

HALIFAX AND
SOUTHWESTERN
RAILWAY

C. H. RIFF

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The Dominion Parliament at its recent session voted the following subsidies in aid of the construction of this line, which also comprises the Central Ry. from Bridgewater to Middleton, N.S., and the lines being constructed under the charter of the old Nova Scotia Southern Ry.: from Halifax to Mahone Bay, 62 miles; from Bridgewater toward Barrington Passage, 83 miles, and an additional 39 miles to Barrington Passage; from New Germany to Caledonia, 22 miles, and from Caledonia to Liverpool, 29 miles. These subsidies are at the rate of \$3,200 a mile, with the usual provision for an increase to \$6,400 a mile in the event of the cost of construction exceeding \$13,600 a mile. (Oct., pg. 341.)

November 1903

Sept.			
	\$147,550.56	\$128,608.54	\$18,942.02 +

Middleton and Victoria Beach Ry.—This railway, under construction from Middleton to Victoria Beach, N.S., has been acquired by Mackenzie, Mann & Co. When completed it will be operated as an extension of the Central Ry. of Nova Scotia, now being operated from Bridgewater to Middleton Jct., N.S., and which has recently been incorporated with the Halifax and Southwestern Ry.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—The following officers and directors were elected at the annual meeting recently

November 1923

s. **Halifax and Southwestern Ry.**—The line
k constructed under the charter of the old Nova
Scotia Southern Ry. from New Germany on

the line of the Central Ry. of Nova Scotia to Caledonia has been completed. It is being operated as a branch line of the Central Ry., which has been absorbed by the H. and S. Ry.

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November 1903

Halifax and Southwestern Ry.—We are advised that the location of the line at several points is still undecided, and no further contracts have been let for grading. The line between Halifax and Mahone, N.S., has been graded and the bridges and culverts, with the exception of the steel spans, delivery of which depends on the makers, are well under way and will be ready for tracklaying for about 50 miles by the end of Nov. From this point into Halifax the grading and culverts have been about one-third finished and are being pushed forward. On Nov. 16 we were advised that tracklaying was expected to be commenced at Mahone in a few days. All the track material and telegraph posts are provided, so that the work will be pushed forward to Halifax as fast as possible. Work on the line in the vicinity of Liverpool is also making good progress. In connection with the entrance into Halifax, the arbitrators have been appointed to assess the value of the land to be purchased by the city and county for the right-of-way.

On the old Nova Scotia Southern Ry. the Caledonia branch has been completed, and we were advised Nov. 16 that it was expected to be opened for traffic by Nov. 20. The branch extends from New Germany to Caledonia, about 22 miles. On this branch considerable work was done some years ago, but the whole has been entirely reconstructed. Stations have been built at Hemford, North Brookfield, South Brookfield and New Caledonia; a water tank at Hemford, and an engine house at Caledonia. (Nov., pg.

December

1903

several municipalities. (Dec., 1903, pg. 423.)

Halifax and Southwestern Ry.—In the course of the discussion on the speech of the Lieut.-Governor of Nova Scotia at the opening of the Legislature recently, Mr. Mack stated that the contractors for this line, Mackenzie, Mann & Co., were carrying on the work with characteristic energy, and that it was hoped to complete it in 1904. There had been a disposition to deflect the line away from the coast between Liverpool and Shelburne, on account of the shorter distance and easier construction, but the people desired a shore route through the settled country, and he was glad to know that the Provincial Engineer had been able to have surveyed a practicable route along the coast, which was only three or four miles further than that suggested by the contractors.

Application is being made at the current session of the Legislature for an act extending the time within which the line may be completed. In referring to this application Mr. Drysdale stated that upwards of \$1,000,000 had been spent on the line. The Caledonia branch of the old Central Ry. extending from New Germany to Caledonia, 22 miles, had been completed, and having passed Government inspection was now in operation. Of the 67 miles of line between Halifax and Mahone, 45 miles had been completed with the exception of the bridges. The contracts had been let for these structures and work on them would be hastened. There were on the ground rails, etc., for 73 miles of track. West of LaHave, between Bridgewater and Lunenburg, about three-fourths of the grading had been done. The Government was gratified at the rapid progress that had been made with the work. (Dec., 1903, pg. 423.)

January 1904

Guelph Junction Ky.

Halifax and Southwestern Ry. -- The Nova Scotia Legislature at its current session passed an act extending the time within which construction of the line between Halifax and Barrington Passage or Yarmouth may be completed. A further measure is under consideration by the Legislature giving the company power to take water for use during the construction of the line, and in future for its operation from any lakes or streams along the route, also a measure enabling the city of Halifax to provide money for the payment of a right of way into the city. The location of the line through Dutch village has been agreed on and the approval of the Government has been asked to the plan. The location has been approved from Halifax to Liverpool, but westward of Liverpool there are some points not finally agreed upon between the Company and the Government. Between Halifax and Mahone the grading for three-fourths of the distance has been completed, and 10 miles of track has been laid from Mahone easterly. The grading between Mahone and Liverpool is about three-fourths completed, while the bridging, both east and west of Mahone is well advanced. A daily train is in

February 1904

MAR, 1904.]

operation on the Caledonia branch of the Old Central Ry. of N.S. (Jan., pg. 3.)

Halifax and Yarmouth Ry.—

During 1903, additional sidings were constructed at different points as found necessary for the traffic. No new work was undertaken, and nothing is being done in the way of surveys, for any extension of the line, which runs from Yarmouth to Barrington Passage, N. S., or for any branch lines. (June, 1903, pg. 214.)

Hamilton, Grimsby and Beamsville Ry. (Electric).— Application will be

Barrington Passage. The progress of construction has been carried on with commendable energy between Halifax and Liverpool and on the Caledonia branch throughout the year. An approximate estimate of expenditure on general construction, including surveys and other incidental expenses connected therewith, up to Dec. 1, 1903, amounted to \$1,040,000. These figures are given as approximate only; they are taken from measurements and observations to ascertain the extent of progress being made and are more likely to be below the actual expenditure than above it. In Dec., 1903, an inspection was made of the Caledonia branch, from New Germany to Caledonia Corners, 12 miles, when it was found that there was some ballasting required; some 8 or 10 miles of fencing needed; farm crossings were in some cases without approaches to the rail crossings; signals were not provided and there were some cattle guards required. Track for the main line and sidings and all the stations was completed. The line was not so far completed as to warrant a closer inspection in relation to the completion of contract, but he recommended that the line be opened for passenger and freight traffic at a speed not greater than 15 miles an hour. There was ample rolling stock on the line for present traffic operation, and for any prospective traffic in the near future.

At the recent session of the Nova Scotia Legislature two acts were passed authorizing the city of Halifax and the town of Bridgewater to contribute money towards providing the right of way for the railway in their respective localities; and also an act amending in some of its details the act of incorporation and its amending acts. We were recently advised that nothing had been finally settled between the Company and the Government with reference to the location of the line between Liverpool and Barrington.

Reference is also made in the report to the work in progress on the Middleton and Victoria Beach section of the H. and S.W. Ry. The line is projected from Middleton, through the townships of Clarence, Bridgetown, Belleisle, Granville and Winchester, on the north side of the Annapolis river, and terminating at Victoria Beach, on Annapolis basin. A contract was entered into for the construction of the line June 25, 1902, plans and profiles being submitted the same day, and work was at once started. The work of grading is chiefly of a light, loamy nature, through shallow cuttings that cannot be constructed in the winter season without undue expenditure. Nothing was done from the fall of 1902, until Oct., 1903, when grading was started between Middleton and Bridgetown by Mackenzie, Mann & Co., who had meanwhile acquired the line in the interests of the H. and S.W. Ry. Work was commenced for the season April 25th, and

Halifax and South-Western Ry.—We are advised May 4 that the masonry for the bridges between Halifax and Mahone, N.S., is being proceeded with, and was then about three-fourths completed. One of the two 72 steel girders for the bridge at Gold River had been completed, and the steel for this as

JUNE 1904

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Halifax and Yarmouth Ry.—The Provincial Engineer of Nova Scotia, in his report for the year ended Sept. 30, 1903, stated that the condition of the railway and equipment was sufficiently satisfactory to warrant a final adjustment of the subsidy. After providing \$3,050.67 for outstanding claims, the balance remaining to be paid to the Company was \$8,476.67, which he recommended be paid. (Mar., pg. 77.)

Halifax and South-Western Ry. We were advised May 4 that the masonry for the bridges between Halifax and Mahone, N.S., was being proceeded with, and was then about three-fourths completed. One of the two 72 ft. steel girders for the bridge at Gold River had been completed, and the steel for this, as well as for the other bridges on the line was being delivered. One abutment and three piers for the bridge across the La Have have been completed. Track has been completed for 28 miles from Mahone towards Halifax, and the grading between these points was expected to be completed in about four weeks. The grading between Bridgewater and Liverpool has been completed with the exception of trimming. We were further advised May 13, that the bridge masonry had been completed from Mahone eastward 30 miles. The masonry on the La Have bridge is expected to be completed early in June. The steel is being placed on a number of bridges, and the erection of telegraph line, tanks and buildings has been commenced. Track has been laid from Mahone Jct. eastwards 28 miles.

The report of the Provincial Engineer for the year ended Sept. 30, 1903, contains a number of references to this railway. There are 97 miles of main line and 22 miles on the Caledonia branch, and location surveys have been made over the whole length, Halifax to

June 1904

re crossing the Maitland River at a height of 50
in- ft. (June, pg. 185.)

is **Halifax and Southwestern Ry.**—We were
to advised, June 17, that the grading on the
rs. Halifax and Liverpool sections was about
completed, with the exception of two small
on structures which are under way. The ma-
an sonry for the bridges on the Halifax section
to is completed, and the steel for all but one of
th, the bridges has been delivered and is being
St. erected. Tanks and station buildings are be-
ing erected, and the fencing and telegraph
so, lines are being gone on with. Track has been
x- laid from Mahone Junction east to the Puddle,
en 38½ miles, and ballasting was commenced at
he Mahone May 26. It is expected that the
ict track will be laid into Halifax by Aug. 1. The
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JULY 1964

Halifax and South-Western Ry.—Track-laying was expected to reach Halifax at the end of Aug., and ballasting was expected to have so far progressed that it was hoped to have a partial train service in operation by the end of Sept. R. McColl, Provincial Engineer, and E. V. Johnston, Assistant Inspecting Engineer, Department of Railways, Ottawa, went over the line Aug. 13 from Bridgewater to Chester, to which point it had been completed. Track had been laid to Hubley's, some distance beyond Chester and 13 miles from Halifax. The inspection was made with the object of giving permission for the operation of the section between Mahone Bay and Chester. We were recently advised that track had been laid on the main line for 39.37 miles. The masonry on the Halifax section and the abutments on the piers on the La Have and Petite Rivers are completed and work has been commenced at the Medway River. The Dominion Bridge Co. has completed the erection of the girder bridges at Bark House Brook, Chester Road Crossing, Barry's Brook (two crossings), East River and Little East River, and it is now assembling the steel work for the crossing of the La Have River at Bridgewater. Station buildings are being constructed at Martin's River, Chester Basin and Chester, and it was expected that the telegraph line would be completed between Bridgewater and Chester during July. During July an average of 1,461 men and 204 horses were employed on the work. (July, pg. 231.)

September 1904

Cameron, and H. M. HOWE of ~~W. M. F. S.~~
Man.

Halifax and Southwestern Ry.—The line between Halifax and the junction with the old Nova Scotia Central Ry., at Mahone, 68 miles, has been completed, and track has been laid on the section from Bridgewater to Liverpool, 31 miles, but this latter section has not been ballasted. With the nine miles of the old Nova Scotia Central Ry., run over between Mahone and Bridgewater, trains are

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February 1905

RAILWAY AND SHIPPING WORLD

being run over 108 miles of line on the eastern coast of the province. At present a tri-weekly service is being operated. Ballasting will be gone on with on the Bridgewater-Liverpool section in the spring. No decision has been reached respecting the location of the remaining section of the line from Liverpool to Barrington Passage or Yarmouth. (Dec., 1904, pg. 421.)

February 1905

February 1905

1903, pg. 305.)

The Halifax and Southwestern Ry. is now in operation between Halifax and Liverpool, N.S., about 108 miles, of which 9 miles represents the distance run over the tracks of the old Nova Scotia Central, between Mahone and Bridgewater. In 1903, track was laid for about 9 miles from Mahone towards Halifax, and during 1904, the remainder, 58.41 miles into Halifax, was completed, fully ballasted, and station buildings erected at the most important points. There has also been constructed upon this section 2.26 miles of sidings. Negotiations are in progress with the Intercolonial Ry. respecting terminal facilities in Halifax. Between Bridgewater and Liverpool 30.33 miles of track have been laid, but the ballasting has not been done, so that while a tri-weekly service is being given the time is rather slow. There have been 1.38 miles of sidings constructed on this section. The surveys have been made for the completion of the line between Liverpool and Barrington Passage, 89 miles, but the route has not been finally approved of by the N.S. Government. The difficulty appears to be as to the location of the line in Queen's County near Liverpool, but according to a local paper the location in Shelburne is agreed on, and nearly all the grading between Shelburne and Jordan river on the boundary of Queen's County has been completed. On the Middleton and Victoria Beach line track has been laid for 2.87 miles from Middleton westerly, as well as a quarter of a mile of sidings. Track will be laid on the remaining 36½ miles of grade to Victoria Beach, during the current year. (Feb., pg. 49.)

Hamilton, Galt and Berlin Ry. Applica-

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MARCH 1905

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Halifax and Southwestern Ry. - The Provincial Engineer, in his report for 1904, dated Jan., 1905, states that the construction of the line from Halifax to Liverpool was pushed forward with considerable vigor. Tracklaying was completed from Mahone Bay to Halifax in Nov. On July 20, application was made to open the line from Mahone Bay to Chester for some special traffic. In company with the Dominion Government engineer and W. A. Hendry, C.E., of the Provincial staff, R. McColl, the Provincial Engineer, inspected the line and passed it for traffic at a slow rate of speed. The line was closed down immediately after the Chester regatta, in order to enable the company to complete the ballasting. There was considerable delay in this work owing to the difficulty experienced in securing material sufficiently clean for ballast anywhere along the line. A feature of the road is the masonry, which is of massive cut granite of the finest quality, equal, if not prior, to any in the province. The steel girders have all been completed and the structure is completed or under

MAY 1905

there. (Continued on page 185.)

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(Continued on page 185.)

MAY
1905

RAILWAY DEVELOPMENT.

(Continued from page 181.)

section, in Jan. Trains are being run on the Caledonia branch three times a week, there not being traffic for a daily train. West of Liverpool the work has been delayed, owing to the difficulty of deciding on the most suitable location. The first line surveyed was from Bridgewater west, passed north of Millidge, thence through Milton and down the east side of the Mersey River to Broad River, thence up Broad River and through the interior to Shelburne. A survey was made by the Department under the superintendence of W. A. Hendry, C.E., starting from the company's line a short distance west of Italy Cross, and running within 2½ miles of Port Mulway, thence through Brooklyn to Bristol, on the east side of the town of Liverpool. Later on, a survey was made by Mr. Hendry from Shelburne along the coast towards Liverpool, with the idea of diverting the line nearer the shore, to accommodate East Jordan, Lockport, Ragged Island Harbor, Sable River, Port L'Herbert, Granite Village, Port Bell and Port Mouton,—connecting with the company's survey and running from Broad River through Summerville, Hunts Point, and Whites Point to Liverpool. Notwithstanding the shore being so rocky and rugged, he succeeded in getting a very fair line, which would touch most of the points along the shore, and at the same time would neither increase the length or cost to any extent. The company adopted the general route of the Department's survey from Italy Cross to Liverpool, but extended its own location up the east side of the Mersey River, through Milton, and then across the river and through the interior to Tom Tidney River, and then down the Tom Tidney to Sable River, where it connected with the Department's survey along the shore to Shelburne. The plan of the line from Liverpool to Barrington was not submitted until Aug. 5. Immediately upon receipt of this, the portion from Sable River to Barrington was recommended for approval, but the other portion was disapproved, on the ground that the line along the shore would be more suitable to the public. Work was immediately started on the portion approved from Shelburne to Sable River, and has been vigorously prosecuted ever since. A further examination has since been made over the disputed line, and it is hoped, now that full information has been gathered regarding these routes, that the location will be settled shortly, so as to enable work to be pushed forward as soon as the weather permits. (April, pg. 143.)

