

PEOPLE AND PLACES

An Unusual Accident.

THE accompanying photograph shows graphically what happened to the big "stand-pipe" at Cobourg, Ont., a few days ago. This great steel cylinder, 116 feet high, with a capacity of 16,000 gallons, suddenly toppled over after twenty-four years of faithful service. The cause is said to be an accumulation of ice in the lower part, and perhaps imprisoned air. When the pumping engines started to pump more water into the "stand-pipe" the accident followed almost immediately.

As many towns in Canada have similar

ordinary trolley on suburban service costs about twenty-five cents per train mile.

Water Rich in Sulphur.

AN important discovery has been made by Mr. L. V. Cochran, a broker of Vancouver, says the Vancouver World. Mr. Cochran has been living for some time past at Burnaby, and had long noticed that the water obtained from a nearby spring for the family use had a peculiar, rather unpleasant flavour.

When the water was analyzed, it was



What Happened to Cobourg's Stand-Pipe.

stand-pipes for the purpose of fire protection, this accident will probably have a lesson for them.

discovered to be rich in sulphur, and Mr. Cochran has decided to place the sulphur on the market.

A Gas Electric Car.

NEARLY a year ago The Canadian Courier published a short article dealing with the progress which had been made in the United States in the production of gas electric cars for use on inter-urban railways and small branch lines of steam roads. The other day the Canadian Northern Railway bought one of these cars from the General Electric Company and brought it to Canada. It was tried out on one of the suburban roads of Toronto and afterwards taken to Trenton, where it will run for a few weeks on the short line between Trenton and Picton. Afterwards it will go to the Province of Quebec to be used for tourist traffic between Quebec City and Indian Lorette.

Through the kindness of Mr. Harry Bayne of the Canadian General Electric Company a party of newspaper men took the trip from Toronto to Trenton. The distance is a hundred and ten miles, and the run was made in less than four hours. The motive power is generated

Rural Ontario's Population.

Editor, CANADIAN COURIER:
SIR,—In your issue of April 13th your contributor, Norman P. Lambert, has fallen into a serious error in supporting his contention that "since 1906 the trend of rural population has favoured Ontario again." In the table of twelve counties for which he gives the population according to the census returns of 1911 and 1901, and according to the Ontario assessment returns, he includes with the population of the townships that of the incorporated villages and towns. Had he taken the township population of the forty-three counties south of the Georgian Bay—that is, that of old Ontario—as set forth in the census returns of 1911 and 1901, he would have found a net decrease in these ten years of 99,865, or, in round numbers, 100,000. That is, in old Ontario.

If he had calculated the natural increase of the rural population of old Ontario, the immigration into old Ontario alleged by the Minister of Agriculture



A Transportation Feature—the Gas Electric Car.

by a 200-h. p. gas engine operating an electric generator. The gas engine is placed in a separate compartment in the front of the car, and from there the electricity is carried in the ordinary way to electric motors on the front axles. The car is ten feet wide and fifty-seven feet long and capable of developing a speed of fifty miles per hour. It has separate equipment for making its own electric light, and also to supply compressed air for the brakes.

If the car proves successful a number of them will be ordered for the Canadian Northern feeders. The makers claim that the car can be operated at about twenty cents per train mile, whereas an

and such agencies as the Salvation Army and the urban overflow into the townships adjacent to the growing towns, he would not have been surprised, I am sure, by the assertion that the exodus from the farms of old Ontario was twenty-five thousand a year during the past ten years.

A careful examination of the census returns of 1911 and the Ontario assessment returns up to the Municipal Bulletin No. 4 of 1910, convinces me that the statement that "since 1906 the trend of rural population has favoured Ontario again" is unwarranted.

GORDON WALDRON,
Toronto, April 15th.

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