

c.p. arc lights burning 4,000 hours per year. Considering the expense which the burying of the wires will entail, the rate just quoted will be conceded to be very low—one indeed that will require the highest economy in all departments of station work. But President Perry of the Narraganset Co. has always had a reputation for wanting the best that money can procure, and we doubt not that under his management the company will, as heretofore, remain among the most substantial electric lighting properties in the country. At the same time we must express our gratification in these days of municipal ownership agitation that the city council of Providence has among its members men who are sufficiently intelligent and patriotic to weigh and determine the questions submitted to them in a spirit of fairness to the interests both of their constituents and of their lighting contractors. We feel certain that if every city in the Union had adopted the arrangement entered into by the city of Providence and the Narraganset Electric Lighting Co., by which the latter is limited to a profit of eight per cent. on its share capital in lieu of the grant to it of an exclusive franchise, very little would now be heard of municipal ownership of electric lighting plants in this country."

If, as shown in the above instance, the manager of a large and influential electric lighting company has found it much more to the interests of all concerned to endeavor to please the public as far as he can, instead of abusing the privileges accorded him, is it not apparent that for those cases where disputes are now in progress between the municipality and the local lighting company every possible effort should be made towards effecting an amicable settlement, before arbitrary measures are resorted to by the former? Not only in this one instance, but in numerous others as well, have the beneficial results of intelligent, impartial and amicable investigation been clearly and conclusively demonstrated, and there can be no doubt that if the company will show due consideration for the rights of the public at every available opportunity, the latter will not be slow to accord privileges and favors, which under less agreeable circumstance would be denied, perhaps with much indignation.

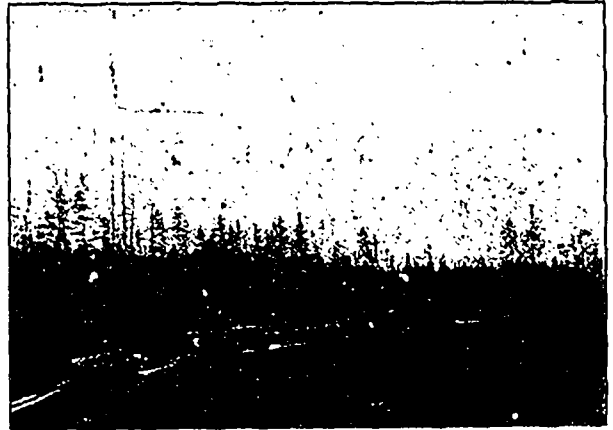
Where negotiations are to be made between the municipality and the company, the latter has every right to demand that those appointed to advocate the interests of the former, shall be men whom, as far as possible, are capable of conducting an intelligent and competent inquiry, without prejudice to the rights involved, and as the public demand full justice, sometimes with unnecessary vehemence, let them consistently endeavor to provide that justice, in the strictest sense of the term, shall be obtained, not only for the one side, but for both.

(To be continued.)

—Now that Anglo-Saxon unity is becoming a favorite catch word with such as are in high places watching to see which way the wind blows, the people of Toronto are beginning to realize the benefits they have unwittingly conferred upon the Empire and the race by allowing Architect Lennox his own sweet way in building the city hall. Such a combination as it is of Canadian hard-earned gold and United States ready-made fixtures and materials will be a monument to our desire to freely give and take as our neighbor sees fit. Having provided such a monument, we hope that the corpse of the desire will be carefully interred under it, and that in future when Canadian manufacturers tender at less prices than their neighbors for articles of the same class, their tenders may not be rejected merely because the tenderers are not aliens and their wares are not made in the United States.

A POLE RAILWAY.

From Weymouth, N.S., to Nouvelle France, a distance of sixteen miles, there is a railway whose construction and equipment are of great interest to the lumber trade, and in fact to all who are engaged in opening up new or sparsely settled districts. This pole railway was



A POLE RAILWAY IN OPERATION.

built by Emile Stehelin, of Nouvelle France, N.S., who has kindly given THE CANADIAN ENGINEER some details of this novel work. The line serves six stations in its course: Nouvelle France; Doyle Lake, where there is one sawmill; Riverdale, where there are two sawmills; Woodville, where there are three sawmills; Corberrie, a thriving little village, and Weymouth on the coast.

On level ground the construction of a pole railway is a very easy matter, but in this part of Nova Scotia the country is hilly and there are a great many swampy stretches which made construction more expensive than would often be the case. The cost of the whole line, including equipment in this case, was about \$3,000 per mile. This included grades of three to six per cent., a number of bridges and several embankments of from ten to fifteen feet high. On level ground the construction con-



A POLE RAILWAY—CONSTRUCTION.

sists in laying down sleepers ten feet long and three to four feet apart, on which is laid a spruce rail, sawn as shown in Fig. 3. The rails are twenty to thirty-five feet long, and are trimmed square for flat stretches and bevelled for grades as shown in Figs. 4 and 5. The joints are made and the rails secured by twelve-inch wharf spikes as shown.

The method followed in building bridges and embankments is to lay a series of timber floors one upon another, each at right angles from the last, till the required height of the pier of embankment is obtained. With careful work and exact cutting of the timber, there is practically no limit to