James Bay Ry.—We are advised that at

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MAY
1905

Halifax and Southwestern Railway.

At the last session of the Nova Scotia Legislature an act was passed providing for a further loan to this company of \$1,075,000 for the purpose of purchasing the Halifax and Yarmouth Ry., and the Middleton and Victoria Beach Ry. This latter line is under construction from Middleton to Victoria Beach, about 40 miles, the tracklaying and ballasting being in progress. At the time it was acquired by Mackenzie, Mann & Co., some few miles had been graded, but some difficulties had been met with in connection with the location of the route, etc. The act provides for the loan of \$10,000 a mile for the 40 miles of the line at $3\frac{1}{2}\%$, the money to be raised by an issue of Government bonds.

The Halifax and Yarmouth Ry. extends from Yarmouth to Barrington Passage, 50 miles, and the act provides for a loan at the rate of \$13,500 a mile at $3\frac{1}{2}\%$, the money to be raised by an issue of provincial bonds. The original company chartered to construct the line was the Coast Ry. of Nova Scotia, the railway being projected from Halifax to Yarmouth, about 200 miles, and organization was started in Feb., 1893. The line was opened from Yarmouth to Pubnico, 28 miles, Aug. 18, 1897; to East Pubnico, 30.80 miles, Oct. 18, 1897; and to Barrington Passage, Jan. 15, 1900. This latter section of 20 miles was not continuously operated. A contract was made with the Dominion and Provincial Governments for the construction of a further 90 miles from Barrington Passage to Lockport, but nothing was done. In 1899 the name of the company was changed to the Halifax and Yarmouth Ry. The length of the line is officially given as 50.10 miles; sidings 3.26 miles, laid with 56-lb. steel. The sharpest curve has a radius of 955 ft., and the steepest gradient is 79 ft. to the mile. Its rolling stock on June 30, 1904, consisted of 4 locomotives, 7 first-class cars, 2 baggage and mail cars, 8 cattle and box cars, 28 flat cars, and one snow plow. During the year ended June 30, 1904, its operations showed: Train mileage—passenger trains, 18,500 miles; mixed trains, 29,600 miles; total, 48,100 miles; engine mileage, 50,315 miles. Passengers carried, 51,477; freight carried, 9,540 tons. Passenger receipts, \$26,523.59; freight receipts, \$11,328.33; mail and express, \$1,357.10; other sources, \$675.22;

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JUNE
1905

...rail, on June 14, been laid from Mid-
to about 8 miles from the terminus
it is proposed to make inside Anna-
basin. Tracklaying was expected to
completed by the end of June. The
ph line, fencing, station buildings and
banks are being built as fast as pos-
It is expected to have the line com-
this year. (June, pg. 243.)

July 1905

Halifax and Southwestern Ry.—The Halifax and Yarmouth Ry. from Yarmouth to Barrington N. S., has passed under control of the Halifax W. Ry., and the line now under construction from Halifax will connect with the latter, completing the line along the shore between the people have been agitating for many years. The route west from Liverpool has not yet been officially announced. J. H. White, Chief Engineer, was in Ottawa in May, consulting with the Department of Railways in reference to the route. (M. 181.)

July 1905

projected line from
Mattawa, Ont.

Halifax and South-Western Ry. We were advised June 14, that about 80% of the grading had been completed between Sable River and Shelburne, N.S. Grading had been commenced at Liverpool, and west of Shelburne, between which place and Barrington there were over 600 men at work. The route between Liverpool and Sable River has been finally agreed upon, and the location survey is being pushed ahead. The route follows the coast, passing through Port Matoun, and then runs inland to the boundary of Queen and Shelburne counties. From Shelburne the coast is practically followed to Port Clyde, thence the line will follow a straight route to Barrington, where a junction will be made with the Halifax and Yarmouth Ry., recently taken over by the H. and S.W.R. On the section between Liverpool and Bridgewater, about one-third of the ballasting had been completed, and was being gone on with. On the Middleton and Victoria Beach section,

(Continued on page 285.)

July 1905

Halifax and South Western Ry.—The grading between Sable River and Shelburne, N.S., has been completed, and work between Sable River and Liverpool is well advanced. R. McColl, Provincial Engineer, recently inspected the line, accompanied by T. H. White, Chief Engineer, and approved of the location of stations. The ballasting of the Middleton and Victoria Beach section has been completed.

Mackenzie, Mann & Co. have ordered from F. H. Hopkins & Co., Montreal, 8,000 tons of English steel rails for this line, delivery to be made this fall.

An order has been placed with the Acton Burrows Co., Toronto, for enamelled iron station name signs for all the stations on the line. (Sept., pg. 407.)

September 1905

Halifax and Southwestern Ry.—We are advised that the location of the line at several points is still undecided, and no further contracts have been let for grading. The line between Halifax and Mahone, N.S., has been graded and the bridges and culverts, with the exception of the steel spans, delivery of which depends on the makers, are well under way and will be ready for tracklaying for about 50 miles by the end of Nov. From this point into Halifax the grading and culverts have been about one-third finished and are being pushed forward. On Nov. 16 we were advised that tracklaying was expected to be commenced at Mahone in a few days. All the track material and telegraph posts are provided, so that the work will be pushed forward to Halifax as fast as possible. Work on the line in the vicinity of Liverpool is also making good progress. In connection with the entrance into Halifax, the arbitrators have been appointed to assess the value of the land to be purchased by the city and county for the right-of-way.

On the old Nova Scotia Southern Ry. the Caledonia branch has been completed, and we were advised Nov. 16 that it was expected to be opened for traffic by Nov. 20. The branch extends from New Germany to Caledonia, about 22 miles. On this branch considerable work was done some years ago, but the whole has been entirely reconstructed. Stations have been built at Hemford, North Brookfield, South Brookfield and New Caledonia; a water tank at Hemford, and an engine and coal shed at Caledonia. (Nov., pg. 180.)

points. (Oct., pg. 459).

Halifax and Southwestern Ry. A plan of the proposed bridge across the line at the crossing of the Mersey River, near Liverpool, N.S., has been deposited with the Minister of Public Works, Ottawa, and an application has been made for an order in council approving of the location of the bridge (Oct., pg. 459).

Intercolonial Ry.—Tenders are under consideration for the erection of seven 50,000

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November 1905

JULY, 1906]

THE

have been in the field for some time, and a third left Dartmouth June 7. (May, pg. 253).

Halifax and South-Western Ry.—Ballasting on the line between Liverpool and Shelburne, N.S., is being gone on with, and the permanent bridge at Liverpool is nearly completed. The line through to Yarmouth is expected to be opened for traffic in the fall. The ballasting of the Middleton and Victoria Beach section has been completed, and it is expected to have the line opened for public traffic at an early date. (Dec., 1905, pg. 565).

Orders were received

Oct., 1906]

THE RAILWAY AND MARINE WORLD

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Central Ry.—A contract is reported let to Welch Bros. of Spokane, Wash., for the construction of an additional 140 miles on this line. The contractors expect to reach the Chitooton coalfields early in 1907. The Tanana Railway Construction Co. has the general contract for the construction of the line. (May, pg. 253).

Hecher Mountain Ry.—A line eight miles in length was expected to be completed Sept. 30, in Perry county, Wash., to the north of Spokane, to connect with the Washington and Great Northern Ry. (the U.S. section of the Vancouver, Victoria and Eastern Ry.), and the Kettle Valley Lines.

Bella Coola to Yellowhead Pass.—Application will be made next session of the B.C. Legislature for an act incorporating a company to construct a railway from the Yellowhead Pass, through the placer mining district of British Columbia, and on to Bella Coola. Wilson, Senkler & Bloomfield, Victoria, B.C., are solicitors for applicants.

Bessemer and Barry's Bay Ry.—Construction on the first five miles of this railway is well under way, and it is expected to be completed and ready for operation by about Oct. 15. The line extends from L'Amable station on the Central Ontario Ry., near Bancroft, Ont., to the iron mines of the Mineral Range Iron Mining Co. The railway company is owned by the mining company, which also has con-

ville Junction Ry., and will be operated by the Delaware and Hudson Rd., which will then run over the C.P.R. into Montreal. It is also stated that the C.P.R. will run trains over the line from St. Constant. (Aug., pg. 451).

Erte, London and Tillsonburg Ry.—The meeting for the organization of the E., L. and T. Ry. Co. has been called to be held at Tillsonburg, Ont., Oct. 15. The shareholders will also be asked to authorize the making of a contract for the construction of the line, the issue of bonds and other securities and for any other general business. (Aug., pg. 451.)

Fording Valley Ry.—We are informed that all that is at present being done upon the projected railway in British Columbia is survey work. The engineers were expected to have their work completed a few days after we were advised, and their report would be considered by the directors, who will decide whether construction will be gone on with this fall or not. (Sept., pg. 527).

Halifax and Southwestern Ry.—C. W. Spencer, General Manager Mackenzie, Mann & Co.'s Eastern Lines recently completed a trip over the H. and S.W.R. The line between Halifax and Yarmouth is completed, with the exception of a stretch of about three miles east of Barrington. This was expected to be completed early in October, and it was hoped to have this portion of the line in operation by the fall. The branch from Middleton to Victoria Beach was opened for traffic early in the month.

Indian River Ry.—The Dominion Parlia-

present line in the Cascade mountains, and will cross the Spokane River below Fort Wright, striking in nearly an air line for the Snake River. It will follow the valley of the Snake and the Columbia rivers to Portland. The gradient is expected not to exceed in any case 0.4%, and the curvature 3 degrees. A despatch from Tacoma, Wash., says: "J. J. Hill will build the town of St. James, on Gray's Bay, 16 miles above the mouth of the Columbia river. Mr. Hill's North Bank road, now being built down the Columbia river from Pasco to Vancouver, will be extended westward to Gray's Bay, an ocean port will be created at that point."

Halifax and Southwestern Ry.—With the completion of the connection between the H. and S. Ry. and the old Halifax and Yarmouth Ry., near Barrington, N.S., this system has a length of 370 miles, distributed as follows: Halifax to Yarmouth, 248 miles, including 1.7 miles trackage over the I.C.R.; Lunenburg branch, 7 miles; Caledonia branch, 23 miles;—Middleton section to Victoria beach, 93 miles. There are altogether 155 steel bridges on the line, ranging from 25 ft. to 80 ft. spans. The system comprises the old Halifax and Yarmouth Ry. and the old Central Ry. of Nova Scotia, which were acquired by Mackenzie, Mann & Co. in connection with the construction of the Halifax and Southwestern Ry. The charter of the Middleton and Victoria Beach Ry. was also acquired, and the line completed, and the line from New Germany to Caledonia was constructed under the charter of the old Central Ry. (Oct., pg. 583).

Hill Lines in Canada.—A contract has been let to Neil & Moody, of Warroad, Minn., for the clearing of the right of way secured in Winnipeg, Man., for the J. J. Hill railway interests. The site includes a large area of land on Ross avenue, and it is stated that on the land to be cleared there are about 800 buildings, including a number of wholesale warehouses. The work is to be gone on with at once, and it is expected that construction of the railway into Winnipeg will be gone on with in the spring. (July, pg. 383).

Intercolonial Ry.—Considerable progress has been made with the work of putting up the buildings on the site of the new shops at

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Oct., 1906]

THE RAILWAY AND MARINE WORLD

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Central Ry.—A contract is reported let to Welch Bros. of Spokane, Wash., for the construction of an additional 140 miles on this line. The contractors expect to reach the Chitootoon coalfields early in 1907. The Tanana Railway Construction Co. has the general contract for the construction of the line. (May, pg. 253).

Belcher Mountain Ry.—A line eight miles in length was expected to be completed Sept. 30, in Ferry county, Wash., to the north of Spokane, to connect with the Washington and Great Northern Ry. (the U.S. section of the Vancouver, Victoria and Eastern Ry.), and the Kettle Valley Lines.

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Indian River Ry.—The Dominion Parlia-

Lumber Co., the original promoters of the Duluth, Virginia and Rainy Lake Ry. are jointly interested. (Dec., 1906, pg. 711.)

Great Northern Ry., U.S.A.—F. E. Ward, of the C.N.R., on a recent visit to New Westminster, B.C., stated that plans had been prepared for a new station for that city, and that construction would be started as soon as a suitable site could be obtained. Local reports state that the company has purchased land on Front St., for the purpose of building the station. (Dec., 1906, pg. 713.)

Edmonton, Dunvegan and H.C. Ry.—The applicants applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Edmonton, Alta., to Fort George, via Dunvegan and the Parsnip River, are: J. D. MacDonald, Winnipeg; J. A. Sandgreen, Edmonton, Alta.; C. Pringle, Ottawa; D. McLeod, T. G. Gallagher, Spokane, Wash. (Dec., 1906, pg. 713.)

Fort William, Ont.—The Town Council of Fort William, Ont., will apply next session of the Ontario Legislature for an act authorizing it to build one or more bridges over the Kaministiquia, Mission and McKellar Rivers, suitable for railway, highway and all other traffic, with a right to lease any portion to any person or corporation upon such terms as the corporation may see fit; to charge tolls for the use of the same, and to empower the corporation, with the assent of the ratepayers, to issue debentures for the cost thereof payable within 40 years.

Halifax and Southwestern Ry.—A telegram was received by the Premier of Nova Scotia, Dec. 14, stating that the last rail had been laid upon this line at Barrington Passage, N.S. It was expected that the ballasting would be pushed forward, and a train service put in operation early in the year. (Nov., 1906, pg. 641.)

Hamilton and Guelph Junction Ry.—Local reports state that the proposal to construct a line from Hamilton to Guelph Junction, Ont., in the interests of the C.P.R., has been abandoned for the present. (Aug., 1906, pg. 453.)

Hampton and St. Martins Ry.—We are advised by H. E. Foster, St. John, N.B., President, that a survey has been made from the present terminus at St. Martins to Quaco Harbor, N.B. The company's line has recently been sold under foreclosure of mortgage and the purchasers are reorganizing the company.

Intercolonial Ry.—Owing to difficulties in the way of obtaining the necessary structural steel for the new shops at Moncton, N.B., the contractor, E. A. Walberg, has been granted an extension of time for completing the work. The foundations of three of the shops have been completed, the walls of the first shop are up, and the steel columns and roof trusses are well advanced, whilst a good deal of other work has been done. As much work as possible will be done during the winter, and every preparation possible will be made so as to prevent any delay in going on with the work in the spring.

The specification of the group of buildings to be known as the locomotive shops at Moncton, show that the main building will be 408 by 176 ft., with three extensions at right angles with the main building. The first extension is 100 by 375 ft., the second 80 by 375 ft., and the third 75 by 375 ft. The building will include a boiler shop, a smith shop, an engine erecting shop, a boiler erecting shop, a general machine shop and two bolt and brass working extensions and a riveting tower. The different buildings are expected to be completed by Aug. 31. (Dec., 1906, pg. 713.)

A proposal is reported to be under consideration for the development of the water

power on the Petitcodiac River at Moncton, N.B., for the purpose of generating electricity for use at the new shops.

