

THE  
QUEBEC  
AND  
LAKE  
ST  
JOHN  
RAILWAY  
DIARIES  
C. H. RIFF

## THE RAILWAY & SHIPPING WORLD.

AN ILLUSTRATED PERIODICAL DEVOTED TO STEAM & ELECTRIC RAILWAY SHIPPING, EXPRESS, TELEGRAPH & TELEPHONE INTERESTS.

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TORONTO, CANADA, JUNE, 1898

### FINANCE, MEETINGS, &c.

#### Quebec & Lake St. John Railway.

At the annual meeting of shareholders at Quebec, May 12, the following directors were elected: F. Ross, G. Lemoine, T. A. Piddington, Hon. P. Carneau, J. C. Ross, E. Beaudet, G. Morel, Hon. J. Tassé, E. Hanson, & P. W. Ross, in addition to the non-elective members of the Board, who are Hon. S. N. Parent, Mayor of Quebec, A. Robitaille, M.P.P. (representing the Provincial Government), & Judge J. A. Gagné, representing Chicoutimi.

Following are extracts from the annual report: The number of passengers carried during the year on the whole system has been 150,609, as compared with 130,009 in the previous year, and the number of tons of freight 199,441, as against 150,346. The freight carried in 1897 consisted of 2,620 carloads of cordwood & 740 of pulp wood, making 49,680 tons; 2,623 carloads of sawn lumber, 370 of square timber, 456 of ties, 366 of saw logs, equal to 67,416,000 feet, 68,000 tons; 603 carloads of pulp & paper, 238 of brick & stone, 34 of cheese, 20 of grain & 1,000 of general merchandising, 51,000 tons, making a total of 324 carloads or 199,441 tons. The quantity of cheese carried by the railway is constantly increasing, amounting last year to 2,082,676 lbs. against 1,211,459 in the previous year. The value of this was about \$200,000, in addition to which the railway also transported a large amount of butter in refrigerator cars, under the terms of an agreement with the Dominion Government, which is doing everything possible to promote the dairy industry. Several new mills have been built during the year 1897, &c., are giving an increasing traffic in sawn lumber. The pulp mill at Chicoutimi is completed & is shipping its product daily. Another pulp mill is about to be erected near Roberval, & a chemical pulp mill at Lake Beauport, & the extensive water power at the Jacques Cartier River is also likely to be utilized for manufacturing purposes during the coming year. An additional section of 10 miles of the Great Northern Ry. from Grand Mere westward has been completed by that Co. since the last annual report, &c., also a branch line into the Grand Mere pulp mills. Very extensive paper mills have been erected at Grand Mere, and will be in operation in July. Under an agreement between the Pulp Co. & the G. N. Ry., all the business of these mills is being carried over a portion of the G. N. Ry., which the O. & L. St. J. Ry. is now operating. The new section of the G. N. Ry. also runs close to the Shawenogan Falls, a very fine water power which has recently been sold by the Provincial Government to a company, with the undertaking that \$4,000 will be expended in erecting manufacturing industries. The extension of the Great Northern road to a connection with the Parry Sound Ry. is not being pushed as rapidly as might be desired. This is much to be regretted, as the volume of traffic coming from Parry Sound eastward is already exceeding all expectations. Five large steamships being now employed in carrying

in connection with James Bay, the report says. During last year the Provincial Government sent an exploring party from Lake St. John to James Bay, through the centre of the large territory recently acquired by the Province in that district, covering an area of 16,000,000 acres. The result of this exploration proves that this immense country is much more valuable than has hitherto been supposed, the land being very level, well timbered, having a good soil & a climate quite as temperate as that of the Lake St. John district. The snow fall about half that of Montreal. It is also reported to be rich in minerals. The exploration also proved the existence of an excellent route for a railway from Roberval to the mouth of the Nottaway River on James Bay, where there is a harbor having 27 ft. of water, with about 1,000 miles of coast line tributary to any railway, which may be built there. This route will pass over a summit 50 ft. lower than that crossed between Quebec & Lake St. John, & will admit of the construction of a railway with very easy gradients. A charter for the construction of this road is held by the G. N. Co., & should it be carried out, must greatly enhance the value of the Lake St. John property.

The settlement of the Lake St. John district has made very satisfactory progress during the past year. The Dominion Government having voted your Co. a grant of \$3,000 to assist in this work, a vigorous colonization movement has been pushed on. During the year 1,272 bona fide new settlers were carried free to Lake St. John under this agreement, & 101 delegates, representing 97 parishes & States, visited the country to report on its advantages for settlement. A large proportion of these new settlers are repatriated Canadians from the New England States. The country is now becoming so well known that we may look to see very large numbers of new settlers already this spring, & even in 1899. The arrangements for carrying out this work are now very satisfactory, & there are several lines of steamers running from Roberval to the different points available for settlement.

JUNE  
1898

on the 5% bonds for 10 years from Jan. 1, 1889. The gross earnings of the Co. for the year ended June 30, 1898, were \$258,730.09, & the operating expenses \$217,892.72, so that it would appear that there is not a very inviting prospect for the bondholders, & the bonds have fallen in London to 23-28. It is announced that the Railway Share Trust & Agency Co. has instructed its solicitors in Quebec to apply for a receiver for the Q. & L. St. J. R. Co. The main line of the Co. from Quebec to Roberval is 192 miles, & the eastern extension from Chambord Jet. to Chicoutimi 53.85 miles. The Co. leases the Lower Laurentian Ry. 39.50 miles, making a total operated of 285.35 miles. The gauge is standard, & the rails are 56 & 60 lbs. Inquiry of the management in Quebec has elicited the reply that "the bond issue of the Co. is being readjusted by a friendly agreement between the bondholders & the Co."

July 1899

The Quebec & Lake St. John Ry. has obtained power from the Quebec Legislature to issue bonds for £170,000 on the Quebec-Roberval section of the road. The proceeds are to be used in improving the roadbed & terminals of this division, rolling stock, & in paying certain debts. The Co. is also authorized to issue 1st mortgage bonds, ranking after the prior lien bonds for £400,000, to redeem the £780,000 of 1st mortgage bonds, now out & in default, through non-payment of interest, due on July 1, 1899. The Co. may also issue £500,000 income bonds, ranking after the 1st mortgage bonds, bearing interest at 6%. These income bonds, together with the 1st mortgage bonds, will be used to exchange for the £780,000 of bonds to be retired, the excess being to cover the accrued interest on the old bonds.

1899

## Quebec and Lake St. John Railway.

A meeting of the holders of the 5% 1st mortgage bonds of this Co. was held in London, Eng., Aug. 2, for the purpose of appointing a committee of holders of the bonds: "to consider the position of such bondholders, to confer with the trustees, & to take such steps as the committee may think best to protect the rights & interests of such bondholders, & to organize for unity of action." C. C. Macrae, a director of the Railway Share, Trust & Agency Co., (the trustees), who presided, stated that the bonds were issued in London, over the complete main line of the railway, about 10 years ago, with a guarantee of interest for 10 years, by the Province of Quebec. That period had run out, & the bondholders were now in the position of having to look for any return on their capital to the earnings of the road. The working of the railway had shown that only on something like half of the line were the prospects for earnings at all good. In addition to the 190 miles from Quebec to Lake St. John, which formed the main line, & upon which the bonds were secured, various extensions had been made, which served as feeders. The bondholders had a valuable asset in the terminal property situated in the city of Quebec. Analyzing the accounts of the railway for the past 10 years it would be seen that the line had only about paid its way, & in common with so many lines operating without working capital, the directors had been compelled to take the cost of betterments out of the revenue of each year. From all the information he could obtain he was strongly of opinion that, in this instance, there had been no bad faith on the part of any one connected with the management in Canada, everything having been done on the other side to make the line successful. The Canadian Government had not seen its way to grant any further assistance, & in view of the termination of the guarantee & the inevitable default, the trustees, through their solicitors, had done all that was needful to protect the rights of the bondholders. The effect of the action of the trustees would be to keep the railway intact. The present meeting, however, was quite informal, as no legal gathering could be held until six months after the default had taken place. The bondholders could not expect to obtain their full interest for some time, but when the Co. had turned the corner they might, he considered, obtain a return on their capital during the next year or two. Some of the gentlemen in Canada, more sanguine than he was, thought that in the near future the

August  
1899

Quebec & Lake St. Lawrence  
Committee appointed at the meeting of bondholders, Aug. 2, has issued the following circular to the holders of the £780,000 5% 1st mortgage bonds:

"Having carefully considered the most advisable course to pursue for the benefit & protection of the rights & interests of the bondholders, in view of the default in payment of the interest on the bonds by the Ry. Co., we beg to put forward the following scheme for your consideration: We suggest that every bondholder deposit his bonds with the Railway Share Trust & Agency Co., Ltd., (the trustees for the bondholders), to the order of the committee, in exchange for which scrip certificates to bearer shall be issued to him. The committee will thus have all the bonds vested in them, subject to certain conditions endorsed on the back of the scrip certificates. "Shortly, these conditions enable the committee to act generally for the common advantage and benefit of the bondholders. And; it is very necessary that the committee should have at their disposal sufficient funds to meet the expenses incurred from time to time, & conditions authorize the committee to use money on the security of the deposited bonds to an amount not exceeding 2% of the nominal value of such bonds. This scheme avoids the necessity of convening frequent meetings to authorize the committee to act in all matters, & will thus save considerable expense & annoyance to the bondholders. The conditions on the certificate expressly provide that no further money than the above-mentioned 2% shall be borrowed on the bonds. That no reconstruction of the Co., or variation or change in the rights, position or securities of the bondholders (except the buying of the property forming the security of the bondholders) shall be concluded without the action of a resolution of a general meeting, duly convened, of the holders of scrip certificates, passed by a majority in value of such certificates, present in person or by proxy, thus vesting the powers of the committee to the important matters." The circular is signed A. W. Bruce, E. F. Coates, S. Gardner & A. S. Jecks. It is explained that F. Ross, living in Canada, it has not yet been possible to obtain his signature to the circular.

Quebec Central gross earnings for July, 1898, \$563.16, against \$48,799.66 in July, '98;

September  
1899

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actual earnings of the road would be sufficient to pay something like the full interest on the bonds. He then moved a resolution appointing a committee of bondholders.

In reply to the comments of bondholders the Chairman said that the capital stock of the Co. was given at \$4,074,000, but he had never attached any value to it, as he had always considered that much of it represented "water," as was usual with so many transatlantic railways. He did not know who were the present holders of that stock.

Mr. Hanson pointed out that the line had not been exclusively built out of the money of the bondholders, but that an appreciable portion of solid cash was put into the undertaking. He moved that F. Ross, A. S. Jecks, S. Gardiner, J. W. Ballance, & E. F. Coates be appointed as the committee for the object stated, words instructing the committee to report to the bondholders being added to the original motion. The resolution was adopted.  
—Railway Times.

— August 1899

**Quebec and Lake St. John Ry.**—The annual report gives the number of passengers carried as 238,727, against 215,882 in the preceding year, and the number of tons of freight 341,690, against 300,477. The quantity of cheese carried was 2,179,642 lbs., valued at about \$260,000. During the year 1,855 new settlers and their effects were carried free by the railway to Lake St. John, half of whom came from the U.S. 6,037 cars of sawn lumber and 3,112 of pulp and paper were hauled, and it is said that the Chicoutimi pulp mill is doubling its capacity, the new pulp mill at Jonquiere is in operation, large new mills are now in course of construction at Metabetchouan.

July 1901



## Quebec and Lake St. John Ry. Bonds.

A general meeting of the holders of certificates representing 5% 1st mortgage bonds of this Co., deposited with the London Bondholders' Committee, was held in London, Eng., Nov. 18, C. A. Hanson presiding, for the purpose of receiving the report of the transactions of the committee. The chairman said that the committee regretted that they had not been able to submit their report at an earlier date. At the meeting in July, 1900, the committee were authorized to enter into an agreement with the Co. for the rearrangement and conversion of the bonded debt. That bonded debt on the main line was represented by £780,000 5% 1st mortgage bonds, in exchange for which they were to receive £390,000 in 1st mortgage bonds, being 10s. in the pound, bearing interest, at the outset at 3%, and finally at 5% per annum. They were to receive likewise £468,000 6% income bonds, which, however, would not be cumulative, making a total of £858,000. The committee were also authorized to enter into an agreement with the Co., on the one hand, and with the bondholders of the Chicoutimi branch on the other hand. Under the first bill passed by the Legislature of Quebec, the terms of fusion were those of equality with the bondholders of the main line, but, as the result of prolonged negotiations, the committee obtained better terms, namely, that instead of £50 of 1st mortgage bonds the Chicoutimi bondholders should receive £25 and £82 5s.

December 1901

Grading was commenced at Roberval, Que., in July, but has been suspended pending the settlement of the subsidy with the Quebec Government. It is expected that work will be resumed early next spring. (Aug., pg. 232.)

**Quebec and Lake St. John Ry.**—The cut-off from Valcartier to Ste. Catherines is 4 miles in length, and reduces the distance between these points on the main line by  $1\frac{1}{4}$  miles. The grades opposed to eastbound traffic are  $\frac{1}{10}\%$  compensated, and those opposed to westbound traffic  $\frac{1}{10}\%$  compensated, while the maximum curvature is 2°. The culverts are all of stone. Jacques Cartier river is crossed by a steel bridge, consisting of three deck lattice spans of 110 ft. each, with side approaches of 44 ft. and 39 ft. plate girder spans respectively. The contractor is Jos. Paquet of Point Levis. Grading has been completed, but the bridge will not be in position until about Dec. 20. (Aug. pg. 233.)

