

by air blast transformers of the latest type. Synchronous motors will supply direct current at 600 volts through two 4/0 insulated cables to the line. A separate transformer, capable of extreme regulation, will furnish current for starting motors. Two complete sets of 250 k.w. capacity will be installed throughout the substation, giving the Co. to begin with a full duplicate set, either set being capable of operating the system in case of a shut-down of the other. The switch-board was designed by G. U. G. Holman, who was formerly in charge of that department for the General Electric Co. at Schenectady, N.Y. It will be of the latest type. There will be a complete private telephone system covering the Co.'s entire operation. The substation is all ready for the machinery and the crane will be installed at once. The elevator is to be operated by electricity, and will have two cars, balanced. The car barn will be centrally located, with capacity for 30 cars. It is well advanced in construction, being built of brick, with wood in the roof construction. The barn will also contain a boiler room for heating purposes, paint shop, car wash room, thoroughly equipped machine and blacksmiths' shops, office for foreman, rooms for employees, and stock rooms. The equipment will at first consist of 12 open and 12 closed cars, with 12 a 30 motors and k 10 controllers. There will be one express car, 38 ft. over all, with four 12 a 30 motors, and k 12 controllers, also air brake apparatus. The cars will have the latest type of circuit breakers. The Co. will also have sufficient sweepers and ploughs to keep its lines open in the winter. G. U. G. Holman, Manager of the Canadian Electric Light Co., is also President of the Levis County Ry. Co. G. H. Dodge, who built the Lowell and Boston St. Ry., took charge of the Levis County Ry. about two months ago, and work has progressed in an extremely satisfactory manner under his supervision. He will remain with the Co. as its Superintendent after the completion of the road. J. Paquet has the contract for grading, building bridges and trestles and tracklaying. The overhead work and electrical lines will be put up by the Co. The machinery will be manufactured in the U.S. (June, pg. 193.)

London Street Ry.—At a special meeting of the city council recently a by-law was passed fixing the Beaconsfield avenue route, and authorizing the construction of the South st. belt line and the Hamilton road extension; and authorizing the abandonment of the Rectory st. line. The Co. has taken up the rails on the Rectory st. line. (June, pg. 193.)

Mabou and Gulf Ry.—Surveys have been completed and the first 30 miles of the line located. The grading for the section from the Mabou coal mines to the wharf was, on July 3, reported to be practically completed. Another section of the line, making eight miles in all, is under construction. The grading is ordinary, the bridges principally wood, the gradients run from 1 to 1 1/4%; and the maximum curve is 6 degrees. J. Boardman Cann, Mabou, N.S., is President and General Manager, F. R. Page, Mabou, is engineer, and J. C. Cote, Mabou, is contractor. The Inverness municipal council at a recent session voted the Co. a free right of way and a bonus of \$1,000 a mile for its railway. (June, pg. 193.)

Manitoba and Keewatin Ry.—Officers have been elected as follows: President, D. W. Bole, Winnipeg; Vice-President, C. T. Harvey, C.E., Ottawa; Treasurer, F. W. Stobart, Winnipeg; Secretary, H. M. Howell, Winnipeg. The Vice-President has been over the projected lines, and it is reported that at a recent meeting it was decided to begin work on one of the proposed branch lines this year. This branch will extend from Martin's Falls,

on the Albany river, to Black river, on the C.P.R. transcontinental line, 857 miles west of Montreal. This line would be about 200 miles in length, of which 25 miles would be from Black river to Long Lake, 50 miles of navigation on the lake, and 125 miles of direct line to Martin's Falls. The main line from Winnipeg to Fort Albany at the mouth of the Albany river, would be the second section of the work to be taken in hand. (June, pg. 194.)

The Lake Superior, Long Lake and Albany River Ry. Co. has an Ontario charter to construct a line from Peninsula, on the C.P.R. transcontinental line, 47 miles east of Black river, to Long Lake and thence to Martin's Falls. (April, pg. 141.)

Manitoulin and North Shore Ry.—It is reported that the line will be completed from Sudbury to Cloche island, opposite Little Current, Manitoulin island, this year. Construction is reported to have reached the Spanish river, and it is said that the building of the bridge there will be commenced at once. The line crosses the C.P.R. Sault Ste. Marie branch at Stanley Jct., six miles east of Webbwood. The construction of the bridge to carry the line on to Manitoulin island will, it is said, be started next year. (June, pg. 194.)

Metropolitan Ry.—Surveys have been made for an extension of the line from its present terminus in Newmarket, Ont., to the northern boundary of the town. Three lines have been surveyed, and plans have been prepared for submission to the town council, with an application for the necessary right of way. If this is granted the extension will be constructed at once.

Michigan Central Ry.—We are officially informed that there is nothing in the press reports that the line is to be extended from Petrolia to Dresden, Ont., and that construction would be completed to Dawn Centre this year.

We are advised that during the season there will be considerable work done on the Canadian division of the main line in the way of laying second track, renewing and strengthening bridges, etc.

