

in progress for the projected line from the mines to the I. and R. Ry.

**Manitoba and Keewatin Ry. Co.**—D. W. Bole, F. W. Stobart, H. H. Chown, R. J. Whitla, R. T. Riley, G. D. Wood, and H. M. Howell, of Winnipeg, and D. C. Cameron, of Rat Portage, Ont., were incorporated at the recent session of the Dominion Parliament under this title to construct a railway from Winnipeg or Selkirk, Man., through the district of Keewatin to the mouth of Severn river, Hudson's bay, or any of the rivers southerly therefrom, with branch to the eastern shore of Lake Winnipeg, and the C.P.R., either in the Rainy river or Thunder bay districts. The Co. may construct telegraph and telephone lines, carry on a general navigation business, and engage in a variety of businesses in connection with its undertakings. (Dec., 1901, pg. 355.)

**Manitoba and Northwestern Ry.**—See under C.P.R. Betterments, Construction, etc.

**The Manitoba Water Power Electrical Co.** is the title of the Co. referred to as the Winnipeg General Power Co. on pg. 148 of our April issue.

**Manitoulin and North Shore Ry.**—Tenders have been asked for the construction of the following sections: from Meaford, Ont., to Owen Sound, 22 miles; from Wiarton to Tobermory, about 50 miles; from Whitefish bay to a junction with the C.P.R., Sault Ste. Marie branch, about 16 miles; and from Sudbury to Lake Wahnapitae, about 20 miles.

At the last session of the Dominion Parliament the Co. was authorized to issue bonds to the extent of \$30,000 a mile, instead of \$20,000, as authorized by the act of 1900. (April, pg. 141.)

**Medicine Hat and Northern Alberta Ry. Co.**—J. Cochrane, D. Lockerby, Montreal; F. R. Latchford, H. B. McGivern; Ottawa; and F. H. Phippen, Winnipeg, were incorporated at the recent session of the Dominion Parliament under the above title, for the purpose of constructing a railway from Medicine Hat, on the C.P.R. main line, north-westerly to range 16, west of the 4th meridian, thence northerly in the vicinity of ranges 16 and 17, west of the 4th meridian, to near Victoria, on the North Saskatchewan, with branches not exceeding 50 miles in any one case. The Co. may enter into agreements with the C.P.R. Co. and the Canadian Northern Ry. Co. for the sale of its undertaking. (Feb., pg. 58.)

**The Medicine Hat Ry. and Coal Co.** was

incorporated by the Dominion Parliament in 1886, and in the following year it was granted a land subsidy of 6,400 acres a mile for the construction of a railway from Medicine Hat to the coalfield in townships 12 and 13, range 6, west of the 4th principal meridian. The charter was revived, and the Co. authorized to extend its line to the International boundary between ranges 1 and 8 west of the 4th principal meridian. The time for the construction of the line has been extended from time to time, and at the recent session of the Dominion Parliament a further extension until 1907 was granted. (Feb., pg. 58.)

**Michigan Central Rd.**—President Ledyard recently informed the Windsor, Ont., board of trade that a new station would be built in that town, possibly this year. The Co., he said, would spend \$500,000 this year in improving the line in Canada.

The track between Cornell and Springfield, Ont., 16 miles, is being relaid with 80-lb. steel rails, and some double tracking is being done.

**Middlesex and Elgin Interurban Ry. Co.**—Surveys are reported to have been completed for the construction of the Co.'s projected electric railway from St. Thomas to Port Stanley, Ont., by J. A. Bell and — McCubbin. The route proposed to be followed is through Pinafore park, St. Thomas, and across two adjoining farms to the gravel road, and along the east side to Port Stanley. (April, pg. 141.)

**Midland Ry. of Nova Scotia.**—We were recently informed that nothing had been decided as to the proposed extension of the line from Truro to Brule, or with respect to an extension from Windsor to Middleton, but that decision was expected to be arrived at shortly thereafter. The M. Ry. Co.'s charter covers both these extensions. (April, pg. 141.)

