

The rope transmission for driving the shipping belt conveyer is one of the longest on the continent, the distance between the main shaft & the furthest driven pulley being 1,900 ft., & between the main shaft & the conveyer it is carried underneath the railway track in the basement, horizontally, for a distance of 50 ft., then vertically for 25 ft., turning off at right angles from the driving shaft. Over $3\frac{1}{2}$ miles of $1\frac{1}{4}$ in. rope are used in this drive.

The power house is of brick, $44 \times 45\frac{1}{2}$ ft. in size, with a brick wall between the boiler & engine room. The boiler room has a concrete floor with granolithic finish, while the engine room has a polished birch floor, cement finished walls & stamped steel ceiling, all painted in harmonizing tints. There are two 200 h. p. boilers, & a compound Corliss engine of 400 h. p., with steam condenser &c. In this room there are also a fire pump of 500 gallons capacity, attached to a stand pipe, running to the top of the elevator, with hose & nozzle connections, & electric signals on every floor, & the electric light engine & dynamo.

The elevator is equipped with exhaust fans & a complete dust collecting & sweeper plant, all dust being taken from the building & separated through a special separator on top of the power house & fed into the furnaces. There are also speaking tubes, electric bells & signals, connecting with all parts of the building & conveyer gallery, & such other facilities which go to make up a complete equipment.

Although the elevator was completed in Dec., 1899, it was unable to do any business last season on account of the deep water wharf not being completed, but since the opening of this season's business it has been handling a large amount of grain, & every part of it, including the long conveyer, has worked perfectly.

Sir Wm. Van Horne in Cuba.

The following article on the railway situation in Cuba, taken from the Railroad Gazette, New York, will be read with especial interest in Canada, as it refers particularly to the Cuba Co., of which Sir Wm. Van Horne is the head:—

When we contemplate Cuba with some knowledge & a reasonable imagination we find it one of the most interesting spots on the globe. The island lies at the very doors of the richest & most enterprising of the nations, of which nation it has suddenly become the ward. It lies in the track of great currents of commerce, & has numerous commodious & safe natural harbors. It is said, indeed, that no other coast line of the same length has so many good harbors. It has a fertile soil & no desert areas. It has abundant rains, numerous running streams, & a climate favorable to vigorous vegetable life. This great island, with an area of 45,000 square miles, a varied topography & a beautiful winter climate is destined to become a garden, & before many decades pass, the shores of its ample bays will be lined with thriving

towns, & on the hills overlooking them will be the winter palaces of rich men from the U.S. & Canada. In the interior a prosperous & contented population will work farms & mills & mines, & build towns where now is the wilderness.

All of this & much more must happen. But how soon it will happen; who will own the farms & build the towns; whose ships will lie in the harbors & whose palaces will line the seaside hills—all these matters depend a good deal on the wisdom of the people of the U.S., who have undertaken to liberate & redeem Cuba, & to start her in the way she should go.

It is so obvious as to be commonplace,

one strong company that could build & work a rational system, laid out & operated to develop, with the greatest speed, the country & its harbors. Obviously, this system would have a continuous trunk line from end to end of the island with numerous laterals reaching the coast at convenient ports. Some such plan as this is, we judge, now in contemplation, but in the way of it stands recent law of the U.S.

In Cuba, according to the Spanish law, the railroads are divided into three classes; first, railroads for general service & public use; second, railroads for private service & public use; third, railroads for private service & private use.

The first one carries the right of eminent domain or forcible expropriation, it being considered as of public utility, but this class of railroads cannot be built now on account of the act passed something like two years ago, which bears the name of Senator Foraker. That prohibits the U.S. authorities in Cuba from granting concessions or exclusive privileges. Its first result was to protect U.S. officials in Cuba from the multiplied importunities for privileges, concessions, charter rights & monopolies which came in clouds at a time when every energy was needed for bettering immediate & serious social & physical conditions. But later it became apparent that the resolution stood in the way of legitimate enterprise & worked to discourage investors, & to delay the industrial reconstruction of the island, & the Government at Washington was urged to modify the strict terms of the law. The military authorities had (as doubtless they were bound to do) given the strictest construction to the law, so that even a small ferry concession to run a ferry-boat across a

stream was refused. It seemed to be practicable to mitigate the severity of the law by instruction from the administrative authorities so as not to interfere with projects of manifest use. We do not understand, however, that any considerable amelioration of the action of the law has been secured, & so the building of the trunk line, or of those parts of it immediately contemplated, has been a matter of considerable delay & uncertainty. The company which is working seriously in this direction has bought most of its right-of-way, but it cannot go far without crossing highways & streams which are public domain, & formal permission to cross these cannot be had under the Foraker law. Provisional permits have, however, been granted by the Secretary of Public Works with the approval of the Governor-General, these, of course, being subject to revocation. Such in brief is the legal situation, from which a way out must be found.

Notwithstanding this unfortunate situation, the company to which we have referred, namely, the Cuba Co., is proceeding fast with a great scheme. The eastern provinces of the island, namely, Santiago & Puerto Principe, have almost no railroad. The Cuba Co. has started a line in Santiago from San Luis, the terminal of the Santiago railroad, running westerly by Bayamo & Tunas in the direction



INTERCOLONIAL RAILWAY ELEVATOR AT ST. JOHN, N.B.

that after good government the most powerful element in the development of these islands must be the railroad. Abundant means of cheap transportation must lie at the bottom of any substantial & wide prosperity for the islands. We need not stop now to try to illustrate or prove these statements; no doubt our readers accept them. But railroads must be provided by money from outside of the islands, & that again is obvious. Furthermore, those who invest in Cuban railroads must be prepared to wait a long time for interest on their investment. The island has always been poor & thinly peopled, notwithstanding its favorable natural conditions, & now after the recent years of war the population & wealth are further reduced. This sparse & poor population cannot contribute much tonnage or pay high rates. The island must be nursed into prosperity by a railroad policy that can afford to wait for returns, & this implies ample rights now & reasonable security for the future. And so we come around again to the proposition that the speed of the development of Cuba, & much of its direction, depends upon the wisdom or unwisdom of the present protectors of the island, the people of the U.S.

Perhaps it will be granted by most people that the ideal railroad conditions for Cuba would be the ownership of all the railroads by