

C. A. Verner, director of the Southern Punjab Ry., the Dooars Tea Co., & of the Russian Petroleum & Liquid Fuel Co., has been elected a director of the B.C.E. Ry. Co., to fill the vacancy on the board caused by the death of R. Northall-Laurie.

The Co. has placed on its interurban route between Vancouver & New Westminster, two new cars which, instead of being numbered, are named Vancouver & New Westminster respectively. The aisles are placed in the centre, & the handsomely upholstered reversible seats on either side accommodate about 90 passengers in each car.

The Co. is considering two extensions of its system in Victoria, one to take the cars nearer the outer wharf, & the other to improve the Gorge road service. It is expected the outer wharf extension will be made very shortly & that the cars will be run right down to the wharf. The building of a line to the Gorge depends upon the residents along the road giving the necessary financial assistance.

There has been some misunderstanding lately between the Co. & the city of New Westminster, but an agreement has been entered into which is said to be satisfactory to both parties. The Council allows track to be run from Columbia St. into a lot about to be purchased by the Co. for terminals. The Co. promises to put up the terminal station at once; to put up a shelter shed at the city limits terminus of the city line, to build the Sapperton extension next spring; to put on a two-car service in the city immediately after the fair; to grant transfers for city passengers between interurban & city cars, & to give the same terms as to low rate tickets that are given in Vancouver, which means 3 cent fares within certain hours.

The Nelson Tramway Co. has let a contract for the erection of the trolley poles along the line of the road. Work has been started on the power station, which is erected at the end of the Hall Mines switchback, near Cottonwood Creek. The Bonnington Falls Power Co. is clearing the right of way for its pole line, & promises to have the line over the 9 miles to the power station & deliver power by Oct. 15. The car barn has been located at the corner of Kootenay St. & the Mines Road. An order has been given for 2 motor cars, with removable vestibules & double trucks. Each car will be equipped with four 40 h.p. motors, owing to the steep grades to be encountered. The overhead trolley sys-

tem will be used. The power from Bonnington Falls will be transformed to a lower working voltage by oil cooled transformers, & then will drive a synchronous motor of 450 h.p. which will be directly connected to a rotary-converter-motor-generator of the same size. The alternating current will then be converted into a direct current. The synchronous motor will be of the revolving field type, & the railway generator of the multipolar ironclad armature type. On the grades 60 lbs. rails will be laid, lighter ones being used on the level.

Rossland, B.C.—T. G. Duncan & W. A. Macdonald, of Nelson, are applying for the incorporation of the Rossland & Sophie Mountain Electric Ry., Ltd., with power to construct lines within the limits of the City of Rossland, & extending on Washington St. from the city limits around the southern slope of Red Mountain, the southern slope of Spokane & O. K. Mountains, crossing Record Creek, along the east slope of Sophie Mountain, crossing the summit of Sophie Mountain near the crossing of the Dewdney Trail, along the west slope of the mountain to the Velvet Mine, thence to Main Sheep Creek, a distance from Rossland of some 12 miles.

Winnipeg Electric Railway.—A second track is being laid on Broadway & River Ave. so as to afford a double-tracked belt line.

Maritime Provinces and Newfoundland.

Halifax Electric Tramway.—A press report to the effect that this Co. has been authorized by the City Council to obtain Parliamentary powers for extending its line, & that it is estimated the cost of the proposed extension will be about \$110,000, appears to be without foundation, as the Manager advises us he knows nothing whatever about it.

The Co. has declared a quarterly dividend at the rate of 5% per year, warrants for which will be mailed to shareholders Oct. 2.

St. Johns, Nfld.—Good progress is being made with the construction of the street railway by R. G. Reid & Sons, the work being under the management of W. McKay. Some of the equipment has already arrived.

Electric Roads in the Future.

In a recent paper on Canadian water power & its electrical product in relation to the undeveloped industries of the Dominion, T. C. Keefer, C.M.G., says: The substitution of electricity for steam as the motive power for railways on many roads is regarded as inevitable sooner or later. It has already taken place as regards suburban railways, notably in the case of the Quebec, Charlevoix & Montmorenci road, & the Hull & Aylmer railway, where water is doing the work which has heretofore been done by coal. The chief obstacles to an early change on the larger roads are the hundreds of millions invested in locomotives, & the very large outlay required to equip existing steam roads with the electric system. The principal inducement would be the passenger service, owing to the increased speed possible, it being confidently stated that, with electricity, a speed considerably over 100 miles an hour could be attained. Moreover, there would be entire abolition of the poisonous smoke which drops upon the sleeping car in preference to any coach ahead of it.

While the conversion of trunk lines would be attended with a cost which is for the present prohibitory, this objection does not apply to new lines, which may be worked independently, or in connection with electric ones. When the time arrives for such railways, water power will have a field of usefulness of which we can at present form little conception. Water wheels & wires would displace the coal docks, the coal-laden vessels, the huge coal yards, & the trains required for distributing their contents over hundreds of miles of lines.

An interior line connecting Lake St. John, on the Saguenay, with Lake Temiscamingue, on the Ottawa, which could ultimately be extended, via Missanabie, Nepigon & Lac Seul to the Saskatchewan, would be a colonization road, removed from the frontier—one which could be worked possibly altogether by water power, & would open a virgin tract in

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