December  
1901

Quebec & Lake St. John Ry.—We were officially informed on Jan. 4 that the cut-off from Valcartier to St. Catherines, 4 miles, had been completed, with the exception of the steel superstructure of the bridge over the Jacques Cartier river, which was in course of erection, and that it was expected the line would be operated over the cut-off by the end of Jan. (Dec., 1901, pg. 358.)

February 1902

Quebec and Lake St. John Ry. — The cut-off from Valcartier to St. Catherines, 4 miles, was completed Mar. 10, and trains commenced running over it Mar. 24. The old line will not be abandoned, but will be used for siding purposes for the present. (Feb., pg. 60.)

April 1902

Quebec and Lake St. John Ry.—H. J. Beemer, one of the directors, who has recently been over the line, says it has been much improved, sections of the line have been straightened, a considerable length laid with 70 lb. steel rails, and many other improvements effected.

The principal improvement has been the cut-off between Valcartier and St. Catharines. The new line diverges from the old line on a 1 degree curve at a point 15 miles from Quebec, passes through 2 miles of farming country, crosses the Jacques Cartier river  $\frac{1}{4}$  of a mile below the old bridge, and then through some swampy land, and rejoins the line on a 1 degree curve. The length of the new line is 3.77 miles, and of the old line 4.93 miles. The bridge over the Jacques Cartier river is carried on four piers and two abutments of first class rock-faced ashlar masonry, and consists of 3 spans of 110 ft., trusses class 1, Dominion specifications, and the approaches are 44 ft. and 39 ft. plate girder spans respectively. The new line has been laid with 70 lb. rails. J. Pacquet was the contractor. (April, pg. 145.)

Quebec and New Brunswick Ry. The fol.

August 1902

The Trans-Canadian Ry. Co. was incorporated by the Dominion Parliament in 1895 to construct a railway from or near Quebec, westerly in a straight line as near as possible to Lake Winnipeg, thence westerly by way of the Yellowhead pass, thence via the Skeena valley to Port Simpson or Port Essington, on the Pacific coast. The Co. was not limited as to time, but in 1897 the name of the Co. was changed to the Trans-Canada Ry. Co. it was given power to construct a branch from the main line at the crossing of St. Maurice river southerly to the village of Montcalm, thence in a direct line to Montreal, such branch not to be constructed until 200 miles of the main line beginning at Quebec shall be in operation. The Co. was given four years within which to commence construction and 10 years to complete its lines. On June 30, 1901, some construction was done at Roberval, Que., the terminus of the Quebec and Lake St. John Ry., 190 miles from Quebec, in order to keep the charter alive. Application is being made at the current session of the Dominion Parliament for an act declaring the corporate powers of the Co. in full force and effect and to consolidate the acts relating to the Co. Power is also sought for an extension of time to complete the railway commenced at Roberval, Que., in July, 1901, to the Nottawa river, James bay, and for running powers over the Quebec & Lake St. John Ry. from Roberval to Quebec and Chicoutimi and for other purposes.

At a meeting held in Quebec, Mar. 4, the Co. was formally organized. J. G. Scott, General Manager of the Quebec and Lake St. John Ry., and of the Great Northern Ry. of Canada, with others connected with these railways, are among the promoters of the line. It was stated that a construction firm in Chicago was ready to commence work on the first 60 miles from Roberval as soon as the act is obtained. The capital of the Co. is \$20,000,000. See Quebec and James Bay Ry., Aug., 1901, pg. 232.

April 1902

P 147

Quebec and Lake St. John Ry.—H. J. Beemer, one of the directors, who has recently been over the line, says it has been much improved, sections of the line have been straightened, a considerable length laid with 70 lb. steel rails, and many other improvements effected.

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August 1902

p267

**Quebec and Lake St. John Ry.** A branch line extending from St. Andre Jct., 159 miles from Que., to Metabetchouan, Que., 11 miles, has been completed. An extension of the line has been projected from Chicoutimi to St. Alphonse, about 11 miles.

Coal pockets have been erected at St. Raymond, Que., for the locomotive department, in order to save time in coaling. (Aug., 1902, pg. 267.)

September 1902





COMPOUND MOGUL LOCOMOTIVE, BUILT FOR THE QUEBEC AND LAKE ST. JOHN RY. BY THE BALDWIN LOCOMOTIVE WORKS.

comotives adopted, and a number of illustrations of locomotives recently built for foreign governments and railway companies both in the U.S. and abroad. C.P.R. locomotive 851 is among those illustrated.

The Quebec and Lake St. John Ry. recently added to its equipment two compound mogul freight locomotives, built by the Baldwin Locomotive Works. An illustration of one of them is given on this page. Following are the general dimensions:

|   |                  |
|---|------------------|
| Cylinders—Diameter (high pressure)..... | 14 in.           |
| " " (low pressure).....                 | 24 in.           |
| " Stroke.....                           | 26 in.           |
| " Valve.....                            | Balanced piston. |
| Boiler—Diameter.....                    | 64 in.           |
| " Thickness of sheets.....              | 11-16 in.        |
| " Working pressure.....                 | 200 lbs.         |
| " Fuel.....                             | Soft coal.       |
| Firebox—Material.....                   | Steel            |
| " Length.....                           | 108 3-16 in.     |
| " Width.....                            | 42 1/2 in.       |
| " Depth (front).....                    | 67 1/2 in.       |
| " " (back).....                         | 65 1/2 in.       |
| " Thickness of sheets, sides.....       | 5-16 in.         |
| " " back.....                           | 5-16 in.         |
| " " crown.....                          | 1 in.            |
| " " tube.....                           | 1 in.            |
| Tubes—Material.....                     | Iron.            |
| " Number.....                           | 263              |
| " Diameter.....                         | 2 in.            |
| " Length.....                           | 12 ft. 6 in.     |
| Heating surface—Firebox.....            | 166.6 sq. ft.    |
| " Tubes.....                            | 1709.8 sq. ft.   |
| " Total.....                            | 1876.4 sq. ft.   |
| " Grate area.....                       | 31.6 sq. ft.     |
| Driving Wheels—Diameter outside.....    | 57 in.           |
| " Diameter of center.....               | 50 in.           |
| " Journals, main.....                   | 9 in. x 10 in.   |
| " " others.....                         | 8 in. x 11 in.   |

MAY 1903

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## THE RAILWAY AND SHIPPING WORLD.

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**Great Northern Ry. of Canada.**—The workshops of the G.N. Ry. on Louise embankment, Quebec, were burned out recently, the loss being estimated at about \$70,000. The machine shop was totally destroyed, and a number of cars, which were undergoing repairs, were burned. The site has been cleared, and the directors have decided to rebuild the shops on a larger scale. The buildings, however, will not be gone on with this year. (July, pg. 235.)

October 1903

Quebec and Lake St. John Ry. During 1902 a spur line 12 miles long was constructed from St. Andre Jct. to the Metabouchouan Pulp Co's mills at Metabouchouan, Que., and on Feb. 5 a deputation representing the same was received on the Dominion Govern-

MARCH 1904

**Quebec and Lake St. John Ry.**—For 38 miles of line from the main line near the Jeanette River to La Tuque on the St. Maurice River, 4,000 acres of land a mile. Also a similar grant for one mile of line from Roberval to the Dominion Government wharf on Lake St. John.

July 1904

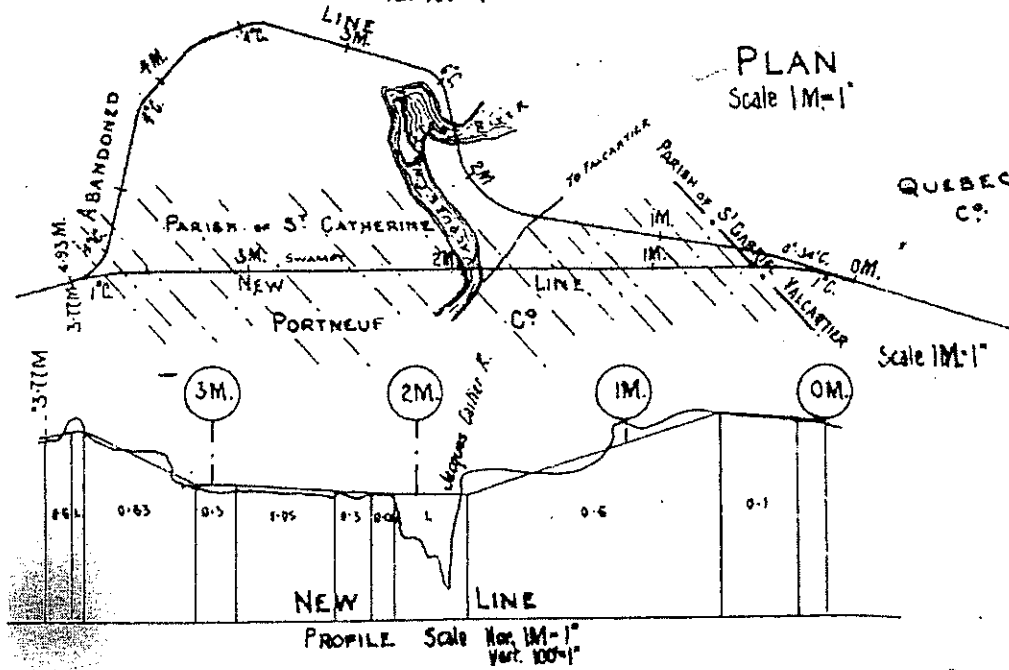
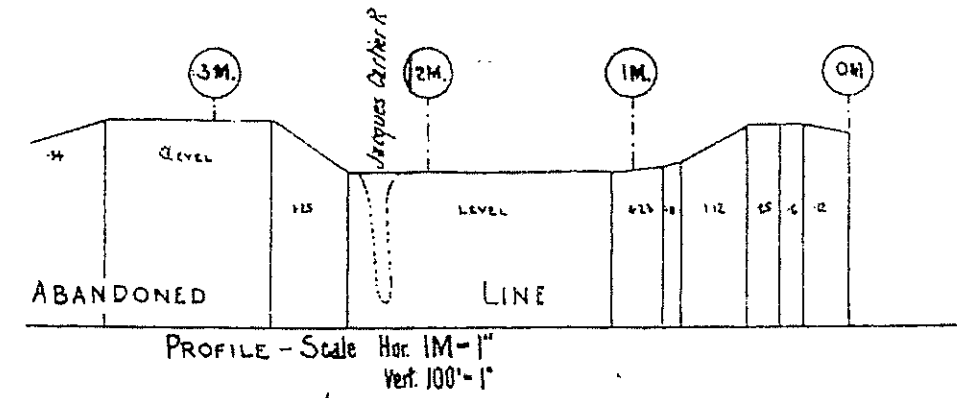
Quebec and Lake St. John Ry. Co. In the last session of the Quebec Legislature two acts conferring various powers on the Q. and L. St. J. Ry. Co. were passed, including the authorization of the construction of certain branch lines and extension of time for the construction of the same. A subsidy of 4,000 acres of land a mile was granted in aid of a line from Roberval to the Dominion Government wharf on Lake St. John, one mile in length; and for a branch line 38 miles long from a point on the main line near the Jeannotte River to La Tuque, on the St. Maurice River. J. G. Scott, General Manager, has gone to England to arrange for the financing of the construction of this branch line, with a view to starting work thereon at an early date. (Jan., pg. 7.)

July 1904

# Quebec & Lake St. John Railway Cut Off.

The illustrations on page 283 show the general details of one of the many improvements made on the Quebec and Lake St. John Ry. last year. As to why the change should be made requires no explanation, for a glance at plans and profiles shows the advantages both in alignment and grades of the new over the old line, and a shortening of 1.16 miles, suffice it to say that the immediate cause of the change was due to the enormous increase of traffic, and hence the necessity of employing heavier engines which could not be used with safety on the old bridge over the Jacques Cartier river. The cost of the construction of a new bridge on the old site amply justified the seizure of the splendid opportunity of making so desirable a change. The new bridge is the third one to span the waters of the Jacques Cartier for the purposes of a railway, the old bridge having, in its turn, taken the place of a wooden Howe truss.

The new line diverges from the old line on



QUEBEC AND LAKE ST. JOHN RAILWAY CUT OFF.

