

enormous loss in horse power where  
more cars are put on as the current  
quantity is proportional to the number  
of cars & the horse power necessary as the  
squares of the number, whence in the  
series by whom the current quantity is  
kept constant, & transmitted through  
each car in series. The potential being  
raised very high, which means careful  
insulation & expense. Remember I am  
very rusty in these matters so you must  
allow for mistakes, but I want to  
make up the subject, & it occurred

Author.  
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India

Hunter Tel Club.

May 28. 1889.

My dear Fitzquale. 23/13

You will no doubt wonder who this is  
from, but if you are well up in Indian  
geography and you will associate Rainy Lake  
with the N.W. Province, & perhaps Barrely  
where my head quarters are. The railway  
I have charge of runs to the foot of the hill  
some 10 miles off as the crow flies, & its  
terminus is about 5,000 feet below this place.  
Railway extension to here has been worked  
but owing to expense has been dropped.  
so far as steam locomotion goes. —

However we have a very ingenious Engineer  
here now - a Col. Thompson of the R.C.S. -

who is in advance of the times & proposes  
an electrical railway, & from what I  
have learnt from him the proposal  
appears to me quite a practicable one.  
There is a lake here (in fact Tal is the  
Bundesamt for lake) & unlimited  
water power. - so that it would be  
a most favourable place to start  
an electrical railway. A grade  
of 1 in 17. (& no doubt less if necessary)  
is available, so far as the line  
presents no engineering difficulties.  
There is  
what difficulty arises from the  
uncertain state of progress in the  
electrical system. - So far as I

understand there are three systems in  
use. - one the parallel system upon  
which I believe Trailli's railway was made. -  
a second is the "series" started by  
Mynor Kelly, & the third is working  
by means of accumulators. - Now  
could you send me any literature  
on the subject. I know it is one  
of your forte. The series system  
appears to me a very good one, but  
complicated & expensive, & is adapted  
to the haulage of a number of cars.  
The parallel system does well enough  
for single car, but there is

across him... and out of the wood and  
I hope you won't think it cool of  
me asking you to take this trouble  
in helping me to the information I  
want. If there are any new electrical  
books I should like to have them. - The last  
I got was S. Thomson's on your recommendation.  
If whatever bookseller you ordered them  
from would send the account to my  
aunt. (71. Dr. Bayford Street) she would  
little it for me.

With kind regards. & the same  
to all old friends if they exist in U.S.A.  
Yours sincerely  
John W. 11

Nunne Tal Club.

23/13

to me you would kindly help me  
in letting me on the track of what  
has been written & done on the  
subject. I have no doubt there  
is a field for electrical railways.  
& the Yankees have gone ahead of  
us a long way in starting them. -  
I hope you are keeping  
very fit. How is Calverwell, &  
do the cares of "bomship" lie heavy  
on him. - It does not seem so  
long since I left old England

Yet it is true.

~~and I am~~

The last I heard of Willie  
was that he was going in for some  
profession like I wish he got  
something to occupy his time.  
The fellows I have known out here  
who have done best are not  
marked geniuses by any means. Of  
course I don't mean fellows who  
have passed a competitive exam  
like the Indian Civil, which pitches  
them into success, but those who

have come out as foremen, or  
instructors on private railway's.  
Physique is the great determining  
factor brains will do the rest.  
The Indian Civil is a great profession  
but I doubt if I would exchange  
with them. But then they look  
forward to a big pension & we poor  
Johnnies can't.

Stoker's brother is in this  
provin<sup>e</sup>, I sometimes knock