**Montford and Gatineau Colonization Ry.**—Owing to three extensive landslides, April 19, traffic was suspended on the line except between Montford Jct. and Morin, about 8 miles. The whole trestle work on the remaining 25 miles to Arundel was swept away by the flood. The repairs were expected to be completed by the end of May. (Feb., pg. 59.)

**The Montreal and Southern Counties Ry. Co.** was incorporated by the Dominion Parliament in 1897 to construct a railway from the northern limit of the county of Chambly to Sherbrooke, to be operated by electricity or any other mechanical power but steam, and with power to enter into agreements with other

companies. At the recent session of the Dominion Parliament the act was so amended as to give the Co. power to operate by steam, and to connect its line with those of any other company along its route, and to arrange with the G.T.R., the C.P.R., the Richelieu & Ontario Navigation Co., or any company having a bridge across the St. Lawrence at Montreal, to cross the river. (April, pg. 143.)

**Montreal-Longueuil Bridge.**—The different propositions made at the recent session of the Dominion Parliament for the construction of a bridge over the St. Lawrence connecting Montreal and Longueuil, Que., failed to pass. The Montreal Bridge Co.'s application for an extension of time for the construction of their bridge, was refused by the Railway Committee of the House of Commons, and confirmed by the House; the bill was re-introduced in the Senate and passed, but it was not proceeded with beyond the second reading in the House of Commons. The application for the incorporation of the Montreal and St. Lawrence Bridge Co., with which the names of A. L. Meyer and R. J. Campbell, of New York, who are associated with the Dominion Securities Co. of New York, produced some heated discussions. The bill failed to pass the House of Commons. The notices of application for power to build bridges, given by Greenshields, Greenshields & Heneker on behalf of the Montreal Union Bridge Co., and by Archer & Perron, were not proceeded with. (April, pg. 141.) See also Montreal Subway Co.

**Montreal Street Ry.**—A double track is being laid from the corner of Mount Royal, along Park ave. to Van Horne ave.; the Amherst belt line is being completed, and work is in progress on a line through Place d'Armes square, to connect the Notre Dame and St. James st. lines. Track has been laid along Commissioner st., and the difficulties arising on account thereof have been practically settled between the M.S.R., the city council and the Harbor Commissioners. New routes have been opened along Ontario st., and out to Verdun. It is reported that arrangements will shortly be completed with the G.T.R., by which the M.S.R. will be enabled to run its cars across Victoria bridge and reach St. Lambert. (Feb., pg. 59.)

**Montreal Subway Co.**—R. Mackay, R. Reford, H. Miles, D. White, W. Price, J. Sharples, L. M. Jones, H. A. Hodge and A. E. Ames were incorporated under this title at the last session of the Dominion Parliament.

## Pintsch System Car and Buoy Lighting.

This Company controls in the United States and Canada the celebrated Pintsch System of Car and Buoy Lighting. It is economical, safe, efficient, and approved by the railway managers and Lighthouse Board of the United States and Canada, and has received the highest awards for excellence at the World's Expositions at Moscow, Vienna, St. Petersburg, London, Berlin, Paris, Chicago, Atlanta and Buffalo. 108,000 cars, 4,500 Locomotives and 1,250 Buoys are equipped with this light. 160 Railroads in the United States and Canada have adopted this system of lighting, applied to over 19,000 cars.

## Car Heating.

This Company's Systems have been adopted by 120 of the principal Railroads of the United States and by the great Sleeping Car Company. They consist of The Steam Jacket System of hot water circulation, The Direct Steam Regulating System and Straight Steam (plain piping).

## Automatic Steam Couplers. Straight Port Type.

## THE SAFETY CAR HEATING and LIGHTING CO.,

General Offices: 160 Broadway, New York.

Branch Offices: Chicago, 1017 Monadnock Building

St. Louis, 1015 Union Trust Building.