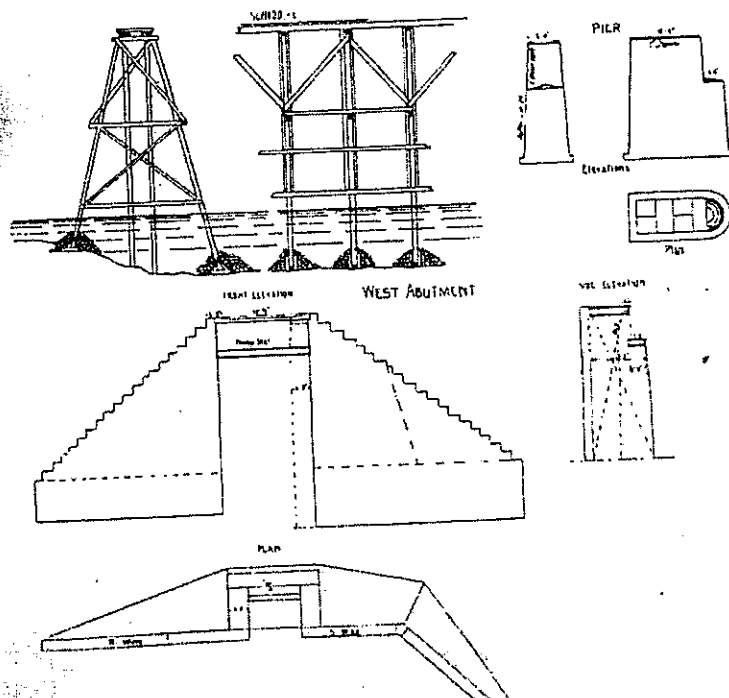
some, though it had the full force of the current, which was, however, previously headed off by an outside sheeting, part of which afterwards formed the outside wall of the coffer dam to contain the puddle. Pier 3 was perhaps the most interesting of all, being in 10 ft. of water in the upstream side and decreasing down stream towards the island. A bottomless caisson was built of 12 in. by 12 in. timber, of a section to suit the river bottom, and rolled into position with a shelf inside on which boulders were loaded to sink it. It was then sheet piled with 9 in. tongued and grooved  $1\frac{1}{2}$  in. stuff, and on being pumped proved leaky, necessitating another row of sheet piling placed 5 ft. outside and filled with puddle. It may be interesting to note that a successful method of stopping leaks under the puddle was found by removing the clay at the leaky spot to within 18 in. of the bottom, ramming it well, then loading with heavy boulders and sand, then filling with 18 in. of clay, ramming and loading till the wall was complete. The dimensions of piers and abutments are shown on the plans, the western abutment being a wing one, the north wing being at right angles to track, while the south one follows the river. The wings are turreted on top, being rock faced on three sides. The eastern one was an ordinary "U" abutment. Pier 4 was built the same as the others on top, being 7 ft. by 15 ft., with a batter on each side of  $\frac{1}{2}$  in. to the foot. The metal of the superstructure is of rolled steel throughout, consisting of three 110 ft. spans, composing the main bridge, built exactly alike, being 107 ft. centre to centre of end pins, there being 6 panels in each 17 ft. 10 ft. from panel point to panel point, and 10 ft. centre to centre of trusses. The trusses are calculated for class 1, typical consolidation engine and tender, as specified by the Department of Railways, 1899. The eastern and western approaches are plate girder spans 44 and 39 ft. respectively, over all, the girders being 8 ft. c-c of girders. The webs are 84 in. by  $\frac{7}{8}$  in.

The culverts, three in number, are of the usual masonry box type. The fencing is of the anchor type, 9 strands, 4 ft. high and 12 ft. between posts, with two cross wires fastened at

the junction of the horizontal ones by clamps. The farm gates consist of a frame made of 2 in. by 4 in. timber. They are 13 ft. long and 4 ft. 6 in. high, filled in with six strands wire and two vertical wires, forming a light gate and easily handled. The rails are of English manufacture and weigh 70 lbs to the yard. The web is 9-16 in., the head  $2\frac{3}{8}$  in., the base  $4\frac{1}{4}$  in., and height of rail  $1\frac{1}{4}$  in. The fastenings are double angle bars with a base which rests on the tie, making a total base of  $7\frac{1}{2}$  in. at the joint. The station, 34 ft. by 19 ft. 6 in., is a two story building, with balconied gabled windows, front and rear, and bay windows on ground floor. The entire building is surrounded by a weather shelter, the whole being of neat appearance and suited to the locality. The ground floor is partitioned to form waiting-room, operator's office and baggage-room, while at the rear are kitchen and parlor. The upper story is divided into five rooms, the whole forming a building convenient in the double purpose of station and agent's house. The whole work was carried out by J. Paquet, contractor, Levis, Que.—Canadian Engineer.



QUEBEC AND LAKE ST. JOHN RY. BRIDGE.



**Quebec and Lake St. John Ry.**—During 1902 a spur line 13 miles long was constructed from St. Andre Jet. to the Metabouchouan Pulp Co.'s mills at Metabouchouan, Que., and on Feb. 5 a deputation representing the Pulp Co. waited on the Dominion Govern-

MARCH 1904



## E RAILWAY AND SHIPPING WORK

ment to ask for the payment of the subsidy voted therefor. The officers of the Department of Railways state that the subsidy has not been earned, and further, that the line is costing more for construction than it should.

J. G. Scott, General Manager, recently stated that during the past eight years over \$1,000,000 had been expended in betterments on the line. It was possible to haul trains of 620 tons on the line now, whereas the maximum trainload was formerly 300 tons. The district had now over 50,000 settlers, and from 4,000 to 5,000 additional settlers were coming in annually. (Jan., pg. 7).

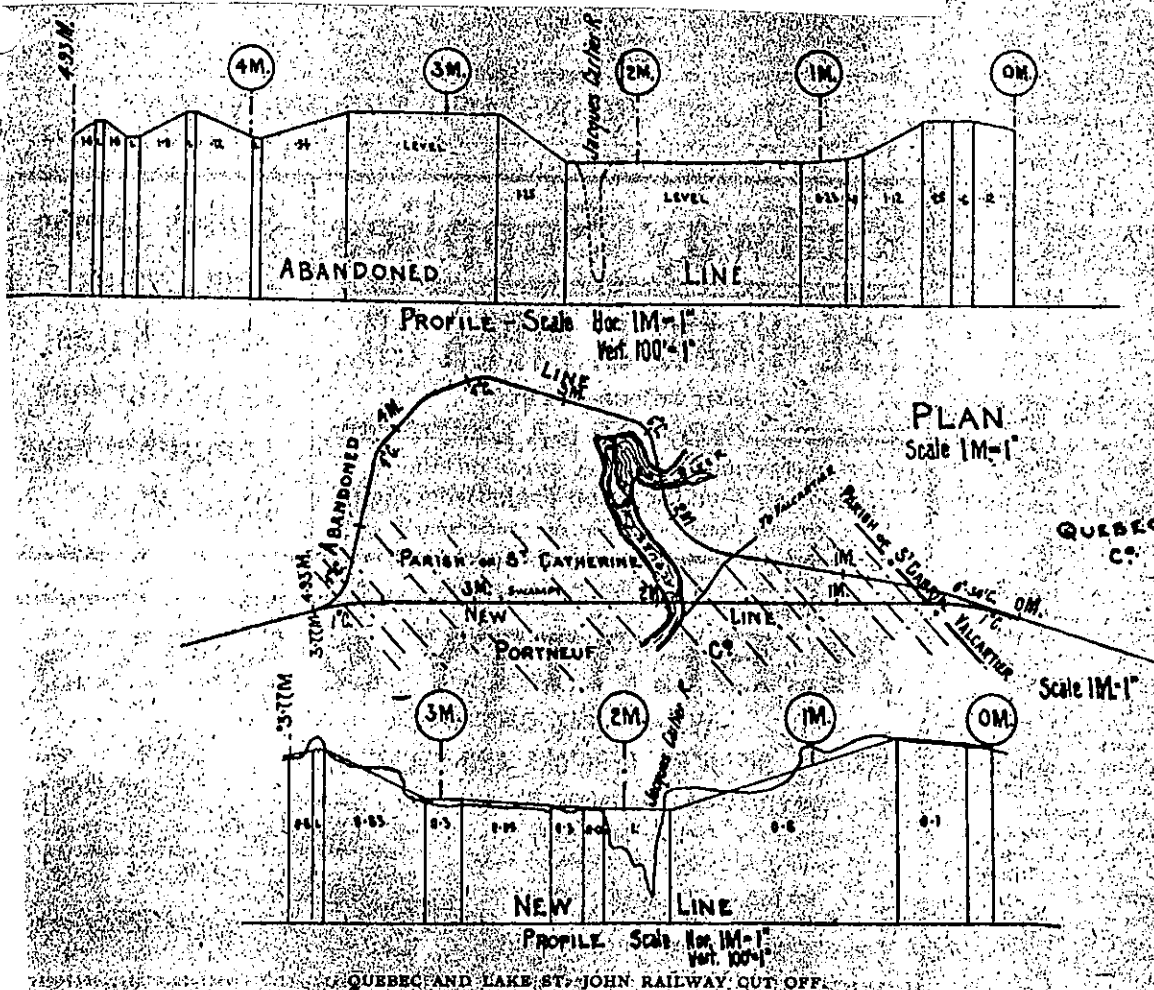
MARCH

1904

P81

# Quebec & Lake St. John Railway Cut Off.

The illustrations on page 283 show the general details of one of the many improvements made on the Quebec and Lake St. John Ry. last year. As to why the change should be made requires no explanation, for a glance at plans and profiles shows the advantages both in alignment and grades of the new over the old line, and a shortening of 1.16 miles, suffice it to say that the immediate cause of the change was due to the enormous increase of traffic, and hence the necessity of employing heavier engines which could not be used with safety on the old bridge over the Jacques Cartier river. The cost of the construction of a new bridge on the old site amply justified the seizure of the splendid opportunity of making so desirable a change. The new bridge is the third one to span the waters of the Jacques Cartier for the purposes of a railway, the old bridge having, in its turn, taken the place of a wooden Howe truss. The new line diverges from the old line on

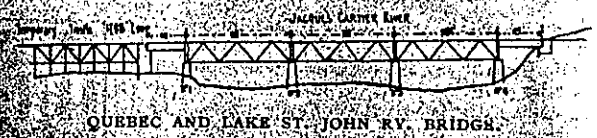


August  
1904

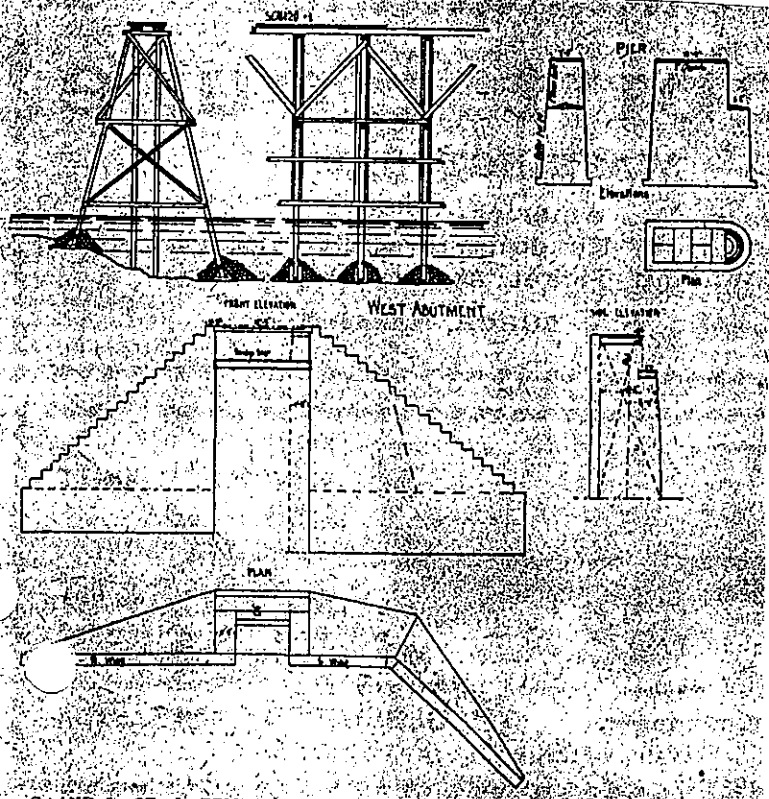
some, though it had the full force of the current, which was, however, previously headed off by an outside sheeting, part of which afterwards formed the outside wall of the coffer dam to contain the puddle. Pier 3 was perhaps the most interesting of all, being in 10 ft. of water in the upstream side and decreasing down stream towards the island. A bottomless caisson was built of 12 in. by 12 in. timber, of a section to suit the river bottom, and rolled into position with a shelf in side on which boulders were loaded to sink it. It was then sheet piled with 9 in. tongued and grooved  $1\frac{1}{2}$  in. stuff, and on being pumped proved leaky, necessitating another row of sheet piling placed 5 ft. outside and filled with puddle. It may be interesting to note that a successful method of stopping leaks under the puddle was found by removing the clay at the leaky spot to within 18 in. of the bottom, ramming it well, then loading with heavy boulders and sand, then filling with 18 in. of clay, ramming and loading till the wall was complete. The dimensions of piers and abutments are shown on the plans, the western abutment being a wing one, the north wing being at right angles to track, while the south one follows the river. The wings are turretted on top, being rock faced on three sides. The eastern one was an ordinary "U" abutment. Pier 4 was built the same as the others on top, being 7 ft. by 15 ft., with a batter on each side of  $\frac{1}{2}$  in. to the foot. The metal of the superstructure is of rolled steel throughout, consisting of three 110 ft. spans, composing the main bridge, built exactly alike, being 107 ft. centre to centre of end pins, there being 6 panels in each 17 ft. 10 in. from panel point to panel point, and 10 ft. centre to centre of trusses. The trusses are calculated for class 1, typical consolidation engine and tender, as specified by the Department of Railways, 1899. The eastern and western approaches are plate girder spans 39 ft. respectively, over all, the girders 8 ft. c-c of girders. The webs are 84 in. by  $\frac{3}{4}$  in.

The culverts, three in number, are of the usual masonry box type. The fencing is of the anchor type, 9 strands, 4 ft. high and 12 ft. between posts, with two cross wires fastened at

the junction of the horizontal ones by clamps. The farm gates consist of a frame made of 2 in. by 4 in. timber. They are 13 ft. long and 4 ft. 6 in. high, filled in with six strands wire and two vertical wires, forming a light gate and easily handled. The rails are of English manufacture and weigh 76 lbs. to the yard. The web is 9-16 in., the head  $2\frac{1}{4}$  in., the base  $4\frac{1}{4}$  in., and height of rail  $4\frac{1}{4}$  in. The fastenings are double angle bars with a base which rests on the tie, making a total base of 7-12 in. at the joint. The station, 34 ft. by 19 ft. 5 in., is a two story building, with balconied gabled windows, front and rear, and bay windows on ground floor. The entire building is surrounded by a weather shelter, the whole being of neat appearance and suited to the locality. The ground floor is partitioned to form waiting room, operator's office and baggage room, while at the rear are kitchen and parlor. The upper story is divided into five rooms, the whole forming a building convenient in the double purpose of station and agent's house. The whole work was carried out by J. Paquet, contractor, Lévis, Qué.—Canadian Engineer.



