

THE  
SYDNEY AND  
LOUISBURG  
RAILWAY  
II

C H RIFF

## CAPE BRETON TO WIT.

In the matter of the application of the Sydney and Louisburg Coal and Railway Company, Limited, to be invested with certain lands in Cape Breton County, necessary for the construction, maintenance, operation, enlargement and other purposes of the said Company's works or business.

Notice is hereby given to the owners and occupiers, and all persons having any interest in the lands hereinafter described, that the Sydney and Louisburg Coal and Railway Company, Limited, have by petition, dated the 27th August 1881, with plans and description annexed, applied to a Judge of the Supreme Court to be invested therewith as aforesaid, and that the said Judge has, by an order under his hand dated the 31st of August 1881, directed the owners and occupiers, and all parties interested in said lands to attend before him on the third day of November 1881, at noon, at the Judge's Chambers, in the Supreme Court building in the city of Halifax, for the consideration of such petition; and further ordered that notice thereof shall be given to the owners and occupiers and others interested in said lands, by service thereof on them, and by publication in the newspapers as in regard thereto and other matters required under Chapter 78 of the Provincial Acts of 1841, all owners, occupiers and others interested in said lands, are therefore hereby required to attend at such time and place for the purpose aforesaid, either personally or by attorney, and to unite in naming one appraiser to value said lands, and that in case such owners, occupiers or other parties having any right or claim to said lands, or any part thereof, do not attend, or shall neglect or refuse, or cannot agree to make such nomination, then that the said Judge will nominate two appraisers for the purpose aforesaid, who will with the appraiser appointed by said Company, proceed as by said Act prescribed, and the said Sydney and Louisburg Coal and Railway Company, Limited, will thereupon be invested with said lands, as the owners thereof, the said lands being described as follows:—

No. 15. All that lot of land situate south of the Emery Mines, in the County of Cape Breton, beginning on the eastern line of the Honorable R. Boak's grant of land, No. 14,343, and on the centre of the said Company's railway, formerly the Cape Breton Company's line of railway, leading to Louisburg; thence following the courses and curves of the said line of railway southerly twenty five chains, more or less, of one and one-half chains in width, being a width of seventy-five links on each side from the centre of the said line of railway as located to the South-West line of the said grant, and containing three and three-quarters acres owned by Honorable Robert Boak, of Halifax, and others unknown.

No. 16. All that lot of land situate in the rear of Little Glace Bay, in the County of Cape Breton, beginning at the North-Eastern line of the said Reverend Hugh McLeod's land, and on the centre of the said railway line (at station 10 miles) seventy-four chains and fifty-one links; thence running South-Easterly the courses and curves of the said railway line forty chains and forty-one links, more or less, of two chains in width, being a width of one chain on each side from the centre of the said railway line, as located, to the South-Eastern line of the said Reverend Hugh McLeod's grant of 150 acres, and containing eight acres of land, more or less, owned by Reverend Hugh McLeod, of Sydney, and others unknown.

No. 17. All that lot of land situate between Little and Big Glace Bay, in the County of Cape Breton, beginning at the North-Eastern line of the said Reverend Hugh McLeod's grant, No. 6700 (at station

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Halifax Herald

DAY, NOVEMBER 16, 1883.

## The Morning Herald

FRIDAY, NOVEMBER 16, 1883.

### The Remarkable Growth of North Sydney.

FOURTH PORT IN THE DOMINION.

It Ought to be the Gloucester of  
Canada.

NO. VII.

(From a staff correspondent of the HERALD.)

NORTH SYDNEY, Nov. 10.—Ten years ago, when I came to the 'bar,' as it was then known, remarked A. C. Bertram, of the North Sydney Herald to your correspondent, 'the population was less than 1,500. Now it is over 4,000. In that decade two thirds of the town has been built up. Then there was an attendance at the public schools of 180. Now it is 500. What have we done? Put up three-fourths of the stores and private residences, many of them handsome structures. Real estate has increased in value 500 per cent. We have some of the neatest private residences to be found in any town in Nova Scotia, and several of our stores would not be out of place on Granville street, Halifax. In 1874 there was not a church in the town. Now we have substantial churches, edifices erected by the Baptists, Presbyterians, Episcopalians, and Methodists, and the Roman Catholics are now completing a new chapel, which will be one of the largest and finest on the island. A convent is to be established in connection with the chapel. The old chapel will be utilized for this purpose until a handsome edifice is specially erected next year, to cost \$5,000. I do not know of

#### A Vacant House

in town. Nearly four hundred ship carpenters and laborers are constantly employed on the docks and the marine railway. There are nine tanneries in North Sydney and vicinity, employing a large number of hands, the products of which are sent to Montreal, and other upper province points, the maritime provinces, Newfoundland and St. Pierre. We have a shoe factory, a foundry, two furniture factories and a machine shop. Some 300 ocean steamers made this a port of call this season, besides 700 sailing vessels, not including coastwise craft. Large numbers of the American fishing fleet visit North Sydney every fall, making their headquarters here while they gather in magnificent harvests of fish from our shores."