The tender of M. E. Keefe, Halifax, N.S., has been accepted for the construction of the new roundhouse at Halifax, N.S. The contract price is \$122,373.

International Ry. of New Brunswick.—Track has been laid to mileage 32 from Campbellton, N.B., an additional 11 miles having been laid and completed during 1906. The line between mileage 33 and mileage 38 is practically completed, and engineers are in the field finishing up the surveys as far as St. Leonards. It is expected to have contracts let for the balance of the line, about 70 miles, early in the spring. T. Malcolm, Campbellton, N.B., is the general contractor. (Aug., 1906, pg. 453.)

The Niondike Mines Ry. has been completed from Dawson to the Dome, 25 miles, and a train service has been placed in operation. It is expected to proceed during the coming season with the extension of the line to the Stewart River district, a further distance of 50 miles. (Dec., 1906, pg. 713.)

Manitoulin and South Shore Ry.—No new construction was done during 1906. The proposal to construct a line from Gertrude, mileage 15, to Little Current, Ont., 66 miles, is still under consideration. (Aug., 1906, pg. 455.)

Malone and Hopkins Point Ry.—W. F. Wenwright, Malone, N.Y.; J. Taillon, Dundee, Que.; D'Arcy Scott, W. H. Curle, Ottawa, Ont., are applying at the current session of the Dominion Legislature for an act incorporating a company with this title, for the purpose of constructing a railway from Dundee, on the International boundary, to Hopkins Point, Huntingdon County, Que.

Matane and Gaspé Ry.—The plans for the first section of the line have been prepared and have been deposited with the Department of Railways. The length of the section is 32 miles, and extends from Matane, Que., easterly. The estimated quantities, etc., for this section shows: fencing, 32 miles; clearing, 150 acres; close cutting and grubbing, 13 acres; telegraph line, 32 miles; earth and rock work, 430,142 cubic yards; six bridges; 17 culverts; 2,049 lineal ft. culvert pipe; 14 crossings of public roads and 259 farm crossings; 83,840 ties; 80,000 cubic yards of ballast, with rails and fastenings. Five station buildings and two points of water supply will be provided. Following are the directors for the current year elected at the annual meeting held at St. Flavie, Dec. 10: Dr. J. A. Ross, M.P.; Senator Choquette, R. G. E. Dubord, J. F. Bégin, A. Fortin, L. J. Le Vasseur, C. A. Gauvreau, M.P.; Dr. Caron, M.L.A.; Rev. A. A. Soucy. A meeting of directors was called for Dec. 14, for the purpose of considering a contract for the construction of the first section of the line from St. Flavie to Matane, Que. (Oct., 1906, pg. 583.)

Midland Ry. of Manitoba.—The last rail upon the line from the International boundary into Portage la Prairie, Man., was laid in that town Nov. 29. A temporary station is being constructed by Kenrick & Co., St. Paul, Minn. (Dec., 1906, pg. 713.)

Midway and Vernon Ry.—We have been advised that while there have been some negotiations with the Canadian White Co. respecting a contract for the construction of this line, the matter has not reached the stage when anything definite can be said. (Dec., 1906, pg. 713.)

Milton and Liverpool Ry.—Tenders are under consideration for grading the new work and relaying and ballasting the track for the whole line from Liverpool, N.S., to the pulp mills, a distance of about five miles.

R. Gardner is Secretary of the company, and the tenders were received at the office of the Provincial Engineer, Halifax, N.S.

Minnesota and International Ry.—Surveys are reported to have been completed for the extension of this line, which is controlled by the Northern Pacific Ry., from the present terminus at Ripple, Minn., to International Falls on the Rainy River. It is also reported that a contract for the grading has been let, and that the contractor reports that construction will be easy. The M. and I. Ry. starts at Brainerd and runs northwesterly to Bemidji, thence north-easterly to Northome, from whence the extension to Ripple was completed in 1906 under the charter of the Big Fork and Northern Ry.

Napierville Junction Ry.—Tracklaying has been completed upon the line from the International boundary at Lacolle to St. Constant, Que., on the C.P.R. The line passes through Napierville and St. Edouard, and is 27 miles long. The Pacific Construction Co., Ottawa, had the general contract, and A. H. N. Bruce was Chief Engineer. (See Delaware and Hudson Rd., Nov., 1906, pg. 639.)

New Brunswick Coal and Ry. Co.—The work of ballasting the track and making all safe for the winter traffic has been completed by Manager Hunter, under the direction of the Commissioners appointed by the New Brunswick Legislature to repair and operate the line. The work of improvements will be resumed early in the spring. (Dec., 1906, pg. 713.)

Newfoundland-Canada Tunnel.—A Montreal despatch states that a charter has been secured to construct a 10-mile tunnel under the Strait of Belle Isle, to connect Canada and Newfoundland. The franchise allows 20 years for the construction of the tunnel and the connecting railways, and it is provided that the Government of Newfoundland will contribute \$75,000 a year towards the cost of the tunnel. The franchise to which the despatch refers is probably a provisional contract with the Newfoundland Government, as the colonial Legislature has not had any such contract submitted to it for approval. There is no charter for such a work on the Canadian side, but persons interested in the Quebec and Lake St. John Ry. have been discussing the possibilities of constructing such a tunnel. (Nov., 1906, pg. 639.)

New York-Canadian Pacific Ry.—A company having its offices at Albany, N.Y., has been incorporated with this title for the purpose of constructing a railway from New York City to Schenectady, and thence to Ogdensburg, N.Y., on the St. Lawrence River, opposite Prescott, Ont., a distance of about 330 miles. Following are the officers and directors: President, V. Colvin, Albany, N.Y.; Treasurer, G. C. VanTuyt, Jr., Albany, N.Y.; other directors: W. H. Brown, Albany, N.Y.; J. McEnroe, Schenectady, N.Y.; P. H. Flager, Clarksville, N.Y.; E. A. Jones, Jrs. Francis, L. E. Carman, New York City; K. K. McLaren, Jersey City, N.J.; Secretary and Assistant Treasurer, M. Blake, Albany, N.Y.

Niagara Frontier Bridge Co.—The Dominion Parliament is being asked at its current session for an act incorporating a company with this title to construct a railway and highway bridge over the Niagara River from either Stamford or Niagara township or at the boundary line between the two townships, to a point between the south line of lot 32 and the north line of lot 24 of the New York State Mile reservation. Power is asked to collect tolls for the use of the bridge. The applicants are: J. P. Murray, A. E. Osler, Toronto; W. E.

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Halifax and South-Western Ry.—The first through train from Halifax to Yarmouth, N.S., over the H. and S.W. Ry., reached the latter town Dec. 20, and a regular bi-weekly service between Liverpool and Yarmouth was inaugurated Dec. 22. W. Mackenzie, Toronto, C. W. Spencer, General Manager of the line, and other officials were entertained at dinner at Halifax, in connection with the completion of the line Dec. 21. Mr. Mackenzie spoke of the connecting up of the various sections of the Canadian Northern Ry. lines with the lines in Nova Scotia, and added that the only thing that is left to Halifax is to wait for the Canadian Northern Ry. A new passenger station was a necessity in the city. (Jan., pg. 3.)

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Intercolonial Ry.—The contract for the

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Halifax and South-Western Ry.—The report of the Provincial Engineer of Nova Scotia for 1906 records the completion of the line between Halifax and Yarmouth, Dec. 14, 1906, on which day the last rail was laid near Barrington passage, connecting with the old Halifax and Yarmouth Ry. The first passenger train passed over the whole line Dec. 19, and the line was opened for traffic Dec. 22, a tri-weekly service being put in operation. Owing to the extreme depth of water and the difficulty of getting good foundations for the piers it was found impossible to complete the Mersey River bridge, and a temporary bridge was constructed, which will be used until the permanent bridge is completed. It is expected that this will be done by the end of June. About seven miles of track remain unballasted, and a few other matters require attention, but it is expected that the line will be completed in accordance with the terms of the contract by the end of June. With a few small exceptions, such as some additional ballasting and the works specially mentioned the whole line is in good shape. The bridges, many of which, such as those at the Mersey, Jordan, Sable and Clyde rivers, were extremely difficult to construct, are particularly fine, being of steel superstructure on concrete or granite piers resting on rock foundation, the excavation being carried in all cases to the solid rock. The ballasting between Bridgewater and the Clyde river has been particularly well done. The curves on this portion are fairly short, and the tangents long, so that trains should make fast time with perfect safety. While the completion of the line took somewhat longer than was anticipated, almost every place along the south shore has been brought into railway communication with Halifax.

The Middleton and Victoria Beach branch, 40 miles long, was opened for traffic Sept. 17, and a tri-weekly train service is being operated over it. The line, while not equal to the H. and S.W. Ry. main line, is in

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Nova Scotia's Railway Report.

The report of R. McColl, Provincial Engineer of Nova Scotia, for the year ended Sept. 30, 1906, refers at length to the railways of the province. With the Intercolonial Ry., 467 miles, and the Dominion Atlantic Ry., 231 miles, the report does not deal; but it covers the following lines which come under the jurisdiction of the Government of Nova Scotia: Cumberland Ry. and Coal Co., 32 miles; Cape Breton Ry., 31 miles; Canada Coal and Ry. Co., 12 miles; Inverness Ry. and Coal Co., 61 miles; Midland Ry., 58 miles; Sydney and Louisburg Ry., 39 miles; Nova Scotia Steel and Coal Co.'s Ry., 12 miles; Halifax and South-Western Ry.

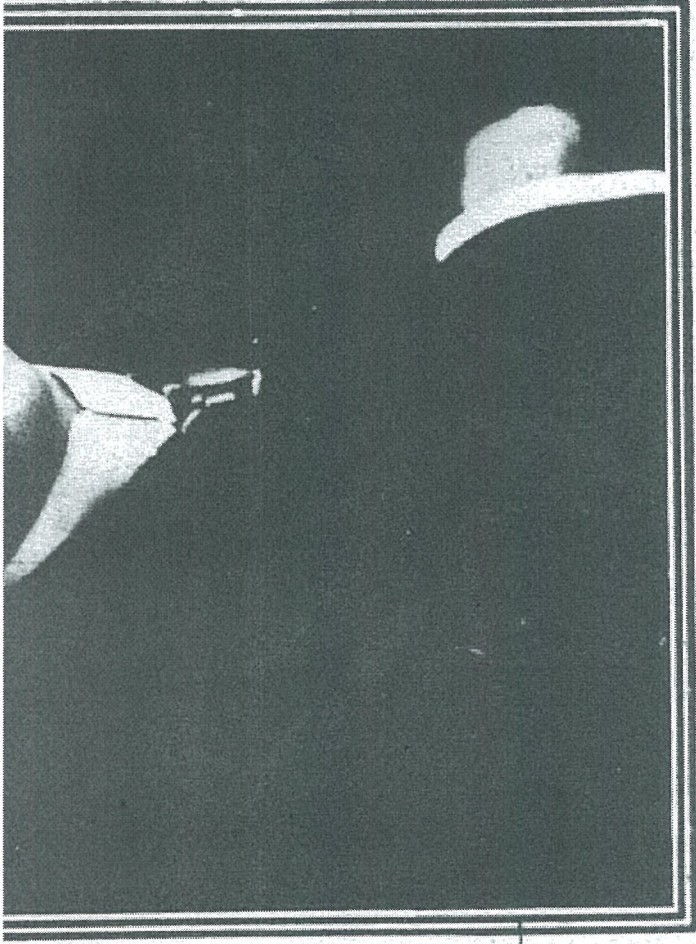
Halifax to Yarmouth, 247 miles; Bridgewater to Middleton, 55 miles; Mahone to Lunenburg, 7 miles; Caledonia branch, 22 miles; Victoria Beach, 40 miles—371 miles. These eight railways have a total mileage of 616 miles, whereas ten years ago the five railways under the jurisdiction of the province had a total of 163 miles. The increase gives an average of 45 miles of railway constructed in the province under the subsidy act per year for the last ten years. While the railway construction throughout Canada has not kept pace with the growth of the population during the last ten years, railway construction in Nova Scotia had advanced much more rapidly than the population. In 1896 the railway mileage in Nova Scotia was 840 miles, or one mile to every 540 inhabitants, while at the present time there were 1,314 miles of line, or one mile to every 350 inhabitants. Now that the

average no increase in the receipts per train mile, and as a rule a perceptible decrease in the expenditure per train mile. On the Halifax and South Western Ry. the expenditure has been reduced from \$1.37 to \$1.13, and on the Sydney and Louisburg Ry. from \$1.88 to \$1.75 per train mile. Until recently the question of oversight of the operation of railways was a very unimportant part of the Department's work, owing to the fact that the railway mileage



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average of 45 miles of railway constructed in the province under the subsidy act per year for the last ten years. While the railway construction throughout Canada has not kept pace with the growth of the population during the last ten years, railway construction in Nova Scotia had advanced much more rapidly than the population. In 1896 the railway mileage in Nova Scotia was 840 miles, or one mile to every 540 inhabitants, while at the present time there were 1,314 miles of line, or one mile to every 350 inhabitants. Now that the Halifax and South-Western Ry. has been completed, the only large portion of the province without railway accommodation is Guysboro and the eastern part of Halifax county and during the year just closed a complete survey of a proposed road has been made jointly by the Government and a company for this section of the country. The returns for the year, with the exception of the Halifax and South-Western Ry., show no increase over those of the previous year, but as most of these are coal roads, and by far the most important of the coal roads is the Sydney and Louisburg Ry., and as no figures are given for the coal hauled for the Dominion Coal Co., this fact of a slight decrease is of no great significance. On the other hand, while the Halifax and South-Western Ry. returns cannot very well be compared with 1904-05 on account of the much greater portion of the line being in operation, the returns are most gratifying, and the traffic so far is turning out equal to what its most sanguine advocates expected. The returns show on an



M. H. McLEOD,
Chief Engineer Canadian Northern Railway

was small, and the few subsidized railways being mostly short lines for the carrying of coal, the carrying of passengers being of secondary importance. With the rapid growth of mileage, and with large systems like the Halifax and South-Western Ry., where the principal traffic is passengers, and trains will be more frequent and much faster, the importance of the subject increases. It will be necessary to make some changes in the Railway Act to make it more practicable to deal with the question of returns and investigations of accidents, freight rates, etc. While the present act was being carried out as far as possible, it was difficult in some cases to get returns, due to care-

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), CANADA, JUNE, 1907.

For Subscription Rates.
See page 421.

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During the year eight passengers were
killed, and 19 persons were injured on lines
in the province. While, therefore, the free-
dom from accidents to passengers is a matter
for congratulation, it must be remembered
that most of the lines in Nova Scotia carry
but few passengers. The returns show one
person killed to every 77 miles of railway,
and one person injured to every 32 miles
of railway. While this compared very
favorably with the rest of Canada, an
improvement was hoped for. One-half
of the accidents were caused by col-
lisions, and one collision alone was re-
sponsible for a large proportion of the
injuries.



Dominion Atlantic Railway Meeting.

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of W. A. Hendry, J. J. Taylor and L. Whitman respectively. The work of locating the line was carried on during the whole season, the following routes being surveyed: Sunny Brae to Country Harbor, via East River, St. Mary's, 50.8 miles; Cross Roads, Country Harbor to Guysboro, via Gunn's Brook and Salmon River, 28.8 miles; Dartmouth to junction with line from Sunny Brae to Country Harbor at Cameron Lake, via Coast to Musquodoboit Harbor, Crawford's Falls, Balone Lake, Caledonia, East River and St. Mary's, 128 miles; Crawford's Falls to Sloan Lake, via North Side, Musquodoboit River, 42.9 miles, south side to north side Musquodoboit River, connecting line at Upper Musquodoboit, 0.75 miles; junction with first mentioned line at Lowmoor to Dartmouth-Country Harbor line at Barron Brook mouth, via Barron Brook, 11.1 miles; New Glasgow to Sunny Brae via McLellan and Glencoe Brook, 19.3 miles; Stellarton to Sunny Brae, via I.C.R., Ferona Jct., and Nova Scotia Steel Co.'s railway, 15.7 miles; Stellarton to Island Bridge, via East River and Nova Scotia

fairly good shape, and when ballasting is completed should have a good roadbed. While a much lighter line to construct than the main line, the soil is of such a nature as to give a poor roadbed, and one which will be more difficult to maintain. Like all parts of the province along the Bay of Fundy, foundations for masonry structures could not be obtained at reasonable cost, and so wood had to be used. (Feb., pg. 87.)

