

Johnston, Woodstock; Geo. Turner, Thorold; W. Smith, Trenton; A. Sargent, Toronto; and W. A. Thomas, Niagara Falls. Committee on By-laws: Riddell, St. Catharines; Skinner, Niagara Falls; J. H. Luscombe, Simcoe, and Tait, Alvinston. The next meeting will be held at Niagara Falls, Ont.

ISLE OF MAN TRAMWAYS.

The Isle of Man is the gem of the Irish Sea. It is only about 33 miles long and 12 miles wide, but every acre of its green, gorse-grown hills and rugged coast line is beautiful, and the quaint Manx language and customs which still survive make it doubly interesting to the visitor. It is situated almost in the centre between England, Ireland and Scotland, and being within easy reach, by swift steamers, of Manchester, Liverpool and Glasgow, has become a favored summer resort. Douglas, the principal town, situate on a beautiful bay, has a fixed population of about 30,000, which in summer rises to about 50,000. Every steamer from Liverpool, and other ports, of which there are several daily, bring hundreds who spend a few



INTERIOR OF POWER STATION, BALLAGLASS, I.O.M

hours, days or weeks in this lovely spot. One of the chief attractions is the beautiful glens which indent the coast line, running up into the interior of the island between the hills. The Isle of Man Tramways Co., which operates an extensive system of cable and electric tramways in Douglas, has recently extended its electric line from Douglas to Ramsey, the next largest town in the island. The tramway runs around the precipitous cliffs overlooking the sea, skirting the beautiful Groulle, Laxey and Ballaglass glens. This drive, about 14 miles in length, winding in and out in full view of the sea, in an open electric car on a bright summer day, is very beautiful and most invigorating.

The recently completed extension of the I.O.M. tramways is a fine example of modern railway building and electrical construction. It is double tracked throughout, the roadbed is rock ballasted, and the bridges and culverts are of solid masonry. The over-head trolley is used, all the details of electric work being of the latest and best design and construction. Two large accumulator stations are used to equalize the load and assist the cars over the steep grades.

The motive power of the tramway is supplied from five power stations placed at various convenient points throughout the extensive system. The illustration represents the interior of the new power station at Ballaglass; it contains two 150 k.w. electric generators, manufactured by the Electric Construction Co., of Wolverhampton, England, directly connected to two 250 h.p. tandem compound condensing Robb-Armstrong engines, manufactured by the Robb Engineering Co., Amherst, N.S., Canada, for Dick, Kerr & Co., of London, who were contractors for the equipment. The station is also provided with two standard Galloway boilers and Ledwards electrically driven ejector condensers. Adjoining the power station is a large

accumulator house, the whole making one of the most complete railway power houses in Great Britain. All the work of the Ramsey extension, including road-bed, electric lines and power stations, was done by the company's engineers.

RAILWAY SUBSIDIES.

(Continued from last issue).

For a line of railway from Paspébiac, Quebec, to Gaspé, in the said province, not exceeding a distance of 82 miles.

Lake Erie and Detroit River Railway Company, for a line of railway from Ridgeway, Ont., to St. Thomas, a distance not exceeding 44 miles, this subsidy to be payable only in the event of adequate running rights over the Canada Southern Railway, between the two points above mentioned not being granted to the first-mentioned company on terms to be approved by the Railway Committee of the Privy Council.

Kingston and Pembroke Railway Company, for the construction of branches from the Company's main line to the

iron mine at Bluff Point, and to the Martelle mine, in the County of Renfrew, not exceeding five miles.

For a railway from Parry Sound extending northerly towards Sudbury, not exceeding a distance of 20 miles.

Resolved, That it is expedient to authorize the Governor-in-Council to grant the subsidies hereinafter mentioned toward the construction of the railways, also hereinafter mentioned, that is to say: The Ontario and Rainy River Railway Company, for a railway from Stanley station, on the Port Arthur, Duluth and Western Railway, to Fort Francis, for a distance of 140 miles, at \$6,400 per mile, not exceeding in the whole \$896,000.

To the Quebec Bridge Company, towards the construction of a railway bridge over the St. Lawrence river at Chaudiere Basin, near Quebec, one million dollars, payable 40 per cent., on monthly progress estimates approved by the Government engineers of materials delivered and work done.

To the South Shore Railway Company, towards the restoration and renewal of the railway bridge over the Yamaska river at Yamaska, Que., \$50,000—Re-vote.

Towards the construction of a bridge over the Richelieu river at Sorel, 15 per cent., upon the amount expended thereon, not exceeding \$35,000, re-vote. \$35,000.

Towards the construction of a bridge across the St. Francis river, 15 per cent. of the amount expended thereon, not exceeding \$50,000.

Towards the construction of a bridge across the Nicolet river, 15 per cent. upon the amount expended thereon, not exceeding \$15,000.

To the Midland Railway Company, Limited, towards the construction of a bridge across the Shubenacadie river, 15