

the present line. The motor line, where it leaves Nicollet avenue and Thirty-seventh street to the falls, will be abandoned and the travel in the Twelfth and Thirteenth wards will be taken care of by an extension of the Fourth avenue line to Thirty-eighth street, the Eighth avenue line to Thirty-eighth street, and the Bloomington and Cedar avenue line to Thirty-eighth street. The travel to and from Minnehaha Falls will be taken care of by an extension of the present Minnehaha line to Minnehaha avenue and thence to the falls.

Such in brief is the proposed scheme. The street railway officials have not yet taken a stand in the premises, but it is said are willing to make the changes should the council so direct. At the next meeting the subject will in all probability be discussed. At the same time the railway company will desire permission to increase the speed of the electric cars to 10 or 12 miles an hour, which will mean an average reduction in time on the lines of about 40 per cent. This rapid transit interests very deeply the people living and owning property in the suburbs who are anxious to be brought nearer the business centre in point of time on direct routes. Such a plan will stimulate real estate values and build up much vacant land within a very short time.

The Belt Line Railway.

The projection of the Belt Line Railway scheme, like many another good and useful proposition, has met with the usual amount of scorn and ridicule that so often follows on the introduction of anything new. It has been referred to as "the unbuilt line which has its existence only in charter and on real estate maps," and is merely "floating in the minds of a number of enterprising speculators." But in spite of all such apparently wise prophesyings, the work is now in operation, and when finished, the Belt Line Railway will prove the finest mode of transit in the City, for suburban residents. For it must be born in mind that this new line is being built especially to suit the requirements of those who live in the outskirts of the

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