Hudson Bay Railway.—Speaking in the House of Commons recently upon the Dominion Land Bill, the Minister of the Interior said the Government was fully convinced of the propriety of giving the Northwest an additional railway outlet by way of Hudson Bay at the earliest possible date. With the increase in the production of the West, such an additional outlet will be urgently needed as soon as a railway can be built, even if it were commenced at once. At the same time the Government realized that public opinion throughout Canada could scarcely be expected at the moment, in view of the great obligations incurred in connection with railway enterprises, to

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have been in the field for some time, and a third left Dartmouth June 7. (May, pg. 253).

Halifax and South-Western Ry.—Ballasting on the line between Liverpool and Shelburne, N.S., is being gone on with, and the permanent bridge at Liverpool is nearly completed. The line through to Yarmouth is expected to be opened for traffic in the fall. The ballasting of the Middleton and Victoria Beach section has been completed, and it is expected to have the line opened for public traffic at an early date. (Dec., 1905, pg. 565).

Passengers were received

Aug., 1907]

THE RAILWAY AND MARINE WORLD

Iax and Southwestern Ry., and operated as a branch line, is being regarded and generally overhauled. It is being extended to the head of the wharves and a connection is being made with the H. and S.W. Ry. The addition to the line involves the construction of 1,400 ft. of trestle. The work is being done by the Lindsay Construction Co. (See Milton and Liverpool Ry., Jan., pg. 3.)

London and Port Stanley Ry.—The bridge being constructed over the Thames at London, Ont., by the Pere Marquette Rd.,

minion Act 3 Edward VII, chap. 47, sec. 57, to a subsidy for a railway of 13 miles at the most, running from Lake Bouchette station on the Q. and E. St. J. R. to St. Andre; all the right and interest of the Fulp Co. in any claim against the Quebec Government to a land subsidy in respect of the line; one locomotive and some logging rolling stock.

Minnesota and International Ry.—Track has been laid as far as Little Fork, Minn., and it was expected that an accommodation train would be put on by the end of Aug.

August 1907

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immediate delivery and a snowplow for Dec. delivery for the C.P.R.

The C.P.R. has ordered the following rolling stock: 10 passenger locomotives, Pacific type, 67 box cars, 1 refrigerator, 2 stock cars, 30 flat cars, 5 steel coal cars, at its Angus, Montreal, shops; 3 vans at its Farnham, Que., shops; 1 rotary snowplow at the Locomotive and Machine Co., Montreal; and 2 60-ton wrecking cranes in the U.S.

The Imperial Rolling Stock Co., for the Canadian Northern Ry., is placing through the Dominion Securities Co., Toronto, and W. A. Reid & Co., New York City, an issue of \$1,500,000 series O, equipment trust $4\frac{1}{2}\%$ notes. The notes mature in 10 equal annual instalments beginning June 1, 1908, and are secured on 750 box cars, 170 dump cars, 140 flat cars, 25 cabooses, four snowplows, 21 ten-wheel locomotives, and 20 passenger cars.

The G.T. Pacific Ry. has ordered from the Canada Foundry Co., Toronto, 20 locomotives, to the following specifications: Weight on drivers, 125,000 lbs.; weight on leading truck, 44,000 lbs.; driving wheels, 69 ins.; cylinders, 18 and 24 ins.; truck wheels, 34 ins.; water capacity, 6,000 imp. gals.; coal capacity, 12 tons. They are of the eight-wheel express type, with two pairs of coupled drivers and four-wheel leading truck.

The Toronto, Hamilton and Buffalo Ry. is having 140 box cars built by the Canada Car Co., Montreal, which are to be of the standard specification for 60,000 lbs. capacity, the special fittings including: Diamond arch bar trucks, wheel base, 5 ft. 2 in., Westinghouse air brakes, Simplex body and truck bolsters, Simplex brake beams, McCord journal boxes, Canadian Bronze Co.'s journal bearings, cast iron wheels, 33 ins.

The specifications for the 32 ore cars, 100,000 lbs. capacity, 61 box cars, 40 flat cars, five stock cars, refrigerator car, ballast car, two vans, 25 colonist cars, 20 first-class cars without smoking rooms, and 10 first-class cars with smoking rooms, recently ordered at the company's Angus, Montreal, shops, are similar to those described in our Sept. issue. The 10 sleeping cars are similar to those described in our May issue; the 40-ton coal cars are 36 ft. 8 in. by 8 ft. 10 in. over frame, have side doors and standard equipment similar to freight cars already described.

The C.P.R., between Aug. 14 and Sept. 17, received the following additions to rolling stock: 740 box cars, 26 steel coal cars,

no extra service in addition to the regular steam trains could be conveniently given. It was proposed to operate the car between Toronto and Brampton for suburban traffic, but this idea was abandoned. The operation of this car in 1906 is said to have been satisfactory from a mechanical standpoint, but the service was too exacting for one car, its daily run being 184 miles in train service and 10 miles in terminal runs. There should be at least two, or possibly three cars, in order to give such a service satisfactorily.

Canadian Northern Ry. Construction, Etc.

Liverpool and Milton Ry.—Tracklaying on the line is about completed, and the connection with the Halifax and Southwestern Ry. has been made. Four spans of the new bridge across the Mersey River have been erected, and work is being rushed on the trestle across the docks at Liverpool.

St. John Valley Ry.—Wm. Mackenzie, of Mackenzie, Mann & Co., Ltd., recently made a trip of inspection over the company's eastern lines. Before returning to Toronto he said the project for the construction of a railway down the St. John River valley had not sufficiently developed for him to say anything about it.

Canadian Northern Quebec Ry.—Tracklaying is reported to be in progress on the cut-off between Garneau Junction and Quebec city, and it is expected that the line will be completed early in the summer of 1908. Plans showing the location of the company's line between the junction with the National Transcontinental Ry. at mileage 2.4 west from the Quebec Bridge, and a point north of St. Foye road, have been deposited in the registry office of the county of Quebec, at Quebec city.

The line connecting the Montford branch—the old Montford and Gatineau Colonization Ry.—with the company's line at St. Jerome, has been completed, and was opened for freight traffic Aug. 26, and for passenger traffic, Sept. 16. The new line extends from St. Jerome, and effects a junction with the old line near Morin's Flats, 21.6 miles. The old line extends to Huberdeau, 26 miles, giving the branch a total length of 47 miles.

The construction of the branch from St. Jacques to Rawden, Que., about nine miles, has been started, the company doing the work direct. It is expected to have it completed this year.

Canadian Northern Ontario Ry.—A plan

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St. John Ry. to Ha Ha Bay.

Halifax and Southwestern Ry.—C. W. Spencer, General Manager, has completed a trip of inspection over the line. He states that it is in excellent shape, and that a number of new industries are springing up at various points. E. V. Johnston, one of the inspecting engineers of the Department of Railways, has also completed an inspection of the line.

A survey is being made with a view of extending the branch of the old Nova Scotia Central Ry., now terminating at Caledonia, to Bear River, N.S. The municipalities through which the line would pass are reported to be preparing to offer subsidies in aid of the construction. Bear River is situated a few miles from Digby, and the construction of the line would bring the H. and S.W.R. to the tidal water of the Bay of Fundy at an additional point to Victoria Beach, the terminus of the company's Middleton and Victoria Beach line (Sept. 1907, pg. 663.)

A large wharf has been constructed by the company at Lunenburg, N.S., for the shipment of lumber. The wharf at Port Wade, the terminus of the Middleton and Victoria Beach branch on the Bay of Fundy, has been completed by the Dominion Government. There is a depth of 30 ft. of water at the end of the wharf at low tide. The port is well sheltered, and will be used by the railway for passenger and freight trade to U.S. points.

Howe Sound, Pemberton and Northern Ry.—An announcement was made at Vancouver, B.C., Dec. 3, to the effect that arrangements had been completed for making an early start on the construction of this railway. Reconnaissance surveys have been completed from Squamish, at the head of Howe Sound, to Anderson Lake, 92 miles, and it was expected that the surveys for location would be started by Dec. 31. It is proposed to operate the line by steam at the outset, but as there are some water powers on the Squamish River, it is proposed to develop electricity at convenient points and utilize it on the line, as there will be some heavy gradients back of Howe Sound. The company was incorporated last session of the B.C. Legislature.

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Legislature for an act incorporating a company with this title for the purpose of constructing a railway to be operated by steam, electricity or other motive power from The Loop, or the South Fork of Michel Creek, on the C.P.R. Crow's Nest branch, southerly up the creek to the East Fork, easterly and southerly along the East Fork to the summit between the creek and Flathead River, thence southerly to the Flathead River and along its valley to the International boundary, a distance altogether of about 50 miles. Harvey, McCarter and Macdonald, Cranbrook, B.C., are solicitors for the applicants.

Edmonton to Dawson.—Dr. Thompson, M.P. for Yukon, in a recent interview at Toronto, said what the Yukon wanted, and what he would urge on the Government to do, was to assist in the construction of a railway from Edmonton, Alta., to Dawson, a distance of about 1,400 miles. Of this distance it was known that 600 miles would be through the rich wheat lands of the Peace River district. The remaining 800 miles would be through a district which had not been thoroughly surveyed, but it was fair to suppose that it was as rich in minerals as were some of the lands lying near to it. (Oct., 1907, pg. 743.)

Ha Ha Bay Ry.—Application will be made next session of the Quebec Legislature for an act incorporating a company with the title of La Compagnie de Chemin de Fer de la Baie des Ha Ha for the purpose of constructing a railway from between Jonquieres and Chicoutimi, on the Quebec and Lake St. John Ry. to Ha Ha Bay.

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Howe Sound, Pemberton and Northern

the lines projected. (Feb., pg. 99)

Nova Scotia Branch Lines.—A survey has been made by W. A. Hendry, on behalf of the Nova Scotia Government for the construction of a line to connect Port Medway with the H. and S.W.R. main line. The route surveyed extends from the water front to the railway, a distance of about four miles. A good line has been obtained with easy gradients and curvature, which can be constructed at a moderate cost. Port Medway is reported to have one of the best harbors on the south-western coast of the Province, the water being very deep and the harbor well sheltered.

W. A. Hendry recently made a report to the Nova Scotia Government upon the country between Lunenburg and Riverport (formerly Ritecy's Cove), on the east bank of the La Have River, near its mouth, and from Getson's Cove (on the opposite bank of the river) to Port Medway, with a view to the possibility of a railway between these two points. From Lunenburg to Riverport by way of Indian path, a distance of about eight miles, there does not appear to be any important difficulty in the way of railway construction, the greatest height shown by barometer being between 50 ft. and 60 ft. above high water mark, with sufficient distance to overcome it with fairly good grades. The only bridge would be over Cook's Creek, probably of about 80 ft. or 90 ft. span. From Getson's Cove to Petit Rivière, it appears that a line easy of construction could readily be obtained. From Petit Rivière to Broad Cove it will apparently be necessary to divert the line towards the shore as the ground rises too rapidly on the direct route near the main road, then to pass to the north of Broad Cove in order to keep on ground high enough to get a practicable grade over the high land west of Broad Cove. From Vogler's Cove to Port Medway the ground seems quite favorable, and a connection could be made with the H. and S.W.R. near the head of Port Medway harbor between county line and Medway stations. The distance from Getson's Cove to the suggested junction is about 21 miles.

Ontario, Sault Ste. Marie Ry.—The Ontario Legislature at its current session passed an act declaring that the act of incorporation

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stated. (April, pg 245.)

The Liverpool and Milton Ry. was constructed in 1899-1900 by a local company, without receiving any subsidy. It extends from Liverpool to Milton and the Rapids Falls and Cowie's Falls Pulp Mill, following the highway a total distance of 5.50 miles. The Provincial Engineer of Nova Scotia in his report for 1907 says that while built to standard gauge the gradients were so steep and the curvature so sharp it was almost impossible to use an ordinary locomotive and car on it. On the completion of the Halifax and Southwestern Ry., which crossed the line about a mile from Liverpool, it was thought advisable to connect the two railways. To make this connection effective it was necessary to reconstruct the old line, removing it from the highway so as to get suitable gradients and curvature. A subsidy was provided in Sept., 1906, to assist in the reconstruction, and the Legislature authorized the amalgamation of the line with the H. and S.W. Ry. The contract for the reconstruction of the line was let to the

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arranged. It was therefore decided by the Government that it would be advisable to make further investigation with the idea of securing a location which would enable the line to be constructed for a lower estimate than that obtained by the company's survey. The surveys made in 1906 enabled the Department to decide on the best general route for most of the line, and three parties were placed in the field to accurately locate the cheapest line that would be suitable for the traffic of the district. As a result, with the exception of a few miles, a suitable location has been secured over the whole line. A few places remain where the line can be revised so as to cheapen it considerably, but generally a good location has been secured for a line with moderate gradients and curvature, equal to the standard of the subsidized lines of the province, which can be constructed at a reasonable cost. The plans, profiles and estimates have not been completed, but the work is being pushed forward as rapidly as possible. As soon as these are completed the Government will be in a position to make an advantageous contract with any company desiring to undertake the work. (April, pg. 243.)

Halifax and Southwestern Ry.—In the annual report of the Provincial Engineer of Nova Scotia, for 1907, it is stated that the year has been a very busy one on the line, an additional amount of ballast having been placed over the whole roadbed, a considerable amount of fencing done, and the Mersey River bridge completed. Some more ballast, and some other work, however, will be required before it can be said that the line is fully completed. The bridge which has been completed over the Mersey River is one of the largest and most expensive in the province. The principal difficulty in the way of its construction was in securing foundations. The river has a depth of 20 ft. at low water, and 18 ft. of material below this had to be excavated before a solid foundation could be reached. The piers and abutments are of concrete and the superstructure is of steel. On the Caledonia branch and the Victoria Beach line, some of the banks will have to be widened before the additional ballast, which is also required, can be put on. On the Middleton section, the old Central Ry., while a good deal has been done by the H. and S.W.R. in the way of renewing ties and other work, a large amount of work will be required to be done during the current year in the way of renewing ties, constructing fences, etc., so as to put it in equally good shape with the line from Halifax to Yarmouth. (Feb., pg. 97.)

