

INDUSTRIAL NOTES.

THE Thomson-Houston Company has been obliged to greatly increase their facilities in order to handle their rapidly increasing business in electric railways. In addition to the large contracts which they closed some time ago, they have lately closed the following: Lynn and Boston Railroad Company, Nahant Line, which has 4,300 feet of track, two turnouts, maximum gradient of four per cent, the line extending from Central Square, Lynn, to Nahant House, Nahant: one car will be put in operation at first, the power for which will be obtained from the station of the Lynn Electric Light Company. Newburyport and Amesbury Horse Railway Company, Newburyport, Mass., which line is about six miles in length, and will operate two cars: it is made up almost entirely of curves and grades, the maximum of which is ten per cent; the cars will be operated by a current from the Newburyport Electric Light Company, Newburyport, Mass., and also from the Amesbury Electric Light Company, Amesbury, Mass. The Newton Circuit Line, Newton, Mass., which will operate ten cars, and is eight miles in length: it will run from Newton to Watertown on the West End track, and on new track from Watertown to West Newton and Newtonville. The Plymouth and Kingston Railway Company, Plymouth, Mass., which line is four miles in length, and will operate three cars, the maximum gradient being six per cent: this line will run from Chiltonville, through Plymouth, to Kingston, and on nearly all of the line the bracket method will be used; the track is about laid. The Quincy Street Railway, Quincy, Mass., which line will operate four cars, and is five miles in length, extending from Quincy, through Wollaston Heights and Atlantic, to the Neponset River; the bracket method of overhead construction will be used. The company has also received orders for new cars from the Wheeling Railway Company, Wheeling, W.Va.; West End Street Railway Company, Boston, Mass.; Topeka Rapid Transit Company, Topeka, Kan.; Omaha and Council Bluffs Railway and Bridge Company, Omaha, Neb.; Lynn and Boston Street Railway Company, Lynn, Mass. The company has also constructed a track of about one mile for the Hillside Coal Company of Scranton, Penn., on which a forty-horse-power locomotive is used. This is used for carrying coal, and is capable of hauling about twenty cars loaded with one ton each.

— The Thomson-Houston Electric Company report the following sales of stationary motors: 7.5 horse-power, Walker & Pratt Manufacturing Company, Boston, Mass.; 1 horse-power, J. R. Kelly, Providence, R.I.; 10 horse-power, Georgia Electric Light Company, Atlanta, Ga.; 10 horse-power, Master-Builders' Association, Boston, Mass.; 1 horse-power, A. Harris, Providence, R.I.; 1.5 horse-power, Bonschur & Holmes, Philadelphia, Penn.; 3 horse-

power, H. W. Ladd, Providence, R.I.; 1.5 horse-power, W. Shedley, Providence, R.I.; 10 horse-power, J. J. Hillman, Boston, Mass.; 15 horse-power, Garfield & Proctor Coal Company, Boston, Mass.; 1 horse-power, Cambridge Shirt Company, Cambridgeport, Mass.; 1.5 horse-power, A. C. Manchester, Providence, R.I.; 1.5 horse-power, New Bedford Gas Company, New Bedford, Mass.; 3 horse-power, C. F. Heptonstall, Providence, R.I.; 1 horse-power, B. F. Haley, Dover, N.H.; 1.5 horse-power, John M. Sweeney, Wheeling, W.Va.; 3 horse-power, B. L. P. Martin, Providence, R.I.; 5 horse-power, T. C. Entwistle, Lowell, Mass.; 15 horse-power, Minot Estate, 30 Court Street, Boston, Mass.; 20 horse-power, Whittier Machine Company, Boston, two motors for elevators; 5 horse-power, Thomson-Houston Electric Light and Power Company, Buffalo, N.Y.; 10 horse-power, Wales Manufacturing Company, Syracuse, N.Y.; 5 horse-power, St. Catherines Electric Railway Company, St. Catherines, Ont.

— The Thomson-Houston Electric Company reports the following sales of arc and incandescent lamps; Adams, Mass., 45 arc; Falls City Jean and Woollen Mill, Louisville, Ky., 200 incandescent; Sanford Woollen Mills, Medway, Mass., 100 incandescent; Stearn & Silverman, Wheeling, W.Va., 20 arc; Monroe County Insane Asylum, Rochester, N.Y., 600 incandescent; Moore Building, Syracuse, N.Y., 200 incandescent; Saxon Woollen Mills, Franklin, Mass., 200 incandescent; New Haven, Conn., 45 arc; New England Company, Bath, Me., 300 incandescent; Washington Court-House, O., 50 arc; Buffalo, N.Y., 190 arc; Cambridge, Mass., 1,000 alternating; Lowell, Mass., 1,000 alternating; Hudson River Street Hospital, Poughkeepsie, N. Y., 800 incandescent; Leominster, Mass., 50 arc, 600 alternating; Bedford, Penn., 50 arc, 600 alternating; Leicester, Mass., 600 alternating; Stamford, Conn., 1,500 alternating; Hudson, N.Y., 45 arc; Fernandina, Fla., 50 arc; Portland, Me., 45 arc; New Decatur, Ala., 50 arc; Manchester, N.H., 100 arc; Chester, Penn., 30 arc; Revere, Mass., 600 alternating; H. W. Smith, Bangor, Me., 50 incandescent; Findlay, O., 1,000 alternating; T. J. Stewart, Milo, Me., 50 incandescent; Woonsocket, R. I., 1,000 alternating; Riverside and Oswego Mills, Providence, R.I., 400 incandescent; Pitman, Mass., 500 alternating, 50 arc; Morse Whyte, Cambridge, Mass., 200 incandescent; Rockland, Me., 30 arc; Jewell Milling Company, Brooklyn, N.Y., 200 incandescent; Savannah, Ga., 250 arc; James Walker & Co., Basin Mill, Mo., 50 incandescent; Malden, Mass., 500 alternating; Fort Paine Coal and Iron Company, Fort Paine, Ala., 400 incandescent; Upper Sandusky, O., 60 arc; J. B. Mason, Providence, R.I., 50 incandescent; Columbus, Ga., 1,000 alternating, 100 arc; Thomasville, Ga., 50 arc; Perry Paine Building, Cleveland, O., 1,000 incandescent.

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