

The Montreal Island Belt Line Ry. Co. is asking Parliament to amend its amended Act of incorporation, to alter & change its bonding sections, to increase its bonding powers, to amend and extend its powers concerning branch lines, to change its corporate name, to purchase or otherwise acquire, in whole or part, the railway, charter rights, franchises & privileges of the Chateaugay & Northern Ry., to ratify & confirm agreements with other companies, &c., & to further amend its charter powers.

Judge Burbridge has granted an application to make orders of the Exchequer Court two orders of the Railway Committee of the Privy Council which authorize this Co. to build a branch line from its main line along Davidson St., Montreal, to the Montreal Cotton Mills Co.'s factory. The application of the Co. for permission to cross the Montreal St. Ry. tracks on St. Catherine & Notre Dame Sts., is still before the Railway Committee of the Privy Council. The M.S.R. Co. is stoutly opposing the M.I.B.L.R. Co.'s attempt to run cars within the city limits. The latter Co. says that if it gets the right to run into the city it will double-track its line through to Bout de L'Isle.

The Co. has purchased the str. Mansfield, which has been running between Ottawa & Gatineau Point, & will use her as a ferry between the end of its line at Bout de L'Isle & Charlemagne & Repentigny, on the opposite side of the river.

The Co. will run the Bout de L'Isle Hotel this year under the management of R. Houle.

The Montreal Park & Island Ry. has made many improvements recently. A number of new cars have been added, & all the summer cars have been remodelled. The equipment throughout is in the best & most modern condition.

Montreal St. Ry.—The gross earnings are:

	1898-9.	1897-8.	Increase.
Oct.....	\$133,419.69	\$116,093.09	\$17,326.60
Nov.....	125,126.10	110,648.98	14,477.12
Dec.....	127,678.00	113,029.33	14,648.67
Jan.....	125,276.04	110,155.96	15,120.08
Feb.....	113,838.02	102,425.99	11,412.03
Mar.....	123,754.11	114,476.98	9,277.13
April.....	130,405.96	110,619.27	19,786.69
	\$879,497.92	\$777,499.60	\$101,998.32

On May 1 the Co. paid a dividend of 2½% for the quarter ended Mar. 31.

In 1894 the Co. entered into an agreement with the City Corporation, under which the latter was to remove snow from the streets occupied by the Co., the Co. to pay \$1,650 a

year per mile of street, which was estimated as half the cost. For the 5 years, 1893-4 to 1897-8, the total cost of removing snow was \$393,315.68, of which the Co. paid \$255,360.71, the City paying only \$137,954.94. The management contends that the City has failed in its obligations, not having expended sufficient to effectually remove the snow, & that the Co.'s operations have been hampered thereby, rendering it impossible to furnish a satisfactory service.

The judgment of the Superior Court in the case of Leipschitz vs. the Co., has been reversed by the Court of Appeal. The plaintiff claimed the recovery of \$500, amount of 2 cheques signed by him & delivered to the Co. under the following circumstances: A party named Alder having bought from the Co. for \$500 a quantity of old material which it periodically sells, subsequently applied for the purchase of another lot, but his demand was refused on the ground that the previous purchase had not yet been paid for. Thereupon Alder went to Leipschitz & got 2 cheques from him, one for \$400, to the order of the Co., & the other for \$100, payable to bearer, for the intended purchase of the old iron by Leipschitz. However, when Alder paid in the two cheques the proceeds were applied to Alder's own previous debt, & when Leipschitz came to get the material he found it had been sold to a third party. The Court below dismissed the action, but the Court of Appeal reversed that judgment & held that Leipschitz was entitled to recover the amount of his cheques, as in accepting them the Co. had placed itself in the position of trustee towards him; it was obliged to render him an account, & had no reason to apply the money to the payment of his agent's debt.

The views on page 155 show the improved summer cars of this Co., which have been specially designed to meet the requirements of a northern climate, where the mornings & evenings are cool, & the middle of the day excessively hot. The cars are partly closed with wooden sheeting on the devil strip side, & are equipped with curtains which, when closed, make them absolutely weatherproof. A considerable number of these cars are already running, & it is expected to have 100 in operation by the middle of June. They are meeting with entire approbation by the public.

The Côte des Neiges line has been built to Pine Avenue, within 1,800 ft. of the summit of the hill, to which point the City is endeavoring to get the Co. to continue it.

A large amount of track is being relaid, the ordinary rail being replaced by 83 lbs. girder rails.