Intercolonial Ry.—The Dominion Parliament, at its current session, passed votes on account of betterments, construction, etc., on the Intercolonial Ry., as follows:

Original construction	\$ 125 00
To strengthen bridges	23,750 00
To increase water supply	3,275 00
To provide new turntables	2,062 50
Increased accommodation and facilities along the line	21,125 00
Towards double-tracking part of line	25,000 00
Locomotive and car shops with equipment	71,250 00
New machinery for locomotive and car shops	19,375 00
Improving telegraph line	112 00
Increased accommodation at Halifax, N.S.	62,500 00
Increased accommodation at Halifax, N.S.	220,000 00
Improvements at Windsor, N.S.	312 50
Extension to Sydney Mines, N.S.	2,437 50
Improvements at North Sydney, N.S.	500 00
Increased accommodation at Sydney, N.S.	1,750 00
Improvements at Mulgrave, N.S.	5,850 00
Water service at Pirate Harbor, N.S.	625 00
Increased accommodation at Antigonish, N.S.	562 50
Increased accommodation at New Glasgow, N.S.	1,250 00
Increased accommodation at Stellarton, N.S.	812 50
Increased accommodation at Pictou, N.S.	1,075 00
Increased accommodation at Pictou, N.S.	12,000 00
Increased accommodation at Truro, N.S.	13,125 00
Increased accommodation at Springhill, N.S.	362 50
Increased accommodation at Springhill, N.S.	2,500 00
Improvements at Amherst, N.S.	5,875 00
To put line between Indian town and Blackville, N.B., into condition for operation	10,000 00

Increased accommodation at St. John, N.B.	\$ 15,000 00
Improvements at Sackville, N.B.	3,375 00
Improvements at Loggieville, N.B.	1,868 75
Improvements at Newcastle, N.B.	4,750 00
Improvements at Campbellton, N.B.	3,125 00
Extension of wharf at Dalhousie, N.B.	375 00
Increased accommodation at St. Flavie, Que.	2,562 50
Increased accommodation at Levis, Que.	375 00
Sliding at Princess Pier, Levis, Que.	500 00
Engine house and machine shop, Riviere du Loup, Que.	14,437 50
Engine house, etc., Chaudiere Jet., Que.	6,925 00
Improvements Drummondville, Que.	750 00
Improvements Ste. Rosalie, Que.	10,737 50
Improvements Ste. Rosalie, Que.	20,000 00
Improvements St. Alexis, Que.	865 00

The question of the cost of the terminals at Halifax, N.S., was raised in the House of Commons, Mar. 24, upon a vote of \$220,000 to increase accommodation there. The Minister of Railways explained that the improvements were under contract; in 1907 Parliament voted \$300,000 for the work, but better progress was made than had been anticipated, so that \$220,000 was due to the various contractors. The total amount expended upon the terminals was \$3,753,188.01; the total estimated cost of the works required to complete the terminals was \$1,019,380, of which \$520,000 had already been expended, leaving about \$500,000 yet to be expended. The works included in this estimate were:

Additional facilities west side Water St.	\$ 173,225
36-stall engine house	175,000
Freight car repair shop	75,000
Store house, sand and oil house	35,000
Steel concrete chimney and foundation	4,500
14 coal pockets and foundation	2,500
100,000-gallon tank	5,000
Water supply	7,000
Cinder pits	10,000
Grading in new yard	51,000
Ballast	15,000
Tracks	20,000
Rails in engine house	3,635
Double-tracking, Richmond	55,000
Heating and piping in new building	2,000
Sewer in new yard	10,000
Turnouts	2,000
Tracks, Richmond yard	25,000
Locomotive crane	8,500
Building for power inspectors	2,000
Wharf and dredging	328,000
Total	\$1,010,380

A contract is reported to have been let to the Canadian General Electric Co., Toronto, for the electric power plant for the yards at Stellarton, N.S.

The work of constructing a second track between Moncton and Painsic Jet., N.B., has been restarted for the season. R. McManus, of Memramcook, being in charge.

The engineering department is having a new measurement of the entire line made. (April, pg. 245.)

Iron Range Ry. and Development Co.—J. T. Horne, W. H. Hamilton, C. A. Graham, Fort William, Ont.; J. J. Drew, Guelph, Ont.; W. A. Dowler, Tillsonburg, Ont., were granted an act of incorporation at the recent session of the Ontario Legislature, with this title, with power to construct a railway, to be operated by steam or electricity, from the Lake of the Woods to Thunder Bay, in or near Fort William; and across the Lake of the Woods westerly to the Manitoba boundary, together with branch lines, particularly to the C.P.R., and to the International boundary line between Ontario and the State of Minnesota. The company sought extensive powers in the way of carrying on mining and other operations, but these were considerably curtailed by the Committee of the Legislature. The capital of the company is fixed at \$1,000,000, its offices are to be at Fort William, Ont.; it may construct telegraph and telephone lines, carry on a general navigation business on navigable waters reached by its lines, and enter into agreements with the C.P.R., the Canadian Northern Ry., or the G.T. Pacific Ry., or other railway or transportation company. (Mar., pg. 181.)

Kettle Valley Lines.—Replying to a question in the Senate recently, the Secretary of State said the Government had no information later than June, 1907, with respect to the

track laid on the line being constructed from Grand Forks, B.C., up the north fork of the Kettle River. Up to that date 12 miles of track was laid between Grand Forks and the second crossing of the Kettle River. An inspecting engineer of the Department of Railways inspected the part of the line in question, June 9, 1907, and made the report.

It is reported that construction will be restarted at an early date on the Spokane and British Columbia Ry., which is the extension of the K.V. Lines, from Republic, Wash., to Spokane. Another report says that G. W. Fairweather, C. F. and P. A., recently stated, at Spokane, that the contract for the construction of the line from that city to Hellgate, Wash., about 65 miles, would be awarded early in July. The construction of the rest of the line between Hellgate and Republic, Wash., about 100 miles, is being held up, pending the decision of the Supreme Court in regard to the right-of-way across the Colville Indian Reserve. A number of years ago the Federal Government granted a right-of-way to a company, said to be backed by the Great Northern Ry., on condition that it be used within two years. The S. and B.C. Ry., later on, obtained a right to construct a line through the reserve, and litigation ensued. The courts of first instance decided in favor of the S. and B.C. Ry., and the appeal is now pending to the Supreme Court. (Feb., pg. 97.) See C.P.R. Construction, Betterments, etc.

Lac Seul, Rat Portage and Keewatin Ry.—An act granting an extension of time for the construction of this projected railway was passed at the recent session of the Ontario Legislature. (April, pg. 181; June, 1904, pg. 187; Feb., 1903, pg. 41.)

Lake Superior, Long Lake and Albany River Ry.—An act was passed at the recent session of the Ontario Legislature, granting an extension of time for three years for the commencement and of five years for the completion of this projected railway. The name of S. T. Clarke has been removed from the list of provisional directors; the capital of the company is increased to \$3,000,000, and it is authorized to issue bonds to the extent of \$30,000 a mile of line constructed. The amount of capital previously authorized was \$1,000,000, and the bonding powers had been limited to \$20,000 a mile. The location plans for the first ten miles from the shore of Lake Superior at Peninsula Harbor, Ont., have been completed and approved, and some small amount of grading done for the purpose of holding the charter. (July, 1905, pg. 285.)

Little Nation Ry.—W. Parisien, Cheneville, Que., has been appointed Secretary-Treasurer, succeeding J. A. Gadoury. The other officers and directors are as previously stated. (April, pg. 245.)

The Liverpool and Milton Ry. was constructed in 1899-1900 by a local company, without receiving any subsidy. It extends from Liverpool to Milton, and the Rapids Falls and Cobble's Falls Pulp Mill, following the highway a total distance of 5.50 miles. The Provincial Engineer of Nova Scotia in his report for 1907 says that while built to standard gauge the gradients were so steep and the curvature so sharp it was almost impossible to use an ordinary locomotive and car on it. On the completion of the Halifax and Southwestern Ry., which crossed the line about a mile from Liverpool, it was thought advisable to connect the two railways. To make this connection effective it was necessary to reconstruct the old line, removing it from the highway so as to get suitable gradients and curvature. A subsidy was provided in Sept., 1906, to assist in the reconstruction, and the Legislature authorized the amalgamation of the line with the H. and S.W. Ry. The contract for the reconstruction of the line was let to the

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tension of time for the construction of its line at the recent session. (Mar., pg. 181.)

Ha Ha Bay Ry.—At the last session of the Dominion Parliament a subsidy at the usual rate was voted towards the construction of a railway from near Jonquieres Village, via Laterrieres Village, to Baie des Ha Ha, Que., not exceeding 24 miles, in lieu of the subsidy for 20 miles voted in 1906.

Press reports state that the Ha Ha Bay Ry. Co. is arranging a contract for the construction of a railway from between Jonquieres, on the Quebec and Lake St. John Ry., to Bagotville, on Ha Ha Bay, where there is a deep water harbor suitable for sea-going vessels. This line will have a total length of about 20 miles, but it is the intention of the company to ultimately extend the line to St. Catherines Bay, at the mouth of the Saguenay River, and to effect a junction there with the Quebec and Saguenay Ry., a projected electric railway from the present terminus of the Quebec Ry., Light and Power Co.'s line.

The Quebec and Lake St. John Ry. extends to Chicoutimi, east of Jonquieres, and the Dominion Parliament last session voted a subsidy for an extension from that point southerly or southeasterly for a distance of five miles. (June, pg. 403.)

Halifax and South-Western Ry.—At the recent session of the Dominion Parliament a subsidy at the minimum rate of \$3,200 a mile, increasing to \$6,400 a mile in proportion to the cost of construction, was voted for a line 12 miles in length from Lunenburg to Bridgewater, N.S., via Upper La Have. The H. and S.W. Ry. already has a connection between Lunenburg and Bridgewater, these towns being served by the old Nova Scotia Central Ry., which was amalgamated, and the portion between Mahone Junction and Bridgewater being incorporated in the main line of the H. and S.W. Ry. from Halifax to Yarmouth, Lunenburg being placed on a short branch. The projected line would serve some points not now having a railway connection. (May, pg. 331.)

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point on the French River, not to exceed 85 miles in length. (Nov., 1907, pg. 841.)

Canada Central Ry.—See Manitoulin and North Shore Ry.

Cape Breton Ry.—At the recent session of the Dominion Parliament a subsidy at the usual rate was voted to this company towards the construction of a line from Hawkesbury or Point Tupper to St. Peter's, N.S., not exceeding 31 miles, in lieu of the subsidy for 30 miles voted in 1899. This line has already been constructed, and has been operated with more or less success since 1903. It has been under its acts to extend its line from St. Peter's to Sydney, and surveys have been made for its construction. (Mar., 1907, pg. 93.) See also Cape Breton Railway, July, pg. 471.

Central Ry. of Canada.—In connection with the reported negotiations for the sale of the Irondale, Bancroft and Ottawa Ry. to the C. Ry. of C., it is understood that a price has been agreed upon, and that in the event of the sale being completed the work of extending that line will be taken in hand at once. (Aug., pg. 593.) See Irondale, Bancroft and Ottawa Ry.

Crow's Nest and Northern Ry.—A meeting of the shareholders was held at Crow's Nest, B.C., Aug. 11, for the purpose of authorizing the issue of bonds for construction purposes. (June, pg. 401.)

Death Rapids, B.C.—The Dominion Parliament last session passed an act providing, among others, for the payment of a subsidy upon the usual terms and conditions for the construction of a railway, not exceeding four miles in length, round the Death Rapids, B.C.

Delaware and Hudson Co.—The Dominion Parliament last session voted the following sums towards the construction of bridges on the Quebec, Montreal and Southern Ry., the Canadian line of the D. and H. Rd.: \$75,000, bridge across Gentilly River; \$30,000, bridge across Becancourt River; and \$30,000, bridge across the Richelieu River. These amounts represent 15% of the estimated cost of the bridges.

The subsidy act also provided for the payment of a bonus at the usual rate towards the construction of a line from Yamoucheville to a point in the county of Lotbiniere, not exceeding 70 miles, and for a line from Mount Johnson to St. Gregoire station, not exceeding 10 miles, in lieu of the subsidy granted by the United Counties Ry. in 1899. Provision was also made for new subsidies for a line from Noyan Junction to the International boundary not exceeding eight miles, and for a line from St. Lambert to St. Constant, not to exceed 15 miles in length. (June, pg. 401.)

Dominion Atlantic Ry.—The Dominion Parliament at its recent session passed an act authorizing the construction of a branch line from Centreville, on the Cornwallis Ry., to a point on the main line at Aylesford, Kingston or Middleton, and the subsidies voted included one at the usual rate for such a line not to exceed 15 miles in length. A subsidy was also voted for the construction of a line from Hazel Lake to Kemptonville, not exceeding 11 miles, in lieu of that granted in 1900. (Mar., pg. 179.)

Eastern British Columbia Ry.—We are advised that construction has been

Eastern Townships Ry.—At the last session of the Dominion Parliament a subsidy at the usual rate was voted towards the construction of a railway from St. Leonard's Junction, on the Intercolonial Ry., to Duds-well, Que., a distance of 36 miles. Duds-well Junction is the point on the main line of the Quebec Central Ry. at which the Hereford Ry., the Maine Central Rd. line to Lime Ridge, crosses. (April, 1907, pg. 243.)

Erle, London and Tillsonburg Ry.—At the recent session of the Dominion Parliament a subsidy at the usual rates and upon the usual conditions was voted to the E.L. and T. Ry. towards the construction of a railway from Port Burwell to London, Ont., not exceeding 35 miles. It was stated in the course of the discussion that the railway was intended to run from Port Burwell through the township of Malahide, the town of Aylmer and the village of Belmont into London. The charter was originally held for an electric railway, but it was found impossible to finance it, and the present company stepped in and obtained a charter of incorporation. The representations made to the Minister of Railways were to the effect that at present sufficient facilities were not afforded for getting in the coal supplies to western Ontario. The company also secured an extension of time for the construction of its line at the recent session. (Mar., pg. 181.)

Ha Ha Bay Ry.—At the last session of the Dominion Parliament a subsidy at the usual rate was voted towards the construction of a railway from near Jonquieres Village, via Laterrieres Village, to Baie des Ha Ha, Que., not exceeding 24 miles, in lieu of the subsidy for 20 miles voted in 1906.

Press reports state that the Ha Ha Bay Ry. Co. is arranging a contract for the construction of a railway from between Jonquieres, on the Quebec and Lake St. John Ry., to Bagotville, on Ha Ha Bay, where there is a deep water harbor suitable for sea-going vessels. This line will have a total length of about 20 miles, but it is the intention of the company to ultimately extend the line to St. Catherine's Bay, at the mouth of the Saguenay River, and to effect a junction there with the Quebec and Saguenay Ry., a projected electric railway from the present terminus of the Quebec Ry., Light and Power Co.'s line.

The Quebec and Lake St. John Ry. extends to Chicoutimi, east of Jonquieres, and the Dominion Parliament last session voted a subsidy for an extension from that point southerly or southeasterly for a distance of five miles. (June, pg. 403.)

Halifax and South-Western Ry.—At the recent session of the Dominion Parliament a subsidy at the minimum rate of \$3,200 a mile, increasing to \$6,400 a mile in proportion to the cost of construction, was voted for a line 12 miles in length from Lunenburg to Bridgewater, N.S., via Upper La Have. The H. and S.W. Ry. already has a connection between Lunenburg and Bridgewater, these towns being served by the old Nova Scotia Central Ry., which was amalgamated, and the portion between Mahone Junction and Bridgewater being incorporated in the main line of the H. and S.W. Ry. from Halifax to Yarmouth, Lunenburg being placed on a short branch. The projected line would serve some points not now having a railway connection. (May, pg. 331.)

Halifax and Northern Ry.—In 1906

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September
1908

Halifax and South Western Ry.—We are advised that the contract for the construction of the branch from the main line to the Canada Iron Corporation's mines at Torbrook, N.S., has been let to the Nova Scotia Construction Co. The contract for the ore handling plant at Port Wade, described on page 632 of our Sept. issue, has been let in two sections; for the ore dock to Reid and Archibald, Halifax, and for the manufacture and erection of the handling plant to I. Matheson & Co., New Glasgow, N.S. (May, pg. 355.)

October 1909

Nova Scotia Southern Ry.—In the course of railway construction work in Caledonia, Queen's county, before the acquiring, completing or construction of the New Germany and Caledonia branch by the Halifax and South Western Ry., certain work was done by the N.S.S. Ry. or by R. G. Hervey, beyond the line since acquired by the H. and S. W. Ry. with resulting injury to the lands of several persons. No claims for these injuries were made at the time the commissioner was appointed in 1903 to adjust the claims. Some of the claimants, to whom awards were made, have failed to apply for the money awarded them, and last session of the Nova Scotia Legislature an act was passed authorizing the use of the unclaimed awards for compensating the owners of lands who did not put in claims originally.