QUEBEC AND LAKE ST. JOHN R.V. BRIDGE.



August  
1904

Quebec and Lake St. John Ry.—The report for the year ended Dec. 31, 1903, presented at the recent annual meeting showed that 247,905 passengers, and 318,730 tons of freight had been carried. The proceeds of the £200,000 of prior lien bonds authorized for the improvement of the company's property had been expended for the purposes specified in the statute, and it had been found necessary to supplement this out of the unexpended profits prior to the reorganization. The total expenditure to Dec. 31 had been \$991,538.42. The operating accounts profit and loss statements show that the interest on the new first mortgage and prior lien bonds had been paid, the net earnings for the year having been more than sufficient for that purpose. Following are the officers and directors for the current year: President, G. Le Moine, Quebec; 1st Vice-President, W. Hanson, Montreal; 2nd Vice-President, J. T. Ross, Quebec; other directors: T. A. Piddington, E. Beaudet, Hon. P. Garneau, Hon. J. Tessier, H. J. Beemer, C. A. Hanson, E. Hanson, F. W. Ross. The ex-officio members of the Board are: Hon. S. N. Parent, Quebec; Hon. J. A. Gagne, Chicoutimi; and G. Tanguay, M. L. A.

The holders of the prior lien bonds, of the first mortgage bonds and of the income bonds of the company met in London, Eng., June 27, for the purpose of considering the acts passed by the Quebec Legislature at its last session amending the company's charter so as to permit of a further issue of prior lien 4% bonds to an amount not exceeding £300,000, to be used, when required, for capital purposes only. J. G. Scott, General Manager, explained that the present bonded debt of the company was £200,000 of 4% prior lien bonds, £142,400 of 4% to 5% mortgage bonds, and £64,400 of 6% income bonds, secured by mortgage upon 240 miles of railway, on the valuable terminal property and docks at Quebec, and on the rolling stock. The interest on the prior lien and mortgage bonds had been regularly paid, and the directors hoped that before long they might be able to pay something on the income bonds. The receipts of the road were growing steadily, and the net earnings last year showed an increase of about £6,000, notwithstanding some unusual expenses in operating. The road had been worked with great economy, its operating expenses per train mile for the year ended June 30, 1903, being 90c., against \$1.17 the average for the whole of Canada. Although the authority for issuing £300,000 of additional prior lien bonds had been obtained, so far as the Legislature was concerned, it had been decided by the board that the issue should at present be limited to £150,000, and that no further issue should be made until the bondholders had been again consulted. The new works contemplated included the construction of a mile of line from Roberval station to the wharf on Lake St. John, estimated to cost \$14,600; and the construction of a branch of 38 miles to La Tuque, at the head of navigation of the St. Maurice River, estimated to cost \$638,944. Assuming the value of the land grant from Quebec at \$1 an acre, the total cost of

August 1904

(80) W. S. B., Quebec, writes:

The Quebec & Lake St. John Railway some years ago bought two consolidation engines at Kingston. Two pairs of drivers were under the fire box and gave considerable trouble. Later the M. M. removed the rear driver. A says that the engines lost some of their tractive power, while B says there is no change. Who is right? A.—If in removing the rear drivers the weight was equally transferred from the rear drivers to the remaining drivers, the tractive effort remains the same, and the engine should do better work when once under way, as there is less resistance from friction due to the removal of one pair of rods and wheels. The fewer driving wheels an engine has the better for free working. If there is weight sufficient to keep them from slipping, one pair of drivers is most desirable.

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Railway and  
Locomotive Engineering  
December 1903

**Quebec and Lake St. John Ry.**—The extension of the line from Roberval station to the Government wharf on Lake St. John, Que., about one mile, was expected to be completed early in Sept. The route is level, with the exception of about 1,700 ft. of 1% grade compensated. The location surveys for the La Tuque branch are expected to be completed early in Oct. The length of the projected line is 38 miles, and the surveys made showed that the grade would be 1% compensated, and that the maximum curvature would be 6 degrees. It is expected that tenders for construction will be awarded at an early date, and it is desired to have the line completed and in operation by Sept., 1905. The distance from Quebec to La Tuque by the new line will be 118 miles, against 174 miles by the present route from Quebec to Grandes Piles, via Three Rivers, and steamer from Grandes Piles to La Tuque. (July, pg. 235.)

September 1904

Quebec and Lake St. John Ry.—Ten miles of track had been laid on the branch line under construction to La Tuque, on Oct. 31. The grading for an additional eight miles had been completed, and considerable work had been done beyond that point. The first ten miles was expected to be ready for Government inspection Dec. 6; and it is expected to have the branch completed to La Tuque, 40 miles, by Sept., 1906.

Six miles of track have been laid on the Gosford branch from Valcartier, and the ballasting had also been done. Some further grading has been done on the branch. (July, pg. 287).

December 1905

## RAILWAY DEVELOPMENT.

*(Continued from page 511.)*

about 7½ miles in length. It will run north for about half a mile from the bridge, and then through Cote St. Francois, parallel to the highway from Quebec to Cap Rouge. At about 2½ miles from the bridge the line turns north-east, crossing St. Foye road and going through St. Felix du Cap Rouge, and Cote St. Michel to the proposed junction. Practically the first five miles is solid rock and earth stripping, the last couple of miles being light work. The principal bridges are: mileage three, a 30 ft. span over the highway; at mileage four, and near mileage five, bridge over the Ruisseau La Sorel River. The steepest gradient is ¼ of 1% and the maximum curvature 6°. Schell, Kennedy and Lowthian have the contract for this line.

The branch line between St. Epiphane and St. Jacques l'Achigan, upon which track was laid in 1904, has been completed, and was opened for traffic Oct. 25.

The Great Northern Ry. at present secures its entrance into Quebec over the line of the Quebec and Lake St. John Ry., but has completed surveys for a direct line from Burrill's siding, mileage 85.7 from Montreal into Quebec, so as to secure an independent entrance. The first proposal was to construct a cut-off from Garneau Jet., 97.7 miles from Montreal, to St. Catherine's, on the Q. and L. St. J. Ry., mileage 173.3 from Montreal; and a later project was to construct the line from Shawenegan Falls, 93 miles from Montreal, to Quebec. The new line from Burrill's siding to Quebec will be about 100 miles in length. The heaviest gradient going east will be one-half of 1%, and going west 0.4%, and the curvature will vary from 30 minutes to 1°. Tenders have been asked for the construction of this line. (See pg. 459.)

DECEMBER

1905



**Quebec and Lake St. John Ry.**—The London, Eng., stock exchange has been asked to list a further issue of £40,000 prior lien 4% bonds of this railway, numbered 4,251 to 4,650.

The question of the control of the Q. and L. St. J. Ry. has been the theme of considerable discussion in Quebec for some time past. It has been stated that Mackenzie, Mann & Co. have secured 51% of the common stock, but up to Dec. 20, no official announcement had been made to that effect. The nearest to an official statement is an interview with W. Hanson, one of the directors, through whose brokerage firm in Montreal the purchase was said to have been made. Mr. Hanson is reported to have said that the railway had not been sold. One report states that the price paid was \$34 per share. The capital stock of the company is \$6,000,000. Another report states that there is a movement also in progress for the purchase of the Quebec Ry., Light and Power Co., and its amalgamation with the Q. and L. St. J. Ry. The Quebec Board of Trade, at a meeting held Dec. 11, passed a resolution setting out that any change in the management of the railway would not be in the interests of Quebec, and that as the Province contributed \$2,500,000, and the city of Quebec \$450,000

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January 1907

Quebec and Lake St. John Ry.—It is expected that the La Tuque branch will be completed and in operation by the end of the year. Officials of the company and some members of the Government went over the branch Nov. 2, as far as steel had been laid, about 35 miles. There was about six miles of grade between track end and the terminal at the La Tuque Falls to be completed, but it was expected that this would be all finished by Nov. 30. (Nov., pg. 641).

December  
1906

Lake  
Steamers

Company has been formed in connection with the Quebec and Lake St. John Ry. for the purpose of acquiring the steamers which at present run between Roberval and points on Lake St. John; purchasing additional steamers and opening routes up on the Peribonka, Mistissini and Ashuapmouchan rivers. A charter has been applied for under the Quebec Companies' Act. At a meeting held Jan. 17, officers and directors for the current year were elected as follows:—President, H. J. Lyons; First Vice-President, J. G. Scott; Second Vice-President and Managing Director, R. Dupont; Third Vice-President, F. X. Laroche; Secretary and Traffic Superintendent, T. L. Marcoux; Purchasing Agent, H. B. Locke; other directors: J. L. Guay, L. Lindsay, H. Gagne. The company proposes to operate its steamers on routes aggregating about 200 miles, and at the opening of navigation will have the three steamers hitherto on the lake in service. Later in the season there will be added light draft, flat-bottomed, stern-wheel steamers, now being built for the company at the Polson Iron Works, Toronto. These steamers are being specially built so as to be able to reach the furthest points of settlement in the district during the period of low water. Consideration is being given to the inauguration of a line of freight and passenger steamers to run between Chicoutimi and River du Loup, and so afford a continuous round trip of the Saguenay River. The title of the company is the Lake St. John Navigation Co. It has placed an order with the Polson Iron Works, Toronto, for the construction of two light draught, flat-bottomed, stern-wheel steamers for the river traffic from Roberval, Que. on Lake St. John. One steamer is to have a length of 65 ft., by 17 ft. beam, and the other 100 ft. long, by 20 ft. beam, and to have a draught when loaded not exceeding 18 inches. The hulls are to be of steel, and the stern wheels are to be driven by engines of suitable power to give a speed of 18 miles an hour against the current. These steamers are to be completed in Toronto, then packed in sections and conveyed to Roberval, where they will be put together and put on the lake. The order was placed by R. Dupont, and H. B. Locke, Manager and Purchasing Agent, respectively, Jan. 25, and it is expected that the steamers will be delivered at Roberval and put together in time for the summer business. They are to be specially equipped for the colonization business in the Lake St. John country. Messrs. Dupont and Locke went on to New York from Toronto, to endeavor to arrange for the purchase of one or two steamers, which it is proposed to place on a route from Chicoutimi, to run on the Saguenay River. The company at present owns the following steamers:—Mistissini, built at Roberval, Que., 1891; side wheel engines 200 h.p.; length 130 ft., breadth 22.4 ft., depth 8.2 ft.; tonnage, gross, 235 tons; register, 148 tons. Peribonka, built at Roberval, Que., 1892; side wheel engines 25 h.p.; length 90 ft., breadth 21.8 ft., depth 6.2 ft.; tonnage, gross, 179 tons; register, 113 tons, and the Colon, Roberval and Merice, tugs, which do not appear on the list of vessels registered in Canada.

February  
1906

The first of the new steamers for the Lake St. John and Saguenay Navigation Co. was named Pigouagami, and was put on her run at Roberval, Lake St. John, Que., July 5. The occasion was celebrated by a dinner at which the principal guests were the Provincial Minister of Colonization, members of

the provincial legislature  
and representatives of the  
Q & L S J Ry.

AUGUST  
1906

### Quebec and Lake St. John Ry.

This line, the control of which has been secured by Mackenzie, Mann & Co., was opened from Quebec to Gosford, 23.5 miles, in 1871, that section being laid with wooden rails. In 1880 it was reconstructed and extended to St. Raymond, 36 miles from Quebec. From 1884 to 1888 a further extension was built to Roberval, and in 1898 the eastern extension was completed to Chicoutimi. A branch is under construction from Jeanette to La Tuque, about 40 miles, on which 16.75 miles of rails were laid in 1906. A branch of a mile to Roberval wharf and the Gosford branch of 1.50 miles were also built in 1906. The bonded debt on Dec. 31, 1905, was as follows: £350,000 prior lien 4% 20 year £100 coupon bonds due April 21, 1921; £442,000 1st mortgage 5% £50 and £100 bonds due Dec. 31, 1924, ranking after prior lien bonds; £840,000 6% £50 and £100 income bonds due Dec. 31, 1924, interest payable if earned. The interest on the 1st mortgage bonds, payable Jan. 1 and July 1, was at the rate of 4% a year till July, 1905.

The statistics of operation for the year

April 1907

Quebec and Lake St. John Ry. The Minister of Public Works and other Quebec Government officials recently completed a trip of inspection over the new lines under construction by the company. The most important of these is the La Tuque branch 13 miles long. On this 13 miles of track have been laid from the point of junction with the main line and the grade for another 10 miles of track is practically completed. The stream shovel is at work at La Tuque, and grading is in progress at that end of the line. The

MAY 1906

Quebec and Lake St. John Ry. —Track has been laid on the La Tuque branch as far as the 30th mile from La Tuque Junction, Que., and work is in progress upon the remaining 10 miles of the branch, which will end at La Tuque Falls. Track was laid on 16.75 miles of the branch during 1906. J. Parnet is the contractor. The Gesford branch was extended 1.75 miles during 1906, and now ends at 5.50 miles from Valcartier station. E. Conway, Quebec, is the contractor. The branch from Roberval station to the Government wharf on Lake St. John, one mile, has been completed. (Dec., 1906, pg. 715.)

January  
1907

towards the construction of the line, the Provincial and the city government should have something to say in the direction of its policy, in its control, and in the retention of the head office, work shops and management in Quebec city.

*WBF*

January 1907





Quaker and Lake St. John Ry.  
pected that the branch to La Tuque  
completed early in the summer.  
been progressing uninterruptedly  
the winter (April, pg. 245.)