The Co.'s shops will be transferred from Coté street to Hochelaga in a few months, when the new buildings are completed there. When the Coté street shops are abandoned it is intended to use them for car storing purposes.

As soon as arrangements with Verdun municipality are made by the council of that place, the Co. intends completing its line from the city limits to Rielle avenue.

Quebec Bridge.—The project of connecting the mainland with the Island of Orleans by a bridge is being seriously agitated. The proposition is to erect a cantilever bridge from the Island to the Beauport shore for vehicles, foot passengers & electric cars. The shoals run out so far both from the Island & from the Côte de Beaupre, that the distance to be bridged would not be unusually great. At certain seasons of the year, the residents of the Island are now perfectly isolated from the rest of the world. Constant, easy & rapid communication between the Island & the mainland, would, it is thought, quickly double the value of property on the Island, while the circuit of it by means of an electric railway would make it a fashionable summer resort.

The Quebec St. Ry. Co. has gone into liquidation, its property having been acquired by the Quebec, Montmorency & Charlevoix Ry. Co.

Openings for Electric Lines.

J. C. Langelier, in recently reporting to the Quebec Woods & Forests Department on the great field for the manufacture of pulp & paper in the Lake St. John district, said:—"There is probably no other place where electric railways could be built under such exceptionally advantageous conditions. In addition to the fact that the ground is level & building timber right on the spot, there would be all along the line, at comparatively short intervals, water powers capable of giving an unlimited supply of electricity. Starting from the west there are the Mistassini falls, & a mile further those of the Mistassibi; 9 or 10 miles further to the east the White falls on the Little Peribonca; 9 or 10 miles still further east, the falls of the Great Peribonca. From these falls to those of the Little Discharge is less than 20 miles. At the same distance from the Little Discharge

**Material
Furnished
or Contract
Taken for**



COVERING OF STEAMBOAT BOILERS AND PIPES

Plastic or Sectional Coverings.

Engine Packings, Asbestos Goods, Mineral Wool, Etc.

EUREKA MINERAL WOOL & ASBESTOS CO.,

TORONTO.

Canada Southern Railway Company.

The annual general meeting of the Canada Southern Railway Company for the election of directors & other general purposes, will be held on Wednesday, the 7th day of June, 1899, at the hour of eleven o'clock in the forenoon, at the Company's head office, in the City of St. Thomas.

NICOL KINGSMILL,
Secretary C. S. Ry. Co.

May 1st, 1899.

Sarnia, Chatham & Erie Railway Company.

The annual general meeting of the Sarnia, Chatham & Erie Railway Company, for the election of directors & other general purposes, will be held on Wednesday, the 7th day of June, 1899, at the hour of eleven o'clock in the forenoon, at the offices of the Canada Southern Railway Company, in the City of St. Thomas.

NICOL KINGSMILL,
Secretary, S. C. & E. Ry. Co.

April 20th, 1899.

Leamington & St. Clair Railway Company.

The annual general meeting of the Leamington & St. Clair Railway Company, for the election of directors & other general purposes, will be held on Wednesday, the 7th day of June, 1899, at the hour of eleven o'clock in the forenoon, at the offices of the Canada Southern Railway Company, in the City of St. Thomas.

NICOL KINGSMILL,
Secretary, L. & St. C. Ry. Co.

April 20th, 1899.

Niagara River Bridge Company.

The annual general meeting of the Niagara River Bridge Company, for the election of directors and other general purposes, will be held on Wednesday, the 7th day of June, 1899, at the hour of eleven o'clock in the forenoon, at the offices of the Canada Southern Railway Company, in the City of St. Thomas, Ontario.

NICOL KINGSMILL,
Secretary.

Toronto, 20th April, 1899.

Canada & Michigan Bridge & Tunnel Company.

The annual general meeting of the Canada & Michigan Bridge & Tunnel Company, for the election of directors & other general purposes, will be held on Thursday, the 8th day of June, 1899, at the hour of one o'clock in the afternoon, at the Crawford House, in the City of Windsor.

NICOL KINGSMILL,
20th April, 1899. Secretary, C. & M. B. & T. Co.

Niagara Grand Island Bridge Company.

The annual general meeting of the Niagara Grand Island Bridge Company, for the election of directors & other general purposes, will be held on Wednesday, the seventh day of June, 1899, at the hour of eleven o'clock in the forenoon, at the Company's head office in the City of St. Thomas.

NICOL KINGSMILL,
Secretary, N.G.I.B. Co.

20th April, 1899.