October 1909

Fuel Consumption on Railways.

during the year ended June 30, 1910. 1,254 tons of fuel were used on Canadian railways. Despite the fact that the mileage run was considerably greater, this volume of fuel was actually 14 tons less than for the preceding year. The returns do not disclose any particular reason for this surprising result. Following is a concise statement of the fuel consumed by the various classes of locomotives, together with the mileage—

CLASS OF LOCOMOTIVE.	COAL.		WOOD.		TOTAL.	Miles run.		
	Anthracite.	Bituminous	Hard.	Soft.				
					Tons.		Cords.	Tons.
					Cords.			
.....	73	3,585,221	1,136	22,255	3,597,541	47,239,088		
.....	876	1,628,383	742	14,406	1,636,454	34,758,068		
.....	4,128	383,000	521	2,418	388,693	8,211,350		
.....	323	617,025	72	5,817	620,303	15,181,077		
.....	9,061	23	9,063	220,872		
.....	4,000	6,222,589	4,471	44,918	6,252,054	106,019,475		

(One and one-half cords of hard wood and two cords of soft wood, calculated as one ton of coal.

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Too Late for Classification.

Alsek and Yukon Ry.—The Dominion Parliament is being asked to extend the time for the building of the authorized line. Lewis and Smellie, Ottawa, are solicitors for applicants. (July, 1909, pg. 473.)

Alberta Ry. and Irrigation Co.—A special meeting of shareholders will be held in London, Eng., Feb. 22, to authorize the directors to enter into an agreement with the C.P.R. for the purpose of selling or leasing the company's railways.

St. John to Edmonton, Alta.; from the Cochrane River southerly and south-westerly to Prince Albert, Sask. H. W. Adcock, Winnipeg, is solicitor for applicants.

Little Nation Ry.—Action has been entered in the Ontario courts by C. Nlabon, Sanborn, N.Y., to recover \$17,500, which he alleges is his share of commissions paid to J. C. Kelly for the sale of the franchise of the L.N. Ry. and some timber limits. (Sept., 1910, pg. 727.)

Liverpool and Milton Ry.—A contract under the act relating to aid granted to certain railways has been entered into between the company and the Dominion Government, for the building of seven miles of line from Liverpool to Milton, N.S. A line between these places has been in existence for some years, and the granting of this aid will enable the line to be brought up to the standard of the Halifax and Southwestern Ry., with which it connects. (Oct., 1910, pg. 827.)

Portland Canal Short Line Ry.

Liverpool and Milton Ry.—In connection with the contract under the Dominion act, granting subsidies in aid of certain railways, recently entered into, we are advised that the L. and M. Ry. was originally constructed as the L. and M. Tramway, and ran along the main road for most of the distance. This road ran from the pulp mills above Milton to Liverpool. A subsidy was voted some years ago by the Dominion Parliament, and has been revoked at various times since. This tramway, which was always operated by steam, was moved off the street in a number of places, but the gradients were heavy and the curves sharp, the road being of such a class as could not be passed for subsidy purposes. When the Halifax and South Western Ry. was built it was found that a good deal of freight would pass over the L. and M. R., and it became necessary to reduce the gradients and curves to allow an interchange of traffic. The Nova Scotia Government agreed to advance a certain sum to the L. and M.R. on a mortgage to make the necessary improvements to bring it up to the standard, so that it could obtain the subsidy. This work was virtually completed about a year ago, but no subsidy contract was made until recently. The line, which is five miles long, is now completed. Negotiations have been car-

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ried on during the past year with the H. and S.W.R. for the purchase by it of the L. and M.R. The company was given authority by the Nova Scotia Legislature in 1910 to extend its line to Caledonia, about 25 miles. It is not possible to say at present whether any work will be gone on with on this extension in the near future or not. (Feb., pg. 165.)

Manitoulin and North Shore Ry.—Application is being made to the Dominion Parliament to change the name of the company to the Algoma Eastern Ry.

We are officially advised that the shop which has been erected at Clara Belle is not a locomotive repair shop, as press reports stated, but a car repair shop, and that it is a very small one. (Feb., pg. 111.)

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The Liverpool and Caledonia Ry. Co. was incorporated at the last session of the Nova Scotia Legislature, to build a railway from a shipping point in Queen's county, to Caledonia, and thence to a shipping point on the Bay of Fundy in Annapolis county, with branches to make connections with other lines, etc. The company may operate the line by steam, electricity or any other power. The provisional directors are D. H. Foresman, V. J. Paton, Bridgewater, N.S.; J. M. Hastings, Pittsburgh, Pa.; C. O. Shepherd, New York. (May, pg. 411.)

London and Port Stanley Ry.—In connection with the approaching termination of the lease of this line to the Pere Marquette Rd. (as successor to the

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November 1911

Yarmouth Station and Locomotive House.—It is reported from Yarmouth, N.S., that at a conference attended by the Mayor, W. R. Fitzmaurice, Superintendent, and other C.N.R. officials, approval was given to C.N.R. plans for a new station in Yarmouth; that it will be built on land bought recently from L. E. Baker and Co., at the head of Baker's Wharf, formerly the terminal of the old Yarmouth Steamship Co., operating ships between Yarmouth and Boston; that it will be about a quarter of a mile nearer the Evangeline docks, the present terminus of Boston-Yarmouth steamships, than the present station; that it will be a brick and stucco building on concrete foundations, 107 x 27 ft., with a passenger platform 21 x 480 ft., and that plans are being submitted to the Board of Railway Commissioners for approval.—A recent Yarmouth press dispatch reported the placing in service of a 3-stall locomotive house in Yarmouth South, replacing a building destroyed by fire some years ago, locomotive cleaning and running repairs having been done in the open in the interval.

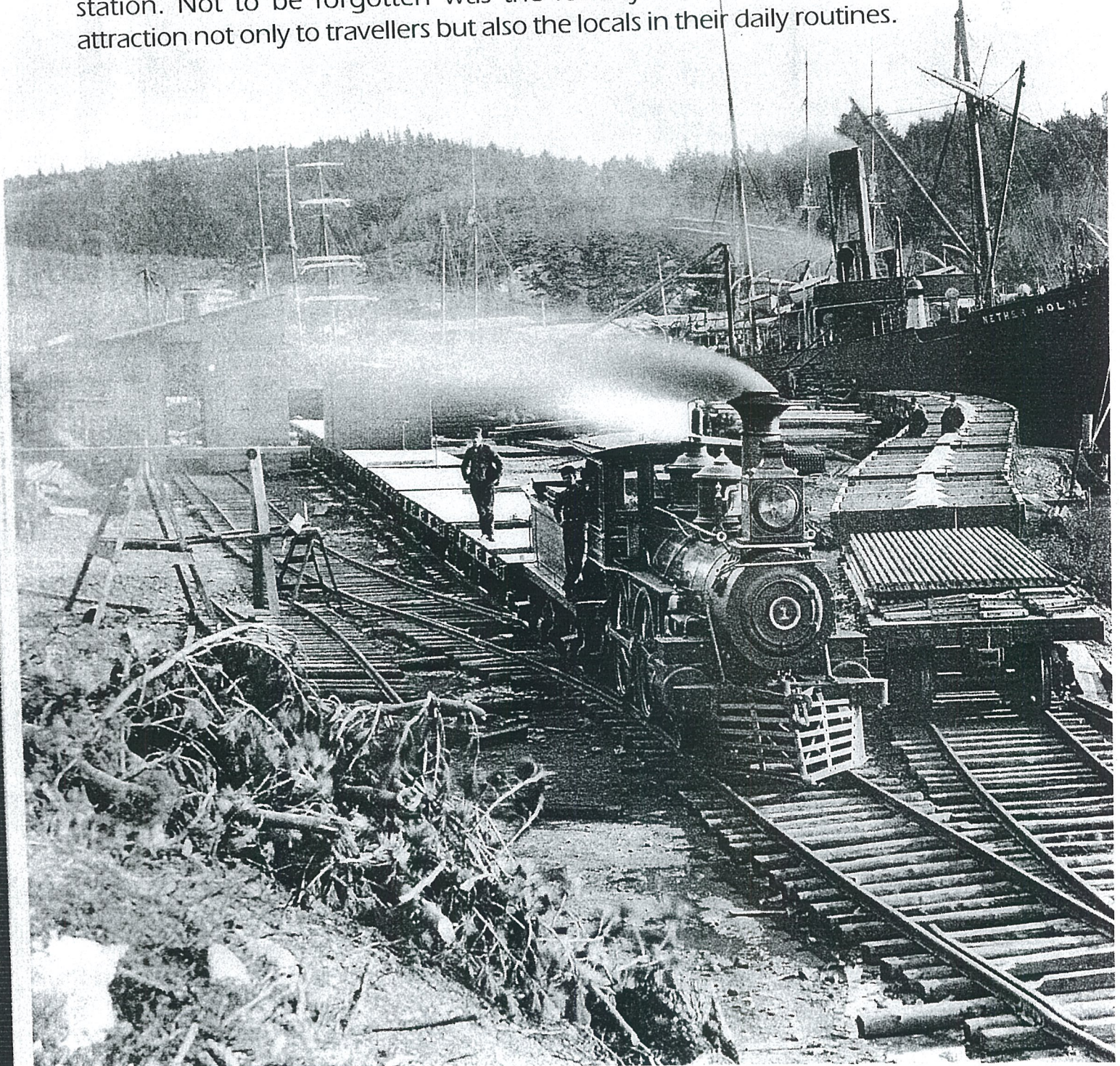
JANUARY 1931

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JANUARY 1931

CNR's Halifax and South West

Bridgewater played a key role in the construction of the Nova Scotia Central Railway. It was an important hub through the Halifax and Southwestern (H&SW) era and later for Canadian National Railways. A spur track led from the wharf in the photo to the main rail facilities which included a brick roundhouse with a full machine shop, freight sheds and a magnificent Victorian era station. Not to be forgotten was the railway restaurant, a major attraction not only to travellers but also the locals in their daily routines.



Railway

(Part 2)

—by Jim Simmons

The Role of the Town of Bridgewater

Bridgewater was a railway hub beginning with the Nova Scotia Central Railway, which completed its line from Lunenburg to Middleton with a branch to Liverpool in 1889. Its importance increased with the H&SW when the line was extended from Halifax through to Yarmouth. Bridgewater was 82.3 miles by rail south west of Halifax and was near the point where the branch to Caledonia and Port Wade departed from the main line to Yarmouth. As noted on the timetable on page 32 of *CN LINES* Vol.9 No.3, trains to Caledonia and Middleton/Port Wade operated to and from Bridgewater. The Caledonia trains made a connection with the service to and from Yarmouth.

The Canadian National Railways took over the line in 1919. As shown in Figure 1, (page 26) by the mid 1920s, the CNR's Bridgewater yard boasted a nine stall brick roundhouse and turntable with an extensive machine shop and adjoining stores building. There was a large coaling plant served by a trestle and a box factory and dry kiln along the waterfront. The express office, station, and restaurant were located along the wood passenger platform and a large freight shed with a high platform was located on a spur nearby. There was a 60-foot ash pit on the single lead to the turntable and a loop bypass track was located behind the roundhouse. On July 16, 1925, a great fire destroyed all of the mechanical buildings including the roundhouse.

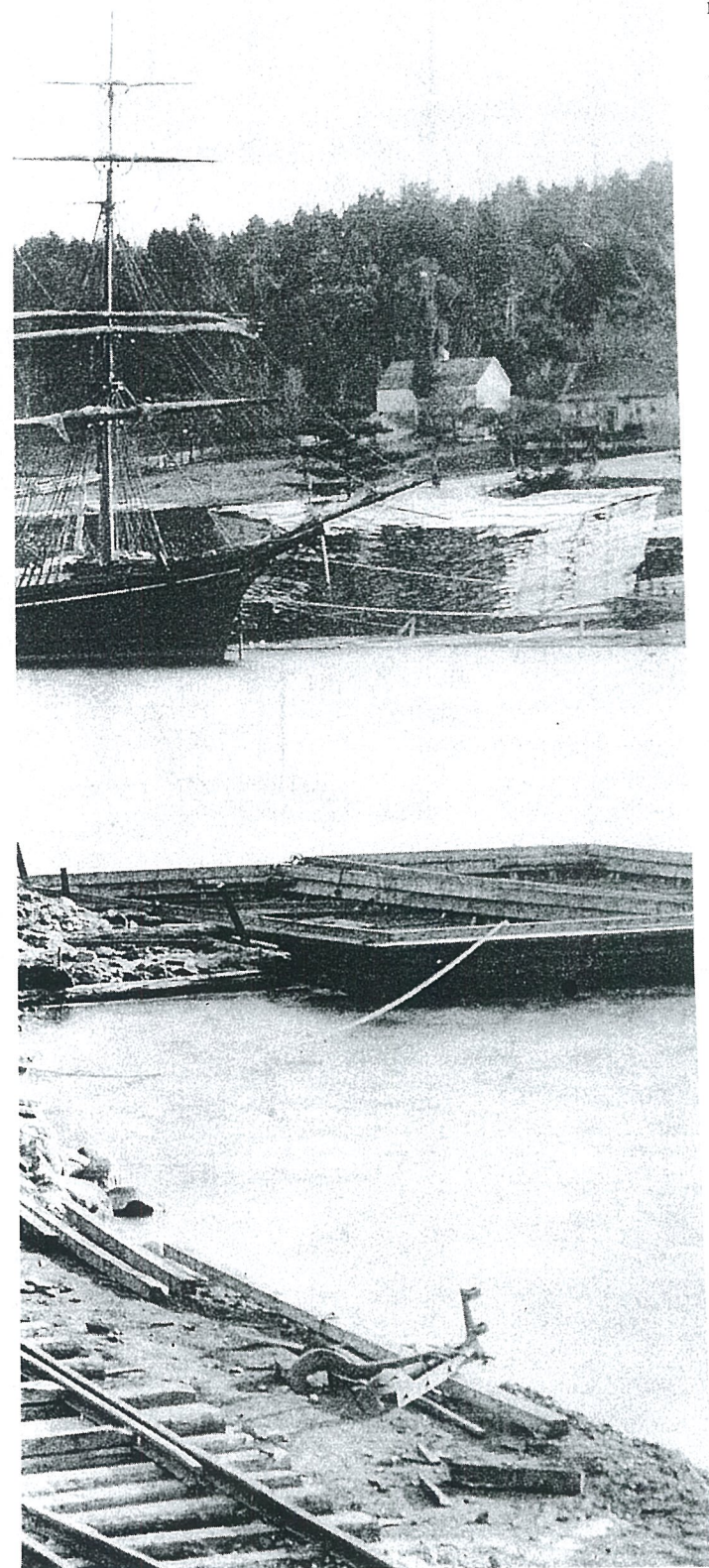
The buildings and yard were later rebuilt, although only six of the roundhouse stalls were replaced and a smaller machine shop and separate stores building were provided (See Figure 2). Leads and ashpits were provided to the turntable from both ends of the yard and the loop track was removed. A clamshell crane was used for coaling locomotives in the area formerly occupied by the old machine shop. A two-track car shop was in place by 1942. The yard sidings had been lengthened by the time the source plan for Figure 2 was drawn in 1950. The track scales had been moved to a siding to the left of the area shown in the plan. There were also several industries and spurs along the mainline to both the left and right of the area shown.

In 1959, the wooden car shop building was converted to a two-track, two-unit per track, diesel shop as the roundhouse was redundant with the passing of the steam locomotive. The new diesel facility hosted an interesting variety of units from Montreal Locomotive Works (MLW) and Canadian Locomotive Company (CLC—Fairbanks-Morse models) as well as an occasional General Motors product.