What might be the Gloucester of Canada.

"Why don't you establish a fishing fleet of your own."

"All that is wanted is enterprise and capital to make this the Gloucester of Canada. If we had the enterprise the capital would soon follow. We have natural facilities for the successful prosecution of this industry superior to any other place that I know of on the Atlantic coast. For instance: Between 50 and 100 sail of American fishermen make their most successful hauls of mackerel on our shores, while codfish, excellent in quality and abundant in quantity, are found from May to December, and in winter hundreds of thousands of these fish may be caught through the ice in the Bras d'Or lakes. Indeed, if we had a railway, we could supply all the cities of the Dominion with fresh fish. Recognizing these advantages, a meeting of our leading men was held last week, and steps taken to organize a North Sydney fishing fleet. A committee was appointed with instructions to take the initiatory steps."

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country, he reminded us that we were away behind in cattle—a point which greatly surprised him. He gave \$100, a few days ago, for a calf 5½ months old.—Gazette.

—The Nova Scotia steamship company has purchased the steamers Cleopatra and Secret. the former in Baltimore, and the latter from Hatheway & Co., of Boston, and will run them in connection with the New Brunswick between Boston and Annapolis and Yarmouth. The Cleopatra is a wooden propeller of about 900 tons, and the Secret is of iron and considerably smaller. The Cleopatra has been generally overhauled in Portland at an expense of \$35,000. She cost \$15,000 to the late purchaser. She will go on the route this week. The Cleopatra will sail under the British flag, and make coast landings in Nova Scotia. The New Brunswick will carry the American flag, and make landings at Portland *November 3 1883*

—It is said that there is a project on foot to form a syndicate for the purchase of the Sydney and Louisburg C. & R. R. company's railroad, from Sydney to Louisburg via the coal mines. The idea is to operate the railways, as carriers of freight and passengers so that any company desirous of railway and shipping facilities, would have the accommodation on paying a reasonable rate per ton. Many of the most valuable coal mines are now idle for want of such facilities as this project would furnish. We would much prefer that it be taken hold of by the local government. If that government has any regard for its political existence, it must do something immediately towards securing or us railway connection with Nova Scotia.

—C. B. Advocate.

*Halifax Herald*

*Nov* November 16  
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width of one chain on each side from the centre of the said railway line, as located, to the South-Eastern line of the said Reverend Hugh McLeod's grant of 150 acres, and containing eight acres of land, more or less, owned by Reverend Hugh McLeod, of Sydney, and others unknown.

No. 17. All that lot of land situate between Little and Big Glace Bay, in the County of Cape Breton, beginning at the North Eastern line of the said George McLeod's grant, No. 6700 (at station eleven miles), twenty-two chains and fifty-six links; thence running South-Easterly the courses and curves of the said railway line thirty-four chains and forty-four links, of one chain and seventy-five links in width, being a width of eighty-seven and one half links on each side from the centre of said line of railway; thence following the courses and curves of the said railway line South-Easterly forty-three chains of one chain in width, being a width of fifty links on each side from the centre of the said railway line; thence following the course and curves of said railway South-Easterly five chains, more or less, of two chains in width, being a width of one chain on each side from the centre of the said railway line to the North-Eastern line of the said George McLeod's grant, No. 6900, and containing eleven acres and 50-1000, more or less, owned by Reverend Hugh McLeod, of Sydney, and others unknown.

No. 18. The March 11 Bourinot lot grant situate on the northern side of Big Glace Bay in the County of Cape Breton, beginning at the South-Western line of the Marshall Bourinot's grant, No. 6496, and on the centre of said railway line; thence following the courses and curves of the said line of railway, South Easterly forty-five chains, more or less, of two chains in width, being a width of one chain on each side from the centre of the said line of railway, as located to Big Glace Bay Brook aforesaid, and containing nine acres, more or less, now or formerly owned by Marshall Bourinot, of Port Hawkesbury, and others unknown.

No. 19. A piece or lot of land at Mira, in said county, over which the present line of railway aforesaid, is located, and between lands granted D. J. Kennelly and Parmenas Spencer, and four hundred feet long by nine-nine feet broad on the line of railway, containing of 91-100 of an acre, owned by the widow of Archibald Ferguson, late of Mira, and others unknown.

No. 20. A piece or lot of land at Mira in said county, over which the present line of railway aforesaid is located, and between lands owned or occupied by John Morrison and lands of Philip Spencer, and one thousand one hundred feet by ninety-nine feet on the line of railway aforesaid, and containing two acres and 52-100 of an acre, owned by Sarah Spencer and others unknown.