MAY 1907

### Quebec and Lake St. John Ry.

The directors' report presented at the annual meeting held in Quebec, May 10, contained the following:

The number of passengers carried during the year was 325,639, and the number of tons of freight 367,879. In the previous year the figures were 301,725 and 346,011. The freight consisted of the following number of car loads: cordwood, 1,124; pulpwood, 3,308; sawn lumber, 4,143; square timber, 560; ties, 812; pulp and paper, 1,427; brick, and stone, 259; cheese, 78; grain, 329; general merchandise, 5,914; total, 17,954.

The construction works on the branch line to La Tuque have been carried on by the contractor, J. Paquet, and by his sub-contractors, O'Brien & Fowler, with a large force of men during 1906, and also during the winter. The work has exceeded the estimates very largely, owing principally to a great deal of rock being found where test pits have led the engineers to expect earth and gravel. Track is now laid to mile 30, and the grading thence to beyond mile 39 is almost completed, so that trains should be running to La Tuque not later than July next, and possibly earlier. The contractor is running regular trains to the end of the track, and the construction of the National Transcontinental Ry. having been commenced at La Tuque, men and material for this work are now being sent forward over the Q. & L. St. J. The water power at La Tuque has been purchased by a syndicate of U.S. paper mill manufacturers, who have also purchased from the company the land grant of 158,000 acres given by the Provincial Government to aid the construction of the branch to La Tuque. The same purchasers have also acquired a large area of timber limits on the St. Maurice River, and have contracted to furnish the railway with not less than 4,000 carloads of freight annually for the next nine years. The branch line from Valcartier towards Gosford is being continued for a further distance of a mile, which will make the length of this branch  $5\frac{1}{2}$  miles. A considerable quantity of freight has been delivered at the end of the line, and only awaits the track to be brought to market. The branch line from Roberval to the Government Wharf on Lake St. John, a distance of about one mile, has been completed and was inspected by the Government engineers in Dec. last. It is expected that this branch will be of great use in helping the steamboat navigation of Lake St. John, and thereby developing the territory on the north and west sides of the lake. The balance remaining unissued of the authorized issue of £500,000 of prior lien bonds has been disposed of during the past year, and has been and is being expended in the construction of the La Tuque, Gosford and Roberval Wharf branches, and also upon betterments on the main line. The ballasting of the main line from Lake Bouchette to Lake Edward was completed last year, and also a portion of the ballasting south of Lake Edward. Concrete and steel bridges have been constructed at the Rondeau and Jacot Rivers. The new dock at Quebec for the accommodation of canal boats and other light draught vessels has been completed. This dock is 700 ft. long, and is proving of very great benefit in accommodating the export trade of the railway. The yard at Quebec in rear of this dock has been nearly filled up, thus giving the railway a considerable increase in its yard accommodation. The pulp and cardboard mills and saw mills at the different points on the railway continued to be operated during the past year, and logs have been got out during the past winter to furnish them with a considerable increase of business. The colonization movement to the Lake St. John country has made satisfactory progress, and the Dominion Government is

JUNE 1907

### Quebec and Lake St. John Ry.

The directors' report presented at the annual meeting held in Quebec, May 10, contained the following:

The number of passengers carried during the year was 25,000, and the number of tons of freight was 10,000. In the previous year the figures were 20,000 and 10,000. The freight consisted of the following number of car loads: 1,000 of pulpwood, 1,000 of sawn lumber, 1,000 of square timber, and the rest of miscellaneous goods, such as coal, iron, and steel.

The construction works on the branch line to La Tuque have been carried on by the contractor, J. Piquet, and by his subcontractors, J. Brien & Fowler, with a large force of men during 1906, and also during the winter. The work has exceeded the estimates very largely, owing principally to a great deal of rock being found where first it was felt the engineers to expect earth and gravel. The track is now laid to mile 30, and the grading there is beyond mile 30 is almost completed, so that trains should be running to La Tuque not later than July next, and possibly earlier. The contractor is running regular trains to the end of the track, and the construction of the Montreal-Timmins branch line, having been commenced at La Tuque, men and material for this work are now being sent forward over the Q. & N. S. R.

The water power at La Tuque has been purchased by a syndicate of U. S. paper and manufacturers, who have also purchased from the company the land grant of 100,000 acres given by the Provincial Government to aid the construction of the branch to La Tuque. The same purchasers have also acquired a large area of timber lands on the St. Maurice River, and have contracted to furnish the railway with not less than 2,000 carloads of freight annually for the next five years.

The branch line from Valcartier towards Godbout is being continued for a further distance of a mile, which will make the length of this branch 10 miles. A considerable quantity of freight has been delivered at the end of the line, and only waits the track to be brought to market. The branch line from Roberval to the Government Wharf at Lake St. John, a distance of about one mile, has been completed and was inspected by the Government engineers in Dec. 1906. It is expected that this branch will be of great use in bringing the steamboat navigation at Lake St. John, and thereby developing the timber and the north and west sides of the lake.

The railway remaining unissued of the authorized issue of £1,000,000 of preference bonds has been disposed of during the last year, and has been and is being expended in the construction of the La Tuque, Godbout and Roberval Wharf branches, and other important settlements on the main line. The ballasting of the main line from Lake Umbagog to Lake Edward was completed last year, and also a portion of the ballasting south of Lake Edward. Concrete and steel bridges have been constructed at the Godbout and Lac St. Jean Rivers. The new dock at Quebec for the accommodation of canal boats and other light draught vessels has been completed. This dock is 100 ft. long, and is providing a very great benefit to the navigation, the export trade of the river. The wharf at Quebec to rear of this dock has been nearly finished, thus making the railway a considerable increase in its yardage and facilities. The pulp and sawmill mills and saw mills at the different points on the railway continued to be operated during the past year, and have done very well, but during the past winter to furnish them with a considerable amount of business. The Government's interest in the Lake St. John branch has been satisfactory progress, and the Dominion Government is taking an active interest in the work.

JUNE  
1907

June 1907]

THE

appointed a special agent to supervise it at Quebec. The agent had pleasure in handing over to his successors in office a road in excellent physical condition, well equipped with rolling stock in a good state of repair, and controlling a steady and increasing volume of traffic.

Following are the officers and directors for the current year: President, D. B. Hanna, Toronto; Vice-Presidents, C. Lemkin, Quebec, Z. A. Lash, K. C., Toronto; other directors, F. C. Amesley, W. H. Moore, A. J. Mitchell, P. Nichols, Toronto; J. T. Ross, E. Beaudet and Senator Tessier, Que. The following are representative directors: J. C. Garneau, ex Mayor of Quebec; Hon. Judge Gauthier, representing Chiquama, and G. Langway, M. P. P., and Senator Charvett, representing Quebec Province.

It will be noticed that a number of changes were made in the directorate, consequent on the control having been secured by Mackenzie, Mann & Co.

JUNE 1907

Metamuchonan Pulp Co. By an act passed last session of the Quebec Legislature the agreement between the shareholders and a syndicate for the reorganization of the company was confirmed, and its name was changed to that of the Metamuchonan Co. The capital was reduced to \$138,000 but the shareholders have power to increase it to \$1,000,000. The schedules attached to the act set out the property affected by the arrangement. This includes all rights and interests of the Pulp Co. in a railway to connect its works at St. Andre de Pymonte to its point of intersection with the Quebec and Lake St. John Ry., near Lake Bouchette, about 11 1/2 miles, all the rights and interests of the Pulp Co. under the De-

August  
1907

main Act of Edward VII, chap. 47, sec. 37,  
to a railway for a railway of 13 miles at  
the most, running from Lake Beauport  
station on the G. and L. St. J. R. to St.  
André; all the right and interest of the Tulp  
Co. in any claim against the Quebec Gov-  
ernment for a land subsidy in respect of the  
line, one locomotive and some rolling  
stock.

August 1907

Met

**Quebec and Lake St. John Railway.**

The Gosford branch, extending from Lorette to Clark Settlement in the Riviere aux Pins Valley, 5.75 miles, was opened for traffic Aug. 1. The locomotive drawing the train which carried the official party over the branch was the E. Beaudette engine no. 1, which was the first to run on the old Gosford wooden railway in 1872. In the course of his speech at the public dinner, with which the event was celebrated, J. G. Scott, General Manager, said: "We are met to-day for the purpose of inaugurating a work which is the completion of a work begun in 1870. I refer to the Gosford wooden railway, built by Quebec capital raised with much difficulty by Sir Henri de Lotbiniere and M. W. Baby, with the aid of J. B. Renaud, J. Ross, Hon. P. Garneau, H. Fry and others who have since gone to their rest. As happened since with regard to the main line, the promoters of 1870 had to rely upon the energy and the financial pluck of a U.S. citizen to build the road as contractor and they secured the services of J. B. Hulbert in the same way as we 13 years later secured the services of another U.S. citizen, H. J. Beemer, to build the main line. Mr. Hulbert was ably seconded by local engineers—the late C. A. Scott, J. Sullivan, H. O'Sullivan, and the late Mr. Stocking, and the wooden railway was built. It was not a success, but it caused the construction of a much larger public work, namely, the Lake St. John Ry., which has been of untold benefit to the city of Quebec. When the Lake St. John road was undertaken it was found that the Gosford end of the road was unsuitable for a through line, and the Gosford reverted to its primeval solitude. But the wealth of timber contained in the township of Gosford, and the large population isolated in the valley of the Riviere aux Pins settlements known as St. Gabriel West, commanded attention, and the result is the construction of a branch line from Valcartier station to Gosford, the first section of which we are inaugurating to-day. Not only will this branch be valuable in exploiting the splendid hardwood lands of the township of Gosford, which will furnish an abundant supply of square birch and other timber for export at Quebec, and the best quality of fuel for the city of Quebec and for the rich parishes of Lorette, Charlesbourg and Beaufort which are running short of fuel, but it will also remove from their isolation the hardy farmers of St. Gabriel West, several hundred families in number, who now cultivate the fertile lands of the Riviere aux Pins Valley, separated from civilization by a high range of mountains. For the farmers living on the north side of the Jacques Cartier River there is no bridge to cross that river for a distance of 20 miles from Valcartier to Pont Rouge. This is a terrible inconvenience, but it is going to be remedied by means of the very work we are inaugurating to-day, because one of the conditions upon which the Provincial Government has subsidized this branch is that the railway company shall construct a carriageway alongside of its bridge over the Jacques Cartier, and I have no doubt the Dominion Government will make the same stipulation when it grants its subsidy. But this section of this Gosford branch which we are inaugurating to-day is not all that has to be done. This branch must eventually be extended in one direction to the end of the settlements in the Riviere aux Pins Valley, and in the other to the first or second range of the township of Gosford in the direction of Lake Sept Isles, through lands capable of supplying enormous quantities of hardwood timber. "A capital of \$100,000 raised by Sir Henri de Lotbiniere and his associates for the Gosford Ry. has resulted in an expenditure of \$10,000,000, and in the commercial salvation of Quebec through the control of a great back country

and of the lumber trade of the two greatest rivers in the Province—the Saguenay and the St. Maurice. If Quebec people will combine again even in a small way, as before, it will not be long before we will be calling out 'all aboard for James Bay,' and Quebec will then have secured another back country larger and richer than what we have already secured." (May, pg. 327).

September

1907



### Quebec's Future as a Port.

The future of the port of Quebec was the subject upon which a lengthened interview was recently given by J. G. Scott, General Manager of the Quebec and Lake St. John Ry. In his view the future of the port is bound up with the development of the great territory northward and eastward and westward. The first railway to enter this territory was the Quebec and Lake St. John Ry., and it has done a great work in opening up land for settlement, in creating trade and adding to the wealth of the community. As a result there were, it was claimed, at least 10,000 men working during the present winter along the line. The construction of the Transcontinental Railway would bring in a large amount of trade to the port, while the Canadian Northern Ry. would also make the port a shipping point upon its transcontinental line. Then there was also the projected Trans-Canada Ry., with a route 100 to 300 miles further north than the transcontinental C.P. Pacific Ry. This would be the shortest route from Port Simpson to the Atlantic coast. It might seem Utopian to speak of a fourth transcontinental line, but he was of opinion that there would be business for it. The wheat belt of the great North-west extended 400 miles further north than the projected railway, and being over 300 miles north of the U.S. boundary would be a safer military line than any of the others.