The turntable continued to be used until the 1980s. After it was removed in 1988, it sat on blocks for a time in a vacant lot in Bridgewater tied to a tree with a nylon rope. The local newspaper made a tongue in cheek comment about concerns that somebody would walk away with it! The Bridgewater turntable was moved to the Nova Scotia Museum of Industry at Stellarton in 1989 and has been in storage ever since. A 1942 inventory has the air-oper

It is October 1888 and 1500 tons of 30-foot long, 56-pound rails are being unloaded from the steamer 'Netherholme' at the Bridgewater Wharf on the La Have River. They will be used in the construction of the Nova Scotia Central Railway, a predecessor to the Halifax and Southwestern. NSCR locomotive #1 is in the foreground.

—photo from the late Allister MacBean courtesy of Pat Scrimgeour



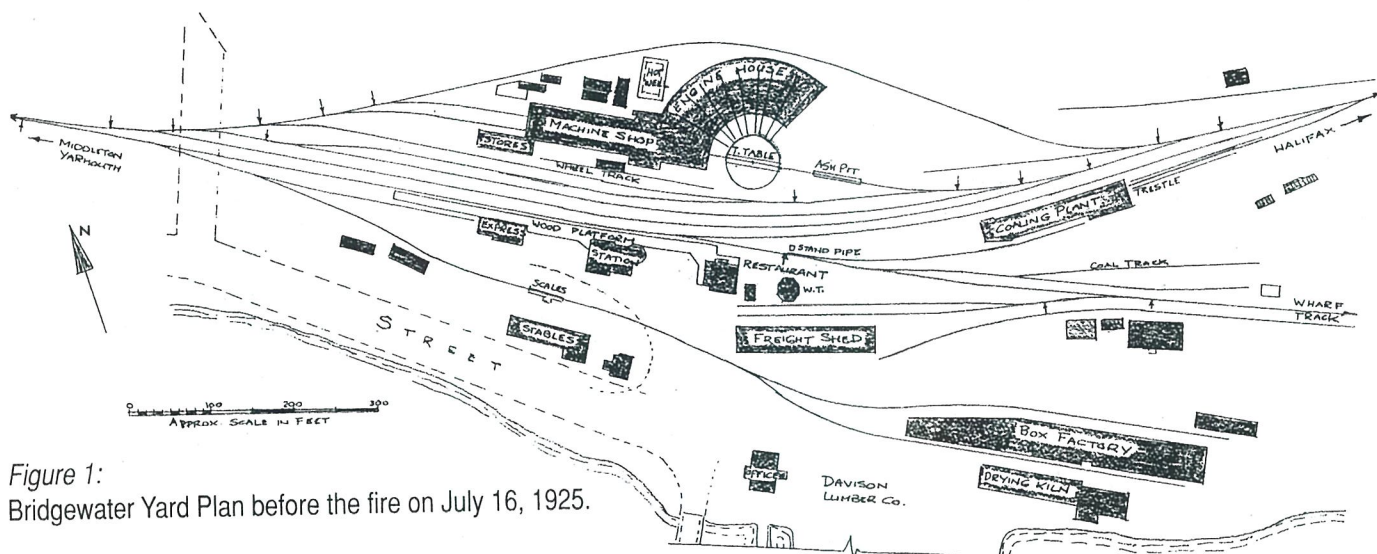
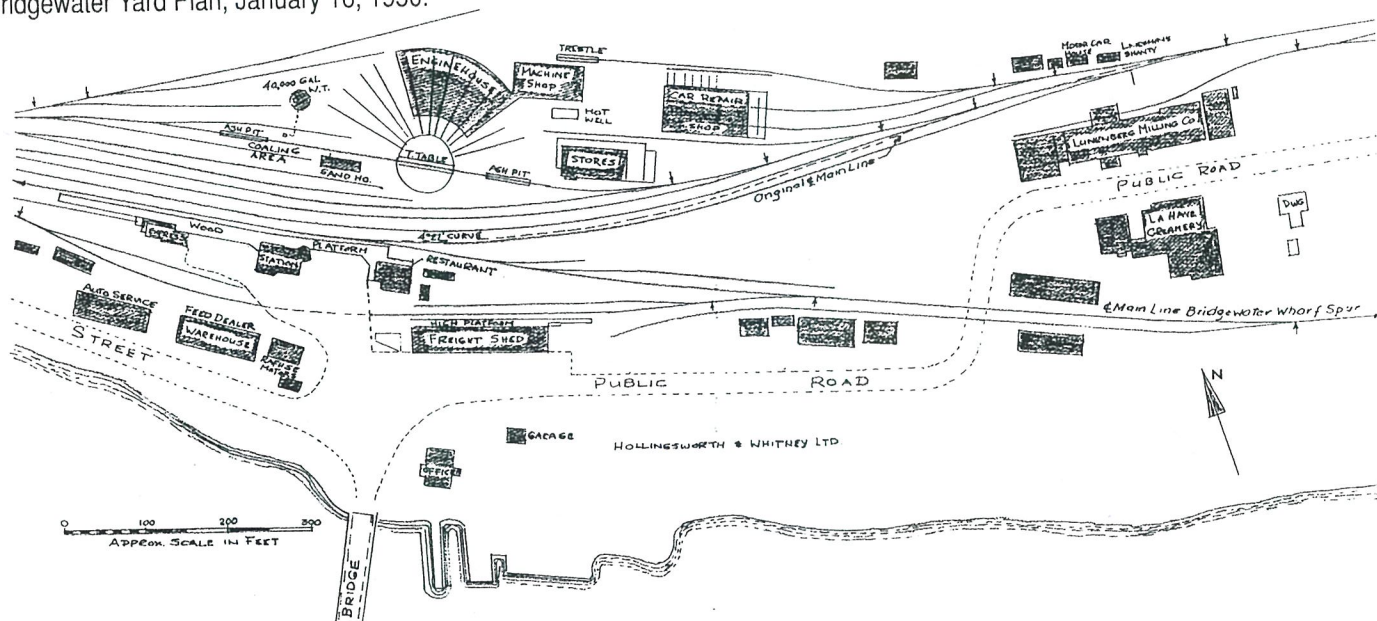


Figure 1:
Bridgewater Yard Plan before the fire on July 16, 1925.

Figure 2:
Bridgewater Yard Plan, January 16, 1950.

—plans traced by Al Lill from a plan in the Division Engineer's Office, author's collection.



CN 1775 and 1782 on a westbound freight at the new storage yard on east side of Bridgewater, September, 1988. —photo: Bill Linley



ated turntable as a 75-foot HDP (Half Deck Plate) girder built in 1912 while the yard plans have it as 70-foot DPG (Deck Plate Girder). Andrew Blackburn measured it for us at Stellarton and confirmed that the turntable is 75 feet long. Apparently the yard plans were not updated and the turntable on the plans should be five feet longer than shown.

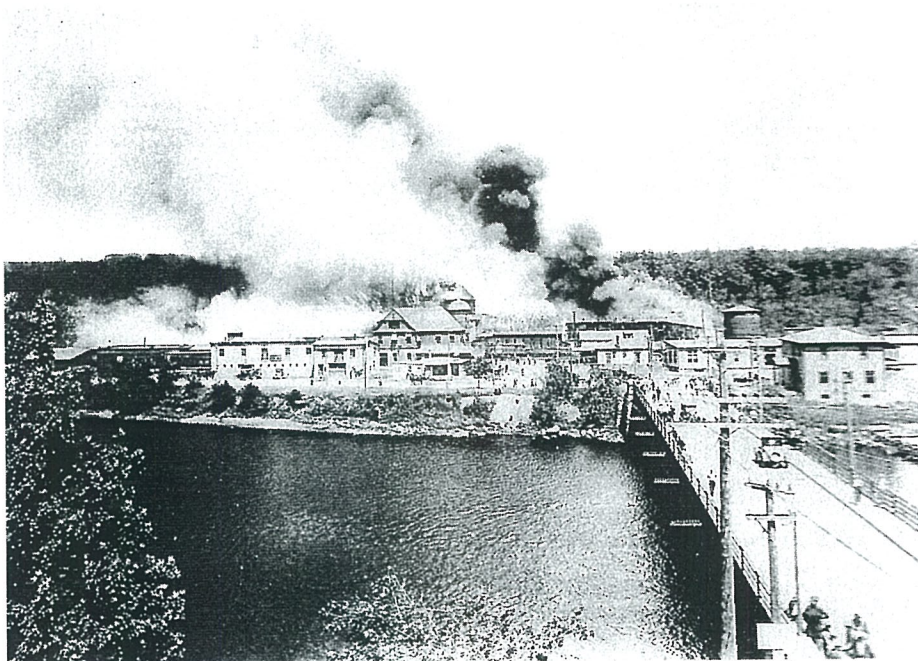
Although the railway was once a thriving enterprise in Bridgewater, its activity steadily declined from the 1930s onward but there still was quite a bit of traffic right into the diesel era. Over the years, the CNR periodically upgraded the track to carry heavier cars and locomotives on the former H&SW.

The picturesque Bridgewater station was located on a 4 degree 27 minute curve and the yard was relatively compact. Accordingly it would make an excellent subject for a model railroad.

Bridgewater was located at Mile 77.94 on the Chester Sub. The actual junction point for the line to Middleton was located at Bridgewater Jct. Mile 79.05. The 1954 Employee Timetable shows yard limit signs were located 3000 feet east of the station and 3022 feet west of the Bridgewater Jct. switch. These were later changed to Miles 77.4 and 78.3.

BELOW—From left to right the railway restaurant, station, express office tower, sand house and water tower. CNR 4-6-0 1147 and 2-8-2 3420 rest beside the roundhouse. The corner of the brick stores building can be seen to the right.

— photo circa 1946, C. Hatfield,
G. Ness collection.

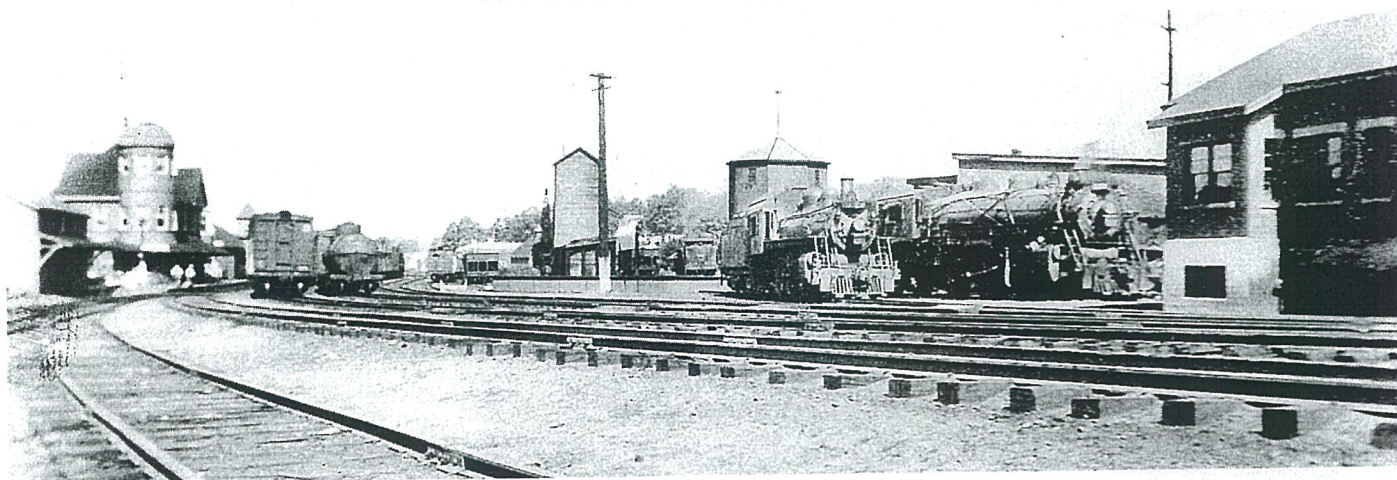
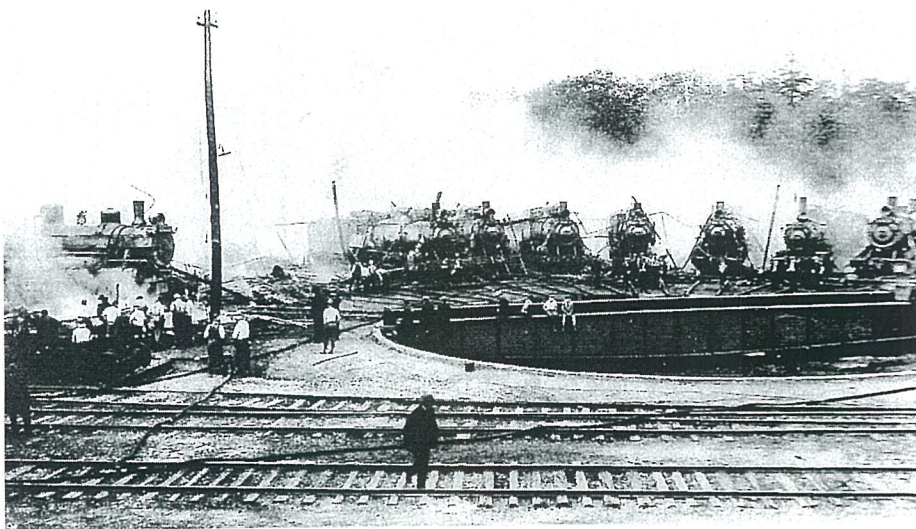


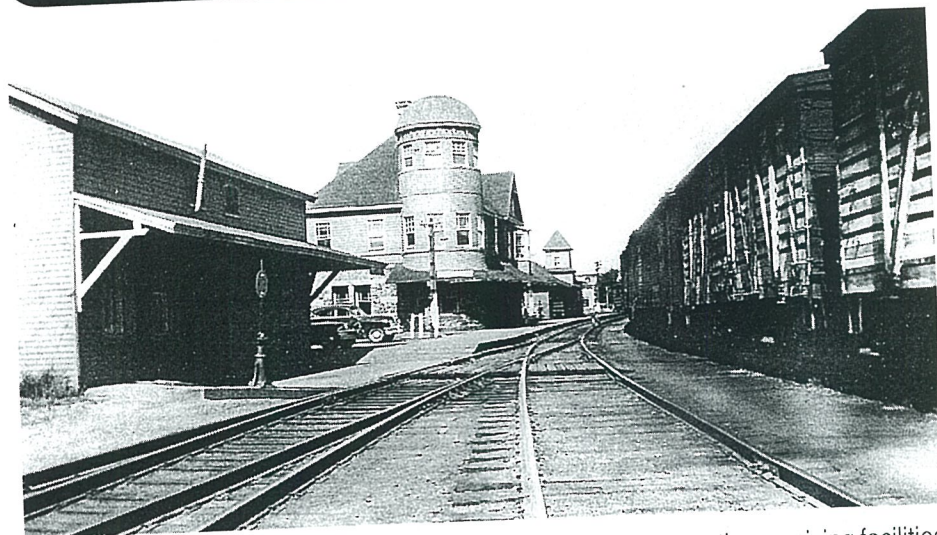
View of the Bridgewater Fire, July 16, 1925.

—photo from the Debrisay Museum, Bridgewater NS

Smoldering ruins and damaged locomotives following the fire at Bridgewater on July 16, 1925.

—photo from the Debrisay Museum, Bridgewater NS





A view of Bridgewater station and restaurant. The yard and locomotive servicing facilities are to the right beyond the stock cars in the foreground.

—photo: circa 1946-1950 by C. Hatfield, Garry Ness collection



This view shows the street side of the Bridgewater station. The vehicles parked in the area date this picture from the early to mid 1950s.