No. 21. A piece or lot of land at Catalone, in the County of Cape Breton aforesaid, over which the present line of railway aforesaid is located, and between lands owned or occupied by Alexander McDonald and those of the heirs of John McDonald, and one thousand five hundred and sixty feet by ninety-nine feet on the line of railway aforesaid, containing three acres and 6-100 an acre, owned by Alexander McDonald, Christy McDonald and Alexander McAulay and others unknown.

No. 22. A piece or lot of land at Catalone, in the County of Cape Breton aforesaid, over which the present line of railway aforesaid is located, and between lands owned or occupied by Alexander McDonald, Christy McDonald and Alexander McAulay, and lands of the heirs of Malcolm McDonald and three hundred and fifty feet by ninety-nine feet on the line of railway aforesaid, containing about eight-tenths of an acre owned by the heirs of the late John McDonald, of Catalone, whose names are unknown.

No. 23. A piece or lot of land at Catalone, in the County of Cape Breton aforesaid, over which the present line of railway aforesaid is located, and

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### AFFAIRS IN CAPE BRETON.

#### A REVIEW OF THE BUSINESS AND COAL SHIPMENTS OF 1884.

(Contributed to the Herald by D. A. Smith.)

NORTH SYDNEY, Jan. 3.—Complying with your request, I have now, at the close of our shipping season, the pleasure of giving your readers a brief account of business matters with us during 1884. In dealing with a subject of this kind it is difficult not to be lengthy, and to be brief is not to do justice to the subject. However, figures are all that is required at present to show that Cape Breton has not been idle during the past business season. The shipments of coal, though somewhat less than last year, are of sufficient magnitude to exemplify the benefit of the protection of the industry. The question is: Is it sufficiently protected? The shipments from the various mines and ports of shipments are as follows:

	Tons.
Old Mines, North Sydney.....	128,000
Victoria, .....	10,000
Reserve mine, Sydney.....	88,000
International, Sydney.....	79,850
Old Bridgeport mine, Sydney .....	8,000
Lingan colliery, Lingan .....	20,500
Little Glass Bay co., Little Glass Bay .....	32,500
Calderdale co., Little Glass Bay.....	65,000
Ontario mine, Big Glass Bay .....	7,000
Gowrie, Cow Bay.....	82,000
Black House, Cow Bay .....	20,000
In all.....	589,850

By comparison with late years it will be found that the 'old mine Sydney' hold its trade without diminution. Most of the other mines have fallen somewhat short of last season's shipments. But the combined shipments are much in advance of years immediately preceding the protective tariff. Although the season is considered dull in all trades, the dullness is as compared with expectation not dull by comparison.

#### THE TONNAGE

visiting Sydney and North Sydney, that is, this harbor, (one by nature though by customs regulations two or three,) is as follows:

1,215 sail vessels.....	193,212 tons.
202 steamships.....	275,966 tons
Fishermen not included.	

A very fair showing;—but owing to the low rate of coal freights, a great number of vessels were directed to other ports. The falling off is in vessels for orders,—the coal shipped from this harbor being the same as last year shows the discrepancy to be in vessels not loading—or for orders. Here I would remark vessels fall off from our trade too early. They come when coal freights are low and in the late fall when they are best

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#### THE PRICES OBTAINED FOR COAL

at all our mines were steady, but low, and unremunerative, where the trade was not adequate to the capability of the mine—which was the case in one or two instances. There is no doubt a higher rate could be maintained if the system of cutting prices was not resorted to; some mines might sell less but all would have a better margin on what was sold. The Victoria mine, under the management of Donald Lynk, for the general mining association, was re-opened during the season, and shipped to a limited extent. This coal will give satisfaction. The old Bridgeport mine too has been re-opened by Messrs Mitchell and MacKay. It is said to be a deeper dip of the Reserve mine seam. They have but made a beginning, but the coal is favorably spoken of. The other mines are so well known that I will not recapitulate their qualities. Just here I will repeat that slack coal for close stoves and cooking stoves might be beneficially made use of to a greater extent than is general. In Cape Breton where large coal is cheap, nothing but slack is used for the purposes named. On the whole the coal trade for '84 when summed up is by no means a bad showing.

#### THE MARVELLOUS INCREASE

of the past year or two has led to too great expectations, but when all business the world over is dull, the coal trade must feel it as well. For instance our West India trade this season has been nil owing to the low price of West India produce (this, again, consequent upon the great development of beet root sugar) resulting in the lack of money and confidence in the West India markets. The plaster trade has been dull here, as in Nova Scotia proper, doubtless owing to the dullness of other trades and not by any means attributed to the quality of our plaster. The fishery has not been flourishing in all its branches. Notably (with us) is the falling off in the herring catch. It is a fluctuating business, requiring experience, money and patience. There is no better opening for a judiciously handled fishing company than here. We have