The vital question for Quebec, however, Mr. Scott said, was terminals at the port. It would take quite as long to construct the docks, elevators and other terminal facilities as it would to complete the National Transcontinental Ry. Unless these terminals were ready when the railway was the traffic would be diverted elsewhere, and lost entirely. The Terminal Company had a plan for a splendid system of docks stretching from Diamond Harbor to Sillery, and the construction work should be undertaken without delay. The Louise docks are insufficient even for the comparatively small trade brought to Quebec by rail at the present time, and the proposed extension of these docks on the St. Charles side will be none too much for the business of the C.P.R. and the Canadian Northern Ry. There is only one berth at the

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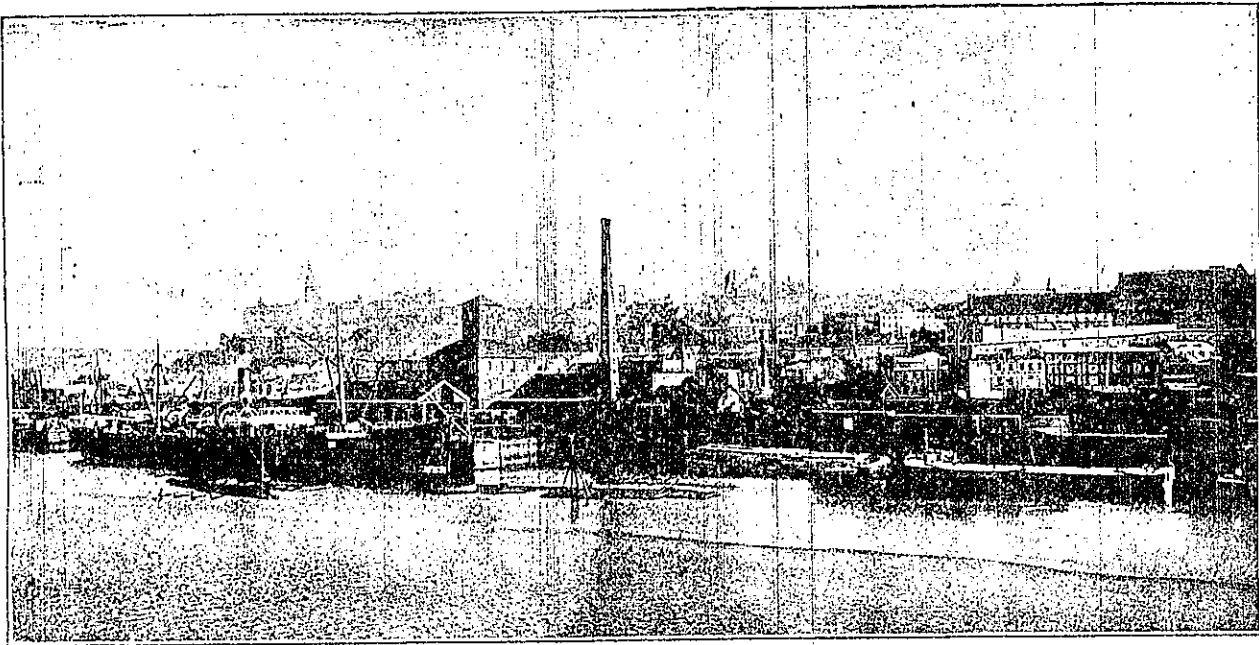
dian Northern million bushel elevator adjoining the Custom House. On the north side of the River St. Charles, at Limboulou Jet., the company owns, within a few hundred feet of its city terminus, 53 acres of very valuable level ground, which it is intended to utilize for machine shops, car works, shunting grounds, car storage and the live stock trade. At the western end of this ground the Canadian Northern Quebec Ry.'s new line, which will be the shortest route between Quebec and Montreal, diverges, and running west reaches Cap Rouge and the northern approach to the cantilever bridge under construction across the St. Lawrence, and passing under the G.T. Pacific Ry., continues from Cap Rouge westward to Grand Mere, Shawinigan, Joliette and Montreal.

large locomotive water tanks of 40,000 galls. capacity each have been erected. The contractor was Joseph Paquet, Levis, Que., who sublet a portion to O'Brien and Fowler; the steel bridges were constructed by the Dominion Bridge Co., Lachine, Que. A. E. Doucet, Chief Engineer of the company, had general charge of construction, M. Jacquemart being resident engineer.

G. Lemoine, Vice-President of the company, occupied the chair at the public dinner with which the opening was celebrated, and referred to the absence of the President, D. B. Hanna, which was occasioned by that gentleman desiring to leave the proceedings in the hands of the old directors, who had planned and arranged for the construction of the branch. The toast list in-

#### Canadian Northern Terminals at Quebec.

The recent acquisition by the Canadian Northern Ry. interests of the control of Quebec and Lake St. John Ry. stock puts



CANADIAN NORTHERN QUEBEC RAILWAY TERMINALS AT QUEBEC.

the C.N.R. in possession of the best and largest terminals in the city of Quebec, and a system of docks and deep water shipping facilities which could not be duplicated without an enormous expenditure of money. The terminal property is situated in the east of the city, near to the Chateau Frontenac, and to the residential quarter, and at the same time in proximity to the banks, wholesale houses, grain elevators and docks of the commercial section. It extends from the gas works on the River St. Charles towards the Custom House on the St. Lawrence River front, contains an area of 370,000 ft. of the most valuable property in the centre of the business portion of the city, and has a frontage of over 1,200 ft. on the Princess Louise Dock. A deep water wharf with a depth of 29 ft. at low tide covers a portion of this frontage, so that the largest ocean steamers load and unload cargoes opposite to the railway station. The rails for the eastern section of the National Transcontinental Ry. are unloaded at this dock and thence forwarded by rail to La Tuque, Hervey Jet., and other points where unloading is in progress. The rest of the frontage of the property is covered by a new wharf which gives accommodation to promiscuous traffic from the Upper Lakes, and to a great fleet of canal boats which carry pulpwood and sawn lumber to the United States. Tracks lead from the terminal property to all points on the Louise docks, the C.P.R.

#### Quebec and Lake St. John Ry.

The official opening of the La Tuque branch took place Nov. 30, when a special train carried a party of directors, officers, members of Parliament and business men from Quebec to the St. Maurice River Falls at La Tuque. The branch leaves the main line at La Tuque Jet., at mileage 78, a little north of Miguick station on the Batiscan River, and runs to La Tuque, the head of navigation of the St. Maurice River, 40 miles. The line crosses the Batiscan River, and runs up the Jeannotte River, one of its tributaries, thence crossing to Lake Wayagamack, and follows the discharge of that lake to the St. Maurice River at La Tuque. At the point of departure from the main line the elevation above tide water is 890 ft., the elevation of the summit is 1,186 ft., and at the terminus the height is 560 ft. The line has been constructed in a most substantial manner, the embankments being 16 ft. wide and the cuttings 22 ft., the steel bridges being built to the highest Dominion Government specifications. The maximum gradient going west is 1%, and coming east 1.25%, while the sharpest curve is 80°. The quantity of rock excavation was approximately 370,000 cubic yards, and the earth excavation approximately 1,200,000 cubic yards. The line is heavily ballasted throughout. A commodious station and freight sheds have been built at La Tuque, way stations and sec-

cluded the Provincial Government, by which the company had been liberally aided, the Q. and L. St. J. Ry. officers and directors, the Chief Engineer, the contractor, the Canadian Northern Ry. Co., which now controls the Q. & L. St. J. Ry., and the Quebec and St. Maurice Industrial Co., which is developing the resources of the district through which the branch passes.

The St. Maurice River is navigable from La Tuque southward to Grand Piles, about 70 miles; but from that point to Three Rivers, where the St. Lawrence is reached, the river is broken up by numerous rapids and falls, making navigation impossible. Several steamboats at present trade on the river, but it is intended to put on some larger ones and to develop the tourist business. The La Tuque Falls are 90 ft. high, and it is estimated that from 90,000 to 100,000 h.p. can be developed by their utilization. The Quebec and St. Maurice Industrial Co. has been formed to develop the power, and has entered into a contract with the Provincial Government to expend \$500,000 upon the work within three years. A pulpwood industry has already been started and a contract has been entered into by which the railway is to receive 4,000 carloads of freight annually at La Tuque, for nine years. The construction of the Eastern Division of the Transcontinental Ry., east and west from La Tuque, is providing considerable freight, and will do so for another couple of years. (Nov. 1907.

Quebec and Lake St. John Ry.—The Dominion Parliament at its recent session voted subsidies in aid of the following lines: From Valcartier station to Catherineville, Que., not exceeding 3.8 miles; from Valcartier station towards the north, not exceeding 5.50 miles; from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls, not exceeding five miles; and from a point on the La Tuque branch to a steamboat landing near La Tuque, not exceeding 1.0 miles; a total not exceeding 10.9 miles. The branch to La Tuque Falls has been completed and some construction work has been done on the St. Armand and Gosford branches.

A subsidy voted in 1908 for the construction of a line of railway from Roberval to the present terminal of the line on the St. John, westerly towards James Bay for a distance of 100 miles, was re-estimated. The subsidy act also provided grants towards the construction of the following lines: From Hebertville to St. Joseph d'Alma, not exceeding 113 miles; and for a line from Chicoutimi south or west, not exceeding five miles.

Canadian Northern Quebec Ry.—The Dominion Parliament last session voted a subsidy to the C.N.Q. Ry. for a line from James Bay to Quebec, with a branch towards the Quebec Bridge, not exceeding 81 miles; in lieu of the subsidy, for a distance not exceeding 70 miles, voted to the Great Northern Ry. of Canada in 1907. A subsidy was also voted to the C.N.Q. Ry. towards the cost of the construction of a line from Montreal, Que., to Newbury, Ont., not exceeding 66 miles, and so the Great Northern Ry. of Canada, which is one of the constituent lines of the C.N.Q. Ry., towards the construction of a line from St. Jerome to L'Assommoir (St. de L'Isle), Que., a distance of 21 miles.

The Dominion Parliament voted to the G.N. Ry. of Canada towards the construction of a line from or near a point in the united townships of Hartwell and Hartwell, Que., not exceeding 10 miles in length; and for a line connecting Montfort and Gattinowat, the main line at St. Jerome, not exceeding 10 miles. These subsidies were re-estimated at the last session of the Dominion Parliament to the C.N.Q. Ry.

Several lines which are in progress have been cut off from Gattinowat, Ont., to work the branch to the Quebec Bridge and the line to St. Jerome has been cut off in the junction with the Montfort. The extension of this branch has been gone on with, and beyond nothing has been done upon the lines from Montreal to St. Jerome and from Montreal to Newbury.

JUNE 1908

**Canadian Northern Ry. Construction.**

**Quebec and Lake St. John Ry.**—At the recession of the Quebec Legislature, subsidies were voted in aid of the following lines: a branch from the main line at Charlesburg to L'Etang, on the Montmorency River, 10 miles, a subsidy at the rate of 6,000 acres of land, not convertible into money, to complete 3.8 of its line from Valcartier to Ste-therme, a subsidy at the rate of 3,000 acres of land per mile, not convertible into money, ten of the subsidy voted in 1906, for a branch line from Valcartier station in the section of Gosford tp., 3,000 acres of land per mile, not convertible into money; and for extension of 12 miles of the Valcartier branch to Gosford tp., including a branch of 10 miles to Riviere-aux-Pins, in the parish of St. Gabriel West, 3,000 acres of land per mile in lieu of the subsidy voted in 1906. In connection with the second and third lines authorized, it is provided that the lands are granted on condition that the company shall establish a free passage by the building and maintenance of the bridge over and the approaches on both sides of the Jacques Cartier river, for foot passengers, vehicles and animals, at or near the old railway bridge over the river, according to plans to be approved by the Government.

The La Tuque branch was formally taken over from the contractors May 1, and the passenger service is now being operated by the company.

**Canadian Northern Quebec Ry.** The Quebec Legislature, at its last session, voted a subsidy of 3,000 acres of land, not convertible into money, in aid of the construction of a railway from St. Jacques to Rawdon, and

JUNE 1908

With regard to freight business, there is a decrease in the number of cars of pulpwood carried, and an increase in shipments of pulp and paper. The decrease in pulpwood was merely incidental to market conditions, which led to many paper mills in the U.S. being temporarily closed. This has produced some effect upon the movement of general freight, such as supplies for men engaged in pulpwood operations. The increase in the shipments of pulp and paper is partially due to the establishment of new mills at St. Raymond and Jonquière. In all respects the relation of the company to the pulp and paper industries is exceedingly favorable. The U.S. is the largest consumer of pulpwood and its products. In that country the rapid diminution of the supply of timber has seriously alarmed the public, as well as those engaged in the business, and the territory served by the railway is more and more looked to as the source of supply for the U.S. paper market. The construction of the La Tuque branch line furnishes an admirable instance of the development of the timber resources of Northern Quebec. The water-power on the St. Maurice River at La Tuque, which is capable of developing 80,000 h.p., has been acquired by a powerful syndicate of U.S. paper manufacturers, who have also purchased 158,000 acres of the land granted your company, and have undertaken to erect mills and works for utilizing the timber grown upon that large area of land. By agreement with the syndicate the railway company will get the benefit of the carriage of their output for a period of years. The La Tuque branch brings into commercial utility the whole of the region of the Upper St. Maurice River, with its numerous tributaries and water-powers, and the directors look for rapid increase of business in this direction. Already a flourishing town has been established at La Tuque, and, as the National Transcontinental Ry. crosses the St. Maurice at this point, and a physical connection has been made by it with your railway, the construction of that railway will furnish, for some time to come, much profitable traffic to your company. The development at La Tuque is likely to be repeated at other points on the railway, as various U.S. capitalists are in negotiation over pulpwood areas, and new industries are projected at Metabetchouan, Oulatchouan and Chicoutimi. The diminution of the world's supply of pulpwood has led to a much more careful policy of cutting the timber than prevailed a few years ago. It has been demonstrated that, with judicious cutting, the same territory is again soon available for further cutting. The exploitation of pulpwood territory, therefore, means permanent industry and population, and therefore, continued revenue for the railway.

There is a steady increase in the amount of business derivable from the colonization of the Lake St. John region, and the repatriation of French-Canadians who migrated to the New England States, has been considerably accelerated by the unfavorable industrial conditions which have prevailed there. The Dominion Government is continuing its policy of encouraging settlement of the rich lands around the lake, and a proposed extension of the line from Chibougamau will, if carried out, not only produce considerable additional traffic for the railway arising from the development of agriculture over a wider area, but will bring into business large additional areas of timbered lands, and will also secure better means of access to the mining districts around Lake Chibougamau, of the wealth

337.34, showing that the net earnings fell short of the fixed charges by \$46,010.35. This is partly due to the fact that whilst the interest on the prior lien bonds, amounting in principal to £150,000, representing the amount expended in the construction of the La Tuque branch, is charged to net earnings for the fiscal year, the branch was not operated by your company, and therefore no revenue appears in the statements under review. As previously stated, however, the directors anticipate with confidence a profitable return from the construction and operation of this branch.