—photo: the author's collection, photographer unknown

CN MS-7c S3 switcher 8486 (built 3-6/54, retired 10/71) is spotted near the turntable in August 1971. Across the tracks is the Bridgewater station.

—photo: Bill Linley, Gary Ness collection



The Bridgewater Station

The Nova Scotia Central Railway constructed the station circa 1889-1890. (An early view is shown on page 30 of *CN LINES* Vol.9 No.3.) Its most dominant feature was the round tower of 11.5 ft. inside diameter with its domed roof. It housed the ticket office on the ground floor, which also had a large general waiting room, ladies waiting room and baggage room as shown in Figure 3. The first floor contained offices for operating personnel including the roadmaster's domain that extended into the prime space in the tower (Figure 4). There was also a gabled second floor that likely contained living accommodations for railway personnel but we have no information on its use. A large coal-fired furnace and the vault were located in the basement.

The CNR applied for abandonment in various stages between 1976 and 1994, with the entire line being abandoned except a short piece servicing industries just outside of Halifax. With the systematic abandonment of the line, the station at Bridgewater became surplus, with all of the administration being moved to Chester Subdivision offices. Many attempts were made over the years to restore the long vacant station but the question of its preservation became academic. In December 1982, just slightly more than seven years before its 100th birthday, the town witnessed the tragic end of this historic building as it was destroyed by fire, its remains, unsalvageable.

When Andrew Blackburn visited Bridgewater in 1988, he found a work train busy removing the yard tracks. This was almost exactly a hundred years after our lead picture was taken showing rails being unloaded for construction of the railway. Bill Linley noted a small two or three track storage yard was built that year about one mile east of where Bridgewater yard had been. After the yard was closed, a new shopping centre was constructed. Only one track passed through the former Bridgewater yard area. After 1991, when the rails were lifted a second shopping centre obliterated the last traces of the CN line through Bridgewater.

Feedback, Future Instalment

This series on the Halifax and Southern is to be continued in a future issue of *CN LINES* with a look at the late steam and diesel eras up to the time of abandonment. If you have any photos or observations to add, please send

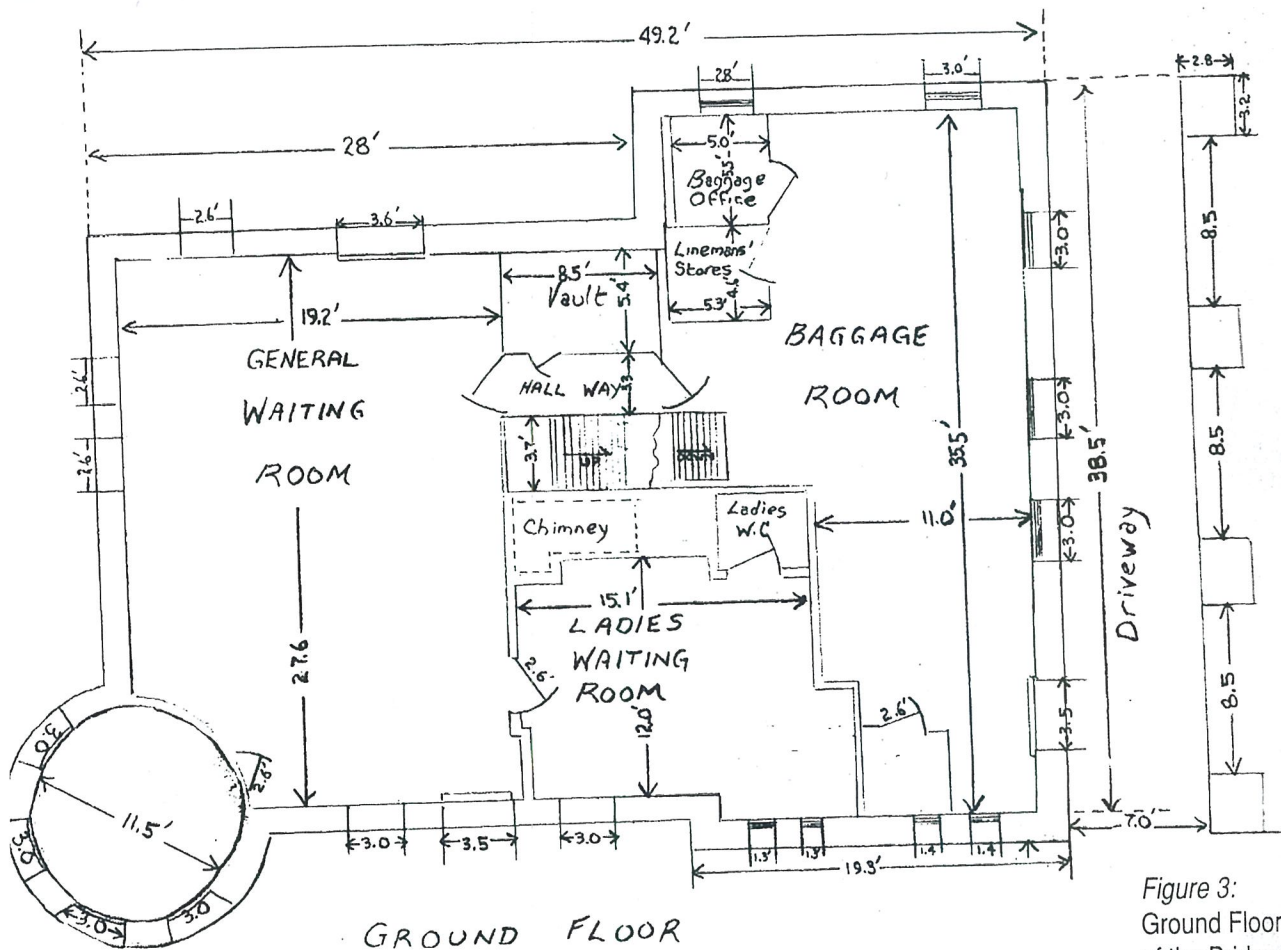


Figure 3:
Ground Floor Plan
of the Bridgewater
Station.

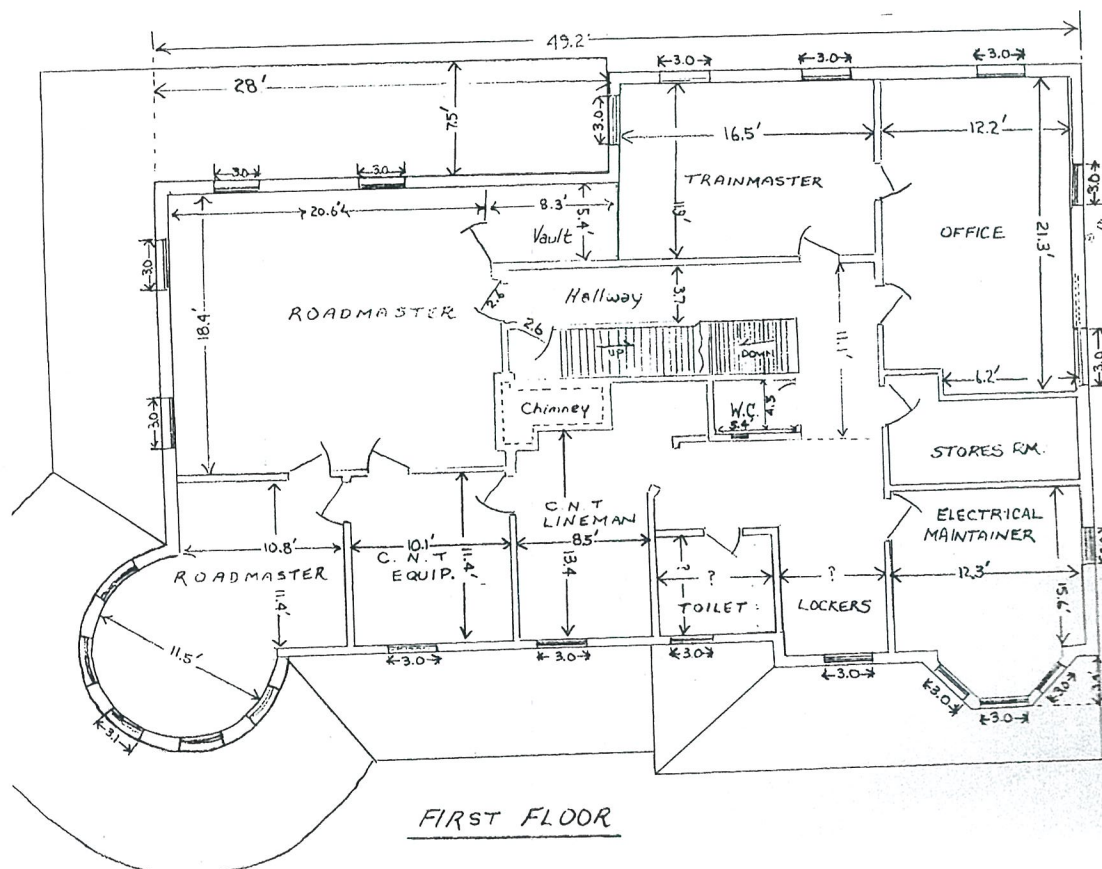


Figure 4:
First Floor Plan of
the Bridgewater
Station.
—plans traced by the
author from an
undated CNR plan
(reduce to half page
size).

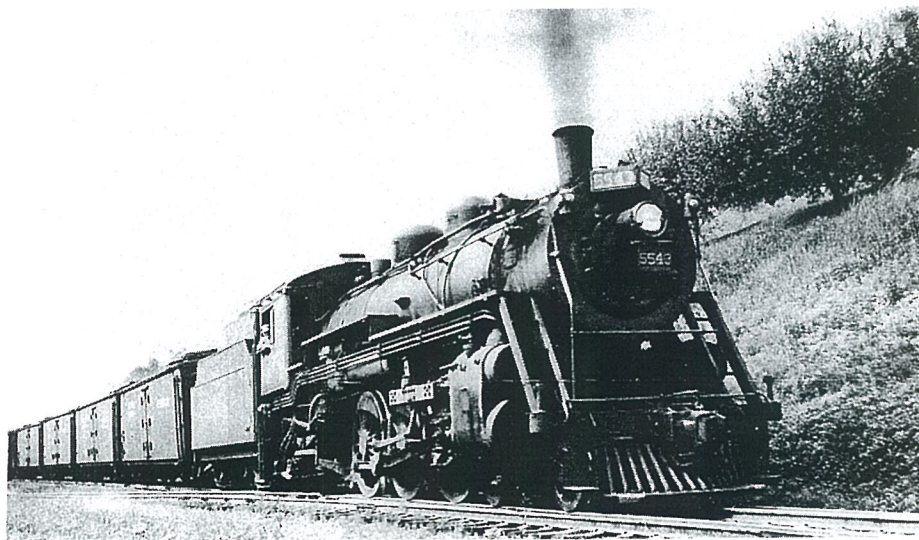
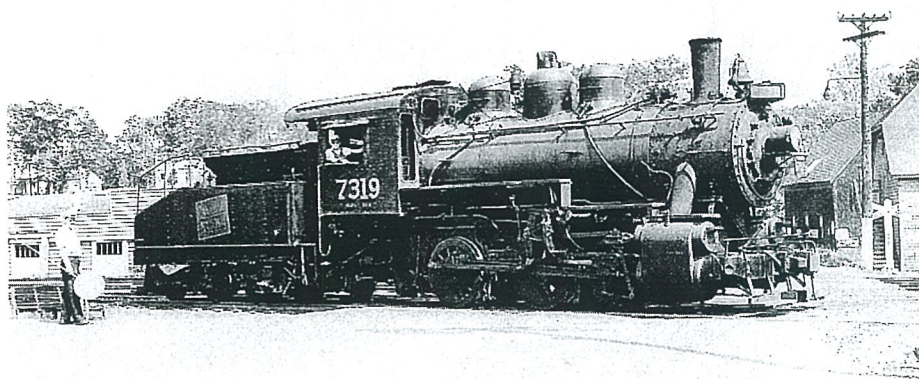


Photo #4: Pacific 5543 is in charge of train #88 at Bridgewater on August 15, 1942.

—photo from the Paterson-George collection

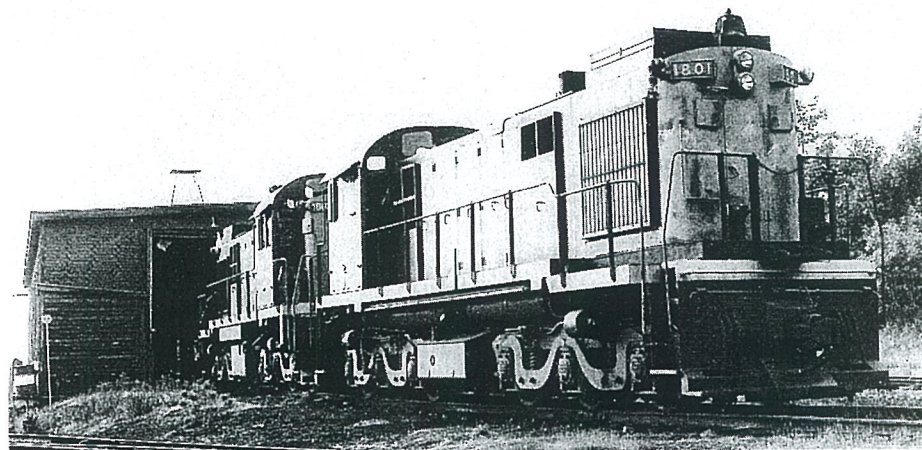


O-12-b switcher 7319 was assigned to Bridgewater on August 30, 1953.

—photo from the Dave Shaw collection

CN MR-14a RSC-24 light roadswitchers 1801 and 1803 are spotted outside the Bridgewater diesel shop on June 1, 1973. The building was converted from the car shop shown on Fig.2.

—photos by Bill Linley courtesy of Gary Ness



them to the Editor at the address on the masthead. We have already received comments from Conrad Steeves and Alan Vanterpool with respect to Part 1 in *CN LINES* Vol. 9 No.3.

Conrad writes: "the picture on page 29 was taken in the late 30s or later. The automobile on the road appears newer than the 1920s and there are steel boxcars in the train. He also has more information for the captions on page 32. Plow 55083 (ex-CGR 7014 exx 19) was built in Moncton in 1878 and rebuilt in 1886. It was scrapped at Moncton in June 1947 along with several other wooden plows. Lidgerwood 50473 (ex-CGR 7895 serial 209 built 1915) was scrapped July 1963 at Moncton."

While he says that it "was a thoroughly enjoyable article," Alan feels that the author's comments about the Canadian Northern Railway (CNoR) "were overly harsh." He points out that "at least in Western Canada that the CNoR was far from a colossal flop. From 1905, until it was absorbed into the CNR, the CNoR, like the CPR, always made a profit on its prairie operations. It is my understanding that the CNoR received slightly over \$10 Million from the government, which all went to pay off the Canadian Bank of Commerce. Neither MacKenzie or Mann died wealthy. They may have failed financially, but they did build a transcontinental railway, from tidewater on the Pacific to tidewater at Quebec City, and they played a significant and positive role in the development of Manitoba, Saskatchewan, and Alberta." The author says that the local perspective on the Canadian Northern is not nearly so positive. Perhaps this is so because the CNoR never connected the H&SW with the rest of Canada.

Acknowledgments

A great deal of assistance has been received from the Bridgewater Bulletin, the Debrisay Museum in Bridgewater, Halifax Chronicle/Herald/Mail Star, Bill Linley and Dr. Gary Ness. Thanks to Andrew Blackburn, Charles Hatfield, Pat Scrimgeour and Conrad Steeves for additional data and/or photographs. Thanks also to Al Lill, Ian Cranstone, and Hilt Friesen for the enormous amount of work they have done in bringing both parts of this article to realization. ♣

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