It is reported that new freight sheds will be erected at London, Ont.

Middleton and Victoria Beach Ry.—Active construction commenced on the projected line from Middleton to Victoria Beach, N.S., 45 miles, at Bridgetown, July 2. We are informed that it is intended to grade the 12 miles from Bridgetown easterly to Middleton, this year, and to commence tracklaying next spring. A train service will then be put on and construction pushed forward westerly to Victoria Beach. M. J. O'Brien, Renfrew, Ont., is the contractor. (April, pg. 141.)

The Minneapolis, Superior, St. Paul and Winnipeg Ry. Co. has been incorporated in the State of Minnesota, by S. M. Hanley, J. J. Elliott, H. P. Benton, E. H. Fuller, of Minneapolis, and J. L. Lovering, of St. Paul, for the purpose of constructing a railway from Minneapolis or St. Paul, northerly to the Rainy river, in Beltrami county, Minn., connecting there with the Canadian Northern Ry., from Port Arthur to Winnipeg; also a branch line northeasterly to Superior, Wis. The capital stock is \$100,000, but the articles provide for its increase to \$10,000,000, and the issue of \$10,000,000 of bonds. The Co. has filed a trust deed to the Standard Trust Co. of New York to secure \$10,000,000 of 5% 30-year bonds covering the roadbed, superstructures, right of way, franchise, etc. It is reported that the Co. intends to construct 100 miles of track this year. The projected lines are 440 miles in length, of which 320 miles are represented by the main line from St. Paul or Minneapolis to the junction with the Canadian Northern Ry., which, it is said, will be at

Beaudette, Minn., the point at which the C.N.Ry. enters Minnesota, over the international bridge across the Rainy river. The branch line will be 120 miles in length and will leave the main line at Anoka, Minn. The U.S. Congress has passed an act authorizing the M.S.St.P. and W.Ry. to construct a railway bridge across the Mississippi river to connect Champlin and Anoka, Minn. The bridge is to be available to all railway companies desiring to use it at rates subject to the order of the Secretary of War in case the companies cannot agree, and is to be commenced within one year and completed within four years. The surveys for the railway are said to have all been made, survey parties having been at work last year from both ends, and their operations southerly from Beaudette gave rise to the reports that the C.N.Ry. was to be extended southerly. C.N.R. officials state that the new railway is not being projected under its auspices, though it will make a connection with the C.N. system. The M.S.St.P. and W.Ry. is the third line projected or under construction in Minnesota to a connection with the C.N.Ry. along the Rainy river, the others being the Duluth, Virginia and Rainy River Ry. from Virginia to Koochiching, opposite Fort Frances, Ont., and the Minnesota and International Ry. from Bemidji to the same point.

Moncton and Eastern Ry.—G. Moore, M. L. Musleman and A. L. Meyer were incorporated at the last session of the New Brunswick Legislature under this title to construct a railway from Moncton to the Provincial boundary, near Sackville, to connect with the projected line of the Shediac and Coast Ry. The capital was fixed at \$20,000 a mile of line constructed, and power was given to issue bonds to the extent of \$20,000 a mile. In case the Co. acquired the Shediac and Coast Ry. Co.'s charter it was authorized to construct the line to the boundary between N.B. and N.S., instead of to Cape Tormentine. The act does not come into force until proclaimed by the Governor in Council.

See also Fredericton and Western Ry.

Montford and Gathneau Colonization Ry.—The repairs to the trestles washed out by the floods between Morin and Arundel have been completed and traffic on the entire line has been resumed. (June, pg. 194.)

Montreal Street Ry.—The new double track on Commissioners st. is completed; a new double track has been laid on Van Horne avenue from Park avenue to St. Lawrence st.; and new lines are in course of construction from the terminus of the Seigneurs-Guy line to the top of the mountain, Westmount, and in St. Louis du Mile End. (June, pg. 194.)

Montreal Subway Co.—H. A. Hodge, President of the Quebec Southern Ry., has been elected President, and A. H. Harris, Traffic Manager of the Q.S.R., has been elected Secretary of the M.S. Co. C. W. Emerson, of Boston, Mass., the Co.'s Chief Engineer, is superintending borings, etc., prior to plans for construction of the tunnels being completed. The plans will be submitted to H. C. Carson, Chief Engineer in charge of construction of the Boston subway, before being finally adopted. (June, pg. 194.)

Montreal Terminal Ry.—The contract with the city for a 10-year franchise has been signed, and the Railway Committee of the Privy Council has granted the necessary permission to cross the tracks of the Montreal Street Ry. Co. on a number of streets. The roads committee of the city council has reported in favor of the Co.'s application to construct a subway under the C.P.R. tracks at Forsyth st., and a joint application will be made to the Railway Committee of the Privy Council for the necessary permission. (June, pg. 195.)

The Mount Sicker Ry. has been completed from the Lenora Mount Sicker Copper Co.'s