

Fairview, passing the Spokane & Northern Ry. Station. The distance in all will be 3 miles of construction to be completed this fall, of which 2 miles of track is now laid.

In a mountain town such as Nelson, lying on a steep side hill sloping down to Kootenay Lake, the question of grades is a formidable one. The maximum grade used is 13%, & the climbing is generally continuous. This obstacle, however, is somewhat balanced by the monopoly this gives a tramway of all the transfer business of the town. Livery carriages here are practically unknown, & the geographical features of this portion of B.C. are not encouraging for the ownership of private carriages or bicycles. The minimum curve is 60 ft. radius, & a T rail weighing 60 lbs. to the yard is used. This rail is adopted owing to the city not yet having paved streets.

The electrical construction & equipment is in charge of L. A. Campbell, Manager of the West Kootenay Power & Light Co., & the power will be supplied from that Co.'s station at Bonnington Falls. The power will be transmitted 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 railway generator of the same size. This unit, to be correct, is named a motor generator. The alternating current will then be converted into a direct current. The cars are of the most modern design, & are built with removable vestibules & double trucks; each car will be equipped with four 40 h.p. motors, that is, each car will have a capacity of 160 h.p. This great power is necessary, owing to the steep grades. The cars are painted a claret color, & in appearance, combined with all the latest improvements in construction, are second to none in the country. The overhead trolley system has been adopted, & the material & construction are of the best. The poles are 25 ft. above ground, smoothly trimmed down & pointed off at the top; they are to be painted a third of the way up a dark green & the remainder a light green, making a strong contrast to the unsightly poles that are in use in many towns in Canada & the U.S.

When this line is completed & running, Nelson will be able to boast of a tramway equal to any on the continent. There has been no stint of money in the construction & equipment, & the best to be got has been acquired. The company owns close upon \$100,000 of real estate & property in the city, including two business blocks, which in itself speaks for the faith placed by the parent company in the future of Nelson. (Oct., pg. 308.)

Winnipeg Electric Ry.—The belt line from Broadway over the Osborne st. bridge to Fort Rouge has been completed. (Oct., pg. 308.)

Maritime Provinces & Newfoundland.

Digby, N.S., to Bear River.—It is proposed to try & secure the construction of an electric railway between these points.

Moncton, N.B.—Rumors are again afloat as to possible extension of the electric railway, but there is nothing definite.

St. John's, Nfld.—The power house for the electric railway has been located at Petty Harbor. The sub-station will be near the dockyard. A number of cars for the line have already reached St. John's from Montreal.

Electric Railway Notes.

The London, Eng., County Council has adopted the conduit system of electric street cars on the projected large extensions. This is the first time an English corporation has adopted this method, overhead wires being in use throughout the United Kingdom. The innovation was only accomplished after considerable opposition.

A New York newspaper reporter was recently detailed to test the possibilities of New York's remarkable street railway transfer system. Taking advantage of the ordinary transfer privileges, he succeeded in travelling unchallenged 107½ miles, making 87 transfers for a single 5c. fare, his ride occupying 24 hours. He stated that he could have gone on indefinitely, especially as he had ridden over only a portion of Manhattan Island.

A company has been formed in Montreal to build an electric railway in Georgetown, Demerara, for which a concession was obtained some time ago. The directors are: Sir Wm Van Horne, President; B. F. Pearson, Senator McKeen, A. Kingman, W. B. Chapman, & J. Hutchinson. A number of Canadian capitalists are also said to have acquired control of the Trinidad horse railway, & to intend to convert it into an electric road.

The Havana Traction Co., which was incorporated some time since under the laws of New Jersey, recently completed its organization as follows:—President, Sir W. C. Van Horne; Vice-Presidents, P. A. B. Widner, Philadelphia; R. A. C. Smith, New York; Secretary, J. M. Ceballos, New York; Treasurer, F. Nichols, Toronto; other directors, Hon. G. A. Cox, W. Mackenzie, Z. A. Lash, W. R. Brock, A. E. Ames, B. E. Walker, Toronto; W. L. Elkins, T. Dolan, Philadelphia; T. F. Ryan, New York; W. Barbour, Paterson, N.J.; H. F. Booth.

Two important long-distance trolley lines are projected in the U.S. One is to be built in Northern Ohio, between Toledo & Norwalk, about 60 miles. It will be designed for a speed of 40 miles an hour, & will be worked from one central power station to be established at Fremont. A three phase alternating current will be used, which will be transmitted each way at a high voltage. Six sub-stations will be established about equal distance from each other along the line, with a seventh in the power house at Fremont. The current will be transmitted at about 15,000 volts, & stepped down & transformed at

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