The officers and directors for the current year are: President, D. B. Hamlin; Vice-President, Z. A. Lash, K.C.; Secretary, W. H. Moore; other directors: L. W. Mitchell, J. D. Morton, F. C. Annesley, A. J. Mitchell, P. Nicholls, Toronto; Hon. J. Tessier, E. Beaudet, Quebec; J. G. Garneau, Mayor of Quebec, ex-officio; G. Tanguay, M.P.P., and Hon. P. A. Choquette, representing the Quebec Government, and Mr. Justice Gagne, Chicoutimi, representing that municipality. The only changes on the board are the substitution of L. W. Mitchell and J. D. Morton, of Mackenzie, Mann & Co.'s Toronto staff, for G. LeMoine and J. T. Ross, of Quebec. Last year there were two vice-presidents, G. LeMoine and Z. A. Lash. This year Mr. Lash is the only Vice-President. J. G. Scott, General Manager and Secretary, having resigned, the position of General Manager has been abolished, and W. H. Moore, Secretary of the Canadian Northern Ry. Co., etc., has also been appointed Secretary of the Q. & L. St. J. Co.

August  
1908

**Ha Ha Bay Ry.**—The development of a deep water harbor, available for ocean-going steamers, at the head of the Saguenay River, has been looked forward to for years. When the Quebec and Lake St. John Ry. was extended to Chicoutimi, it was thought that a harbor might be developed there. A considerable amount of dredging was done, but it has been found impossible to secure a sufficient depth of water and suitable approaches. The Quebec Legislature passed an act authorizing the construction of a railway from Jonquieres, on the Q. and L. St. J. Ry., to St. Alphonse, on Ha Ha Bay, and subsidies in aid of its construction have been voted by the Provincial Legislature and by the Dominion Parliament. The promoters of the railway include J. G. Scott, J. E. A. Dubee and B. A. Scott, who were associated with the construction of the Q. and L. St. J. Ry., and the development of the industries in the Lake St. John country. Proposals for the construction of the line have been under consideration for some time, and it is said that a contract has been arranged. A meeting of shareholders was called to be held Sept. 2, when various matters in connection with the organization of the company, and the letting of a contract, were under consideration. (Sept., pg. 615.)

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Steamers, Toronto, born at Kingston, Ont., Mar. 21, 1855.

W. Y. Soper, director Ottawa Electric Ry. Co., Ottawa, Ont., born at Oldtown, Me., Mar. 9, 1854.

E. J. Travers, Manager British Columbia Car Service Bureau, Vancouver, B.C., born at Hamilton, Ont., Mar. 31, 1872.

W. F. Tye, ex-Chief Engineer C.P.R., Montreal, born at Haysville, Ont., Mar. 5, 1861.

G. W. Vaux, General Passenger and Ticket Agent G.T.R., Montreal, born at Montreal, Mar. 21, 1866.

D. O. Wood, General Freight Agent for Ontario, Allan Line Steamships, Toronto, born at Kleinburg, Ont., Mar. 16, 1864.

### Quebec and Lake St. John Ry. Report.

The annual report has been issued over the signature of D. B. Hanna, President, as follows:—

The result of the operations for the year ended Dec. 31, 1908, are:—

|  |                 |              |
|--|-----------------|--------------|
| Gross earnings—                                      |                 |              |
| Passenger traffic .....                              | \$221,472.34    |              |
| Freight traffic .....                                | 348,871.51      |              |
| Express, mail and miscellaneous .....                | 35,908.62       |              |
|  | \$606,252.47    |              |
| Working expenses (including taxes, etc., etc.) ..... | \$527,380.40    |              |
| Net earnings .....                                   | \$78,872.07     |              |
| On Main line and equipment .....                     | \$13,624,612.27 |              |
| Dominion .....                                       |                 |              |
| Govt. bonus, \$1,002,999.50 .....                    |                 |              |
| Provincial .....                                     |                 |              |
| Govt. bonus, 2,368,816.88 .....                      |                 |              |
| Town of Chicoutimi bonus .....                       | 12,999.00       | 3,383,816.38 |
|  | \$10,240,795.89 |              |
| Buildings, tools, materials and new equipment .....  | 1,732,172.77    |              |
| La Tuque branch construction .....                   | 1,421,261.52    |              |
| Dominion .....                                       |                 |              |
| Govt. sub .....                                      | 247,150,528.00  |              |
| Roads .....  |                 |              |
| La Tuque .....                                       |                 |              |
| Road grant .....                                     | 470,086.26      | 621,214.26   |
|  | \$800,047.26    |              |
| La Tuque branch construction .....                   | 44,772.26       |              |
| St. Joseph Hotel stock .....                         | 8,000.00        |              |
| Govt. bonus .....                                    | 1,125.22        |              |
| La Tuque water works .....                           | 3,622.55        |              |
| Transport Co. stock .....                            | 12,17.08        |              |
| La Tuque branch wharf .....                          | 13,608.78       |              |
| La Tuque .....                                       | 7,161.68        |              |
| Pikouagami .....                                     |                 |              |
|  | \$12,863,323.49 |              |
| Branch lines (Gosford and Roberval bonds) .....      | 127,800.00      |              |
| Accounts receivable .....                            | 328,100.00      |              |
| On hand .....  | 83,818.72       |              |
| Mechanical and other stores .....                    | 22,135.99       |              |
|  | 105,954.71      |              |
| Insurance unearned .....                             | 2,594.16        |              |
| Northern debenture .....                             | 1,050.00        |              |
| La Tuque .....                                       | 9,253.38        |              |
| La Tuque Hotel Co. .....                             | 19,121.68       |              |
| Outstanding accounts due .....                       | 36,013.18       |              |
| Loss .....   | 148,653.80      |              |
|  | \$13,641,864.39 |              |
| Capital stock .....                                  | \$1,303,500.00  |              |
| Of Quebec stock .....                                | 220,500.00      |              |
| Of La Tuque .....                                    | 2,433,333.33    |              |
| First mortgage bonds .....                           | 2,153,013.33    |              |
| Second mortgage bonds .....                          | 3,116,613.34    |              |
|  | \$12,226,960.00 |              |
| First mortgage bonds .....                           | 127,800.00      |              |
| On hand .....  | 741.65          |              |
| Payable .....  |                 |              |
| La Tuque and Gosford .....                           |                 |              |
| Branches, secured by .....                           |                 |              |
| Grant and subsidies .....                            | 114,405.81      |              |
| Trust and betterment .....                           | 240,581.97      |              |
| Notes .....  | 29,612.00       |              |
|  | 384,599.78      |              |
| December .....                                       | 22,051.41       |              |
| Increase on capital ac .....                         |                 |              |
| On La Tuque and .....                                |                 |              |
| Branches, and .....                                  |                 |              |
| Increase to meet inter .....                         |                 |              |
| charges and other .....                              |                 |              |
| Outstanding debts .....                              | 567,807.69      |              |

|   |                 |
|---|-----------------|
| Mortgage balance on new terminals property .....                                | 35,176.78       |
| Mortgage La Tuque lands .....   | 5,000.00        |
|   | 40,176.78       |
| Outstanding accounts due by company .....                                       | 180,567.23      |
| Profit and loss account prior to reorganization (expended in betterments) ..... | 91,159.         |
|   | \$13,641,864.39 |

Your directors much regret that both gross and net earnings for the year show decreases, the gross earnings being \$56,870.57, or 8.58%, and the net earnings \$84,454.92, or 51.78% less compared with the previous year's figures. The falling off is due to the trade depression everywhere, and specially to the decline in shipments connected with the manufacture of paper, pulp and lumber, the fluctuations in which are beyond the control of any transportation company, and which have been smaller in North Eastern Quebec than in any other pulp and lumber district. The situation was further aggravated during the early months of the year by the prevalence of unusually severe snowstorms, which increased operating expenses very largely in the effort to keep the line open for traffic, the operating expenses being 86.99% of the gross earnings, compared with 75.37% for the previous year. The increase in passenger receipts is \$20,183.00, or 8.91%. This is in face of a decline of 8,681 in the number of passengers carried, and is due to a readjustment of fares, which counterbalanced the disadvantage of a falling off, caused by diminished lumbering operations, in the number of passengers carried, and increased the earnings per passenger train mile by 9c. The freight business declined, both in tons carried and the earnings per traffic train mile; the tonnage to the extent of 46,088 tons, and the earnings per traffic mile from \$1.93 to \$1.57. But this showing, unsatisfactory as it is, would have been much worse if your directors had further postponed the readjustment of rates, which was found to be absolutely necessary if the methods of the railway were to be brought into good commercial order. The importance of this readjustment is shown by the fact that the earnings per ton mile increased from 1.22 to 1.57c., or 28.69%. If instead of this increase in the earnings per ton per mile the earnings had been on the former basis, the freight earnings would have been only \$269,654.56, or \$79,216.95 less than they actually were.

A considerable portion of the loss on working expenses was incurred in connection with the La Tuque branch, which was undertaken on the assumption that its cost would be somewhat more than half of what proved to be the case, and in the expectation that the near approach of the completion of the Quebec bridge would soon secure to the company a large freight business from the paper and pulp mills that were to be constructed at La Tuque. But the damages to the bridge, which postponed for several years the advantageous rates, in expectation of which the construction of the branch was undertaken; together with the depression in pulp and lumber industries inevitably retarded the development of this property; and there is no immediate prospect of extensive works at the La Tuque Falls being undertaken. Meanwhile the outlay on maintenance and unremunerative service must be continued.

During the year the wages of trainmen were further increased by the arbitration board appointed under act of Parliament; and further considerable expenditures have been incurred in bringing the equipment nearer to present-day requirements.

The shareholders will observe a change in the form in which the accounts are

presented. The only reason for the change was that the newer form is that which is prescribed by the Minister of Railways for Canada.

### INCOME ACCOUNT.

|   |              |
|---|--------------|
| December 31, 1908.                                      |              |
| Interest on prior lien bonds .....                      | \$97,333.31  |
| Interest on first mortgage bonds .....                  | 106,081.45   |
| Directors' fees .....                                   | 2,500.00     |
| Hanson Bros. fees as agents in Canada .....             | 486.87       |
| Glyn, Mills, Currie & Co., commission .....             | 997.67       |
| Railway Share Trust & Agency Co., fee as trustees ..... | 1,946.66     |
| Interest on bills payable .....                         | 4,339.82     |
| Interest on terminal mortgages .....                    | 1,283.44     |
| Interest on equipment trust notes .....                 | 7,686.77     |
| Bad debts written off .....                             | 1,617.40     |
| J. G. Scott (account salary) .....                      | 6,000.00     |
|   | \$230,273.19 |

|                        |              |
|------------------------|--------------|
| January 1, 1908.       |              |
| By Balance .....       | \$1,940.13   |
| December 31, 1908.     |              |
| Net earnings .....     | 78,872.07    |
| Interest account ..... | 807.19       |
| Balance .....          | 148,653.80   |
|                        | \$230,273.19 |

| 1907.        | Class.              | 1908.        | %     |
|--------------|---------------------|--------------|-------|
| \$203,563.02 | Passenger .....     | \$221,472.34 | 36.53 |
| 406,742.28   | Freight .....       | 348,871.51   | 57.55 |
| 14,455.92    | Mails .....         | 15,118.19    | 62.49 |
| 8,405.80     | Express .....       | 10,017.21    | 61.65 |
| 29,956.02    | Miscellaneous ..... | 10,773.22    | 61.78 |

|              |             |              |        |
|--------------|-------------|--------------|--------|
| \$663,123.04 | Total ..... | \$606,252.47 | 100.00 |
|--------------|-------------|--------------|--------|

| 1907.       | Class.                                  | 1908.        | %     |
|-------------|---|--------------|-------|
| \$91,201.29 | Maintenance of way and structures ..... | \$111,253.60 | 21.09 |
| 67,015.73   | Maintenance of equipment .....          | 78,263.97    | 14.84 |
| 9,795.42    | Traffic expenses .....                  | 10,287.10    | 01.95 |
| 293,142.70  | Transportation expenses .....           | 296,030.19   | 56.15 |
| 38,640.91   | General expenses .....                  | 31,485.54    | 05.97 |

|              |             |              |        |
|--------------|-------------|--------------|--------|
| \$499,796.05 | Total ..... | \$527,380.40 | 100.00 |
|--------------|-------------|--------------|--------|

### SUMMARY OF EARNINGS AND EXPENSES.

| 1907.        | Class.                   | 1908.        | %      |
|--------------|--------------------------|--------------|--------|
| \$663,123.04 | Gross earnings .....     | \$606,252.47 |        |
| 499,796.05   | Operating expenses ..... | 527,380.40   | 86.99  |
| 163,326.99   | Net earnings .....       | 78,872.07    | 13.01  |
|              |                          |              | 100.00 |

|   | Tons, 1908. | Tons, 1907. |
|---|-------------|-------------|
| Cordwood .....  | 45,129      | 28,700      |
| Pulpwood .....  | 53,636      | 50,286      |
| Sawn lumber, square timber, ties .....                                    | 67,610      | 106,140     |
| Pulp and paper, brick and stone, cheese, grain, general merchandise ..... | 154,094     | 181,437     |
|   | 320,469     | 366,557     |

### PASSENGER TRAFFIC.

|   | 1908.      | 1907.      |
|---|------------|------------|
| Number of passengers carried .....          | 352,419    | 361,100    |
| Number of passengers carried one mile ..... | 11,803,355 | 12,076,923 |
| Earnings per passenger per mile .....       | 1.80c.     | 1.87c.     |
| Earnings per traffic train mile .....       | 1.02       | .93c.      |

|                                       | 1908.        | 1907.        |
|---------------------------------------|--------------|--------------|
| Total passenger train earnings .....  | \$246,607.74 | \$226,424.74 |
| Number of tons carried .....          | 320,469      | 366,557      |
| Number of tons carried one mile ..... | 22,102,833   | 33,558,96    |
| Earnings per ton per mile .....       | 1.57c.       | 1.22c.       |
| Earnings per traffic train mile ..... | \$1.57       | \$1.93       |
| Total freight train earnings .....    | \$348,871.51 | \$406,742.28 |

### PASSENGER AND FREIGHT, ETC.

|   |            |            |
|---|------------|------------|
| Gross earnings per mile of road .....                       | \$2,245.38 | \$2,751.55 |
| Operating expenses per mile of road .....                   | 1,953.26   | 2,073.84   |
| Net earnings per mile of road .....                         | 292.12     | 677.71     |
| Amount required per mile of road to pay fixed charges ..... | 849.87     | 876.12     |

### TRAIN MILEAGE.

|                                   |         |         |
|-----------------------------------|---------|---------|
| Mileage of passenger trains ..... | 222,108 | 241,370 |
| Mileage of freight trains .....   | 211,321 | 210,937 |

### EXPENSES PER TRAFFIC TRAIN MILE.

|   |         |         |
|---|---------|---------|
| Maintenance of way and structures ..... | 25.67c. | 24.59c. |
| Maintenance of equipment .....          | 18.06c. | 16.72c. |
| Traffic expenses .....                  | 2.37c.  | 2.27c.  |
| Transportation expenses .....           | 68.31c. | 65.46c. |
| General expenses .....                  | 7.26c.  | 6.96c.  |

|             |           |           |
|-------------|-----------|-----------|
| Total ..... | \$1.21.67 | \$1.16.00 |
|-------------|-----------|-----------|

There was recently offered for subscription \$2,350,000 Canadian Car & Foundry Co., Ltd., 6% first mortgage 30 year sinking fund bonds. The Royal and Dominion Securities Corporations, which made the issue, announced that it was three times oversubscribed, although the books were only open for half an hour. The bonds were issued to provide for the purchase price of the Dominion Car & Foundry Co. and the Canada Car Co.

