF THE ONTARIO RAILWAY AND MUNICIPAL BOARD.

The fourth Annual Report of the Ontario Railway and Municipal Board, issued by the Provincial Government, is an interesting volume, containing much valuable information as to the cost of operating public service utilities in Ontario municipalities.

Electric light plants and municipal waterworks, where municipally owned or municipally controlled, have presented their figures for the year 1909, and, although the statements of returns are not uniform, they are sufficiently in detail to serve as a method of comparison between municipalities of the different methods of operation.

In addition to reports of the municipal plants, there are appended reports dealing with the railways under Provincial control. For the year ending June, 1909, the total earnings for the Ontario-controlled roads were over six and a half million, and the net earnings were over one million and a half. Of the thirty-one roads reported, eight are reported to be operating at a loss and three have not furnished returns. The operating cost per car mile varies from 10.5 cents on the Irondale, Bancroft and Ottawa to 34.7 cents on the Berlin, Waterloo and Bridgeport. The Street Railway of Toronto operates at a cost of 17.9 cents per car mile; Ottawa Street Railway, 12.6; London Street Railway, 13.8. The Toronto and York Radial, an interurban line some fifty miles long, operates at a cost of 31.3 cents.

The accidents to passengers during 1909 were 3 killed and 201 injured; to employees, 2 killed and 23 injured; to travellers on the highway, 11 killed and 124 injured.

This is somewhat less than for 1908, when the total of killed was 26, and for 1909, 16, and total injured of 391, against a total of 349 for 1909.

It would add considerably to the value of the work of this Board if it were possible to issue in pamphlet or circular letter form the various findings and judgments and rules of the Board immediately they are given. Much of this information loses its value if it is not in general circulation immediately.

STANDARD RULES OF RAILWAYS.

At one minute after midnight on the morning of June 19th the Standard Railway Rules adopted by the Board of Railway Commissioners for Canada went into effect on all Eastern lines of the C.P.R.

These new rules were designed to standardize all signals, making travel much safer when a train of one company is running over the lines of another. In the past, when one company had running rights over the line of another railway, the men were compelled to be familiar with different sets of rules governing the movement of their trains.

Together with the additional safety in handling trains owned by separate companies on the same line, it will