

while in the newer western cities electricity was used from the commencement. In the cities of the East electric street railways are generally operated by private companies under franchises from the city, while in a considerable number of cities of Ontario and the West the street railways are owned and operated by the city, a fact which is indicated in Table 25. In 1921, on the expiry of the 30-year franchise of the Toronto Street Railway Company, the line in this second largest city of Canada was taken over by the city and is now being operated by a transportation commission.

Where possible, water-power with turbine engines is used for generating purposes. Where this is not available steam power is necessary, and although this is a more expensive method, modern devices have greatly reduced the cost per h.p. Many difficulties are met in operating the cars during the winter season, due to snow, ice and sleet. These, however, have been overcome by the use of sweepers, scrapers and plows. The single overhead trolley system has been found the most suitable and is in general use.

Great advances have been made during recent years in the construction and use of suburban or inter-urban lines, their mileage now comprising a large percentage of the total. The greater part of this track is in the Toronto, Niagara and lake Erie district, on which considerable freight traffic is carried, and on the Pacific coast, where the British Columbia Electric railway operates several hundred freight cars.

Development of Electric Railway Traffic.—Figures for the year 1893 show that 30 companies, with a paid-up capital of about \$9,000,000, operated 256 miles of railway. By 1897, 35 companies made returns showing 583 miles of track, 1,156 cars, 26,431,017 miles run, 83,811,306 passengers carried and capital of \$18,727,355. In 1904, 46 companies showed 766 miles of track, 2,384 cars, 42,066,124 miles run, 181,689,998 passengers and capital of \$30,314,730. The statistics for 1924 show that during that year 64 companies had 2,547 miles computed as single track, 5,486 cars, locomotives, etc., 119,803,072 miles run and 726,497,729 fare passengers, with a capital of \$213,767,660. The number of employees in the service of electric railways on Dec. 31, 1924, was 17,379, as compared with 17,779 in 1923. Total salaries and wages for the year 1924 were \$24,964,441, as against \$25,039,286 in 1923.

Statistics of Electric Railways.—Summary statistics of the operation of electric railways in Canada from 1901 to 1924 inclusive are given by years in Table 22. It may be noted in this table that, notwithstanding an increase in total car mileage during 1924, the number of passengers and the tons of freight carried both show considerable declines. This situation may be more or less directly traced to the growth in the number and use of private motor cars and motor busses, particularly in urban municipalities. In Table 23 statistics of the mileage and equipment are given for the last four calendar years, and annual statistics of the capital liability of electric railways are furnished from 1908 in Table 24. Detailed figures for all railways of the miles operated, the capital liability, the earnings, operating expenses, employees and salaries and wages, are given for 1924 in Table 25, while Table 26 gives by years from 1894 to 1924 the number of passengers, employees and others killed and injured on electric railways in Canada.