MARCH 1910



### Quebec and Lake St. John Railway

Railways are faced with losses relating to the operation for the year 1906, in accordance with those published in our issue of June 1907. The railway operated by the company during the year was 240 miles, or, including the extension, 280 miles. The extension, from the station at Chatham to the station at La Tuque, under construction and approaching completion, is from Chatham to La Tuque, 40 miles from Chatham to La Tuque, 40 miles from La Tuque to the Government Wharf, 1 mile, total, 280 miles. The railway accounts show net earnings of \$108,300, against \$112,000 in the previous year. The gross earnings and expenditures are as follows:

|  | 1906      | 1905      |
|--|-----------|-----------|
| Passenger earnings   | \$400,000 | \$362,573 |
| Freight earnings   | \$65,843  | \$40,711  |
| Mails  | 13,817    | 12,024    |
| Express, telegraph, parcel and shipping                    | 15,155    | 15,063    |
| Car rental, etc.   | 21,403    | 20,714    |
| Canadian Northern Ry. rental of offices                    | 308       | 468       |
| Canadian Northern Ry. share of maintenance, Royce & Poirer | 663       | 773       |
| Interest   | 1,240     | 1,053     |
| Quebec stock received                                      | \$47,749  | \$30,258  |
|  | \$507,819 | \$483,363 |
| Expenditure  | \$478,300 | \$473,700 |
| Net earnings   | \$29,519  | \$9,663   |

The profits for the year were \$17,100, as against \$10,329 in 1905. The cost of fuel consumed during the year was \$51,280, against \$51,700 in 1905. The average earnings per passenger were 51.50 cents, as compared with 47.50 cents in 1905, and per ton of freight \$1.015, as compared with \$1.01 in 1905. The train mileage for the year 1906 was 370,000 miles, as compared with 370,147 in 1905.

#### ASSETS

|                                  |                  |
|----------------------------------|------------------|
| Main line and equipment          | \$115,407,800.00 |
| Less Dominion Government bonus   | \$1,902,000.00   |
| Less Provincial Government bonus | \$2,000,000.00   |
| Less Town of Chatham bonus       | \$1,000.00       |
|                                  | \$110,505,800.00 |

|                       |                |
|-----------------------|----------------|
| Butterfield and Swire | \$1,112,417.71 |
| Cash disbursed        | 78,284.00      |
| Carriage notes        | 17,429.16      |
| Interest on new       | 1,112,400.00   |

|                              |              |
|------------------------------|--------------|
| La Tuque branch construction | \$20,776.07  |
| Land, erect, etc.            | 350,332.14   |
|                              | \$571,808.21 |

|                                  |              |
|----------------------------------|--------------|
| Less Dominion Government subsidy | \$100,512.00 |
|                                  | \$471,296.21 |

|                            |             |
|----------------------------|-------------|
| Quebec branch construction | \$22,128.90 |
| Cash disbursed             | 6,194.00    |
|                            | \$28,322.90 |

|                                   |             |
|-----------------------------------|-------------|
| Lake St. John branch construction | \$1,000.00  |
| Quebec branch construction        | \$1,000.00  |
| Cash disbursed                    | 2,000.00    |
| Interest on branch                | 14,000.00   |
|                                   | \$18,000.00 |

|                               |            |
|-------------------------------|------------|
| Robertson branch construction | \$1,000.00 |
| Cash disbursed                | 1,000.00   |
|                               | \$2,000.00 |

|                                     |            |
|-------------------------------------|------------|
| Cash on Quebec Bank                 | \$1,000.00 |
| Cash, special funds, on Quebec Bank | \$1,000.00 |
| Quebec Bank, Savings Department     | \$1,000.00 |
| Quebec Bank                         | \$1,000.00 |
|                                     | \$4,000.00 |

|                      |            |
|----------------------|------------|
| Mechanical and other | \$1,000.00 |
| Tools, etc.          | \$1,000.00 |
|                      | \$2,000.00 |

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|--------------|------------|
| Cash on hand | \$1,000.00 |
| Cash on bank | \$1,000.00 |
|              | \$2,000.00 |

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| Cash on hand | \$1,000.00 |
| Cash on bank | \$1,000.00 |
|              | \$2,000.00 |

#### LIABILITIES

|               |                |
|---------------|----------------|
| Capital stock | \$1,000,000.00 |
| Reserve fund  | \$1,000,000.00 |
| Quebec Bank   | \$1,000,000.00 |
|               | \$3,000,000.00 |

|               |            |
|---------------|------------|
| Other payable | \$1,000.00 |
| Cash on hand  | \$1,000.00 |
|               | \$2,000.00 |

|                       |            |
|-----------------------|------------|
| La Tuque and La Tuque | \$1,000.00 |
| Cash on hand          | \$1,000.00 |
|                       | \$2,000.00 |

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| Quebec Bank  | \$1,000.00 |
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| Quebec Bank  | \$1,000.00 |
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|              | \$2,000.00 |

June 1913



### Quebec and Lake St. John Railway.

The annual meeting was held in Quebec, May 10. Following are extracts from the report: The number of passengers carried during the year on the whole system was 301,725, and the number of tons of freight 345,001. In the previous year the figures were 286,459 passengers, and 321,391 tons of freight. The freight consisted of the following: no. of cars, 1,514 cordwood, 3,104 pulpwood, 4,101 sawn lumber, 505 square timber, 459 ties, 87 logs and poles, 1,825 pulp and paper, 128 brick and stone, 86 cheese, 264 grain, 5,166 general merchandise; total 17,399 cars, weighing 345,001 tons. One of the surest tests of the progress of the district traversed by the railway is the rapid development of the dairy industry. Last year the railway transported 3,041,011 lbs. of cheese as compared with 2,693,577 in the previous year. The value of cheese and butter manufactured in the district last year is estimated at \$700,000.

The construction of the branch line to La Tuque has been carried on by contractor Paquet, with a large force, since the date of the previous annual meeting, and without any interruption during the winter. The work is proving more costly than was estimated, owing to the material in a number of the cuttings proving to be rock instead of earth and gravel. Nevertheless, it is expected that this branch will be completed by the end of Sept., or at least sufficiently near completion to carry the traffic which will then be available. It is expected that this will be considerable, because the first division of the new Transcontinental railway, which will touch La Tuque from another direction, has been placed under contract, and our new branch will be the most rapid and economical means of transportation for the men and materials required for their work. Negotiations are in progress for the development of the great water power at La Tuque, and several large industries at this point are now under consideration. The construction of the branch line from Valcartier to Gosford has been completed for 4 1/2 miles, to a point where a considerable traffic in timber, pulpwood and cordwood is already available. The right of way has been secured for the short branch through Roberval to the Government wharf on Lake St. John, and the line will be built as soon as a subsidy contract has been executed with the Government.

The proceeds of the issue of £150,000 of prior lien bonds are being expended—in addition to building the branches above referred to—upon betterments on the main line. The mileage between Roberval, Lake Beauclerc and Chicoutimi has been entirely reballasted and embankments widened. New locomotive houses have been built at Lake Edward and Chicoutimi, the new bridge over the Rat river at Chicoutimi has been completed, and the wooden bridges at Lake Beauclerc and Rondan River have been rebuilt in steel and masonry. The dock accommodation at Quebec is proving insufficient, and we are now building a dock 700 ft. long at our Quebec terminus, suitable for canal boats and other light draught vessels.

The pulp and cardboard mills at Chicoutimi, Jonquières, Ouatouchouan, Peribonca and St. Raymond, continue to give the railway a large business. A paper mill is being built at St. Raymond, a sawmill at Jonquières, and large new sawmills at St. Raymond, and

Rivière à Pierre. The Metabetchouan Pulp Co. has been reorganized and it is hoped that this industry will now be carried out.

The increased cost of the branch to La Tuque and the need of more rolling stock and other betterments have made it necessary to issue the remaining £150,000 of authorized prior lien 4 1/2% bonds rather sooner than had been intended. Consequently meetings of the bondholders were called in London in Feb. last, and after explanations by the London agents of the company, Coates Son & Co., and by the General Manager, who was sent from Canada to attend the meetings, the issue of the remaining bonds was unanimously agreed to.

The colonization movement to the Lake St. John country has continued to progress, and 2,516 new settlers and their effects were shipped into the district during the year, 1,000 of these came from the U.S.

The directors and officers elected for the current year are: President, G. Le Moine; Vice-Presidents, W. Hanson, J. T. Ross; other directors, T. A. Piddington, Hon. J. Tessier, C. A. Hanson, E. Beaudet, F. W. Ross, H. J. Bezner, E. Hanson. The non-elective directors are the Mayor of Quebec, Judge Gagne representing Chicoutimi, and G. Tanguay representing the Quebec Government.

a curve, at a point 15 miles from the city of Quebec. After passing westwards through two miles of farming country, the Jacques Cartier river is crossed at a point three quarters of a mile below the old bridge. The main channel of the river at this point is about 300 ft. wide, being separated by an island 30 ft. from its eastern shore and extending about 90 ft. towards midstream. To the west of the river is a low swamp about 1,300 ft. long, requiring a bank 30 ft. high at its eastern end. Westwards to the end the land is covered with bush, principally spruce, and is more or less swampy, except for about 700 ft. of sandy soil and 900 ft. of rock at the western end. The total length is 3.77 miles.

The grading was for the most part carried on simultaneously with the clearing and grubbing, as also temporary trestle and masonry. To the east of the river the heaviest work was in the cuts at the second and fourth half miles, where 34,800 and 30,500 cubic yards respectively of material, principally gravel, was excavated. This work was done by making a gullet 13 ft. wide, excavated to grade the full lengths of the cuts, and widened at the ends to admit a steamshovel. The track was then laid in readiness for a train of flat cars, to be hauled to the swamp with material and deposited by plow, as soon as the temporary trestle, extending 1,700 ft. across the river, was built. On the western side of the river the grading was principally in fill taken from the sides, except for a cut 700 ft. long which was taken to make the bank immediately adjoining its eastern end. At the western extremity of the line a rock cut completes the grading.

A temporary trestle 1,708 ft. long across the river and swamp was necessary to make the bank. The figure shows the river bents, while those in the swamps were built on sills in the ordinary way. Most of the timber for sills and caps was hewn from trees taken from the right of way, while the bracing and wallings were principally round stuff. The bents in the river were necessarily of more substantial construction, and more troublesome of erection, particularly where the current was strong and none the less easy on account of the inequality in the river bottom, necessitating the removal of heavy boulders. The bents in the river were built in pieces. The posts, being footed with two horizontal pieces 6 ft. long, and braced to the post, were placed and loaded with the heaviest boulders, then braced across as well as to the preceding bent, and finally cut off and capped. In order that there would be no interference with the building of the piers, the bents at these points were omitted and three sets of two inclined struts, 12 x 16 in., meeting at the centre and springing from the lower deck at the bents on either side of the pier location, and capped across these apices, sufficed to convey the stringers, making a span of 26 ft.

The substructure for the bridge consisted of four piers and two abutments of first class, rock-faced ashlar masonry. The figure shows the details of piers 1, 2 and 3, while 4 was on the side hill, and required no cut water. The stone was of a mixed gneiss formation, and was brought from a quarry opened at about a mile from the work. The courses were 18 in. in thickness, and the cut water stones on top were cut in five pieces to form part of the upper part of the pier and make a perfect bond. Portland cement mortar was used throughout. The west abutment and first three piers were founded on cemented gravel composed of pebbles and argillaceous or silicious materials, while the fourth pier and east abutment were founded on piles. The foundations of the piers 1 and 2 were built inside coffer dams made of two rows of sheet piling 4 ft. apart, and filled in with clay. The first gave considerable trouble owing to the sudden rise of the river, which rose 6 ft. in a few hours. Pier 2 was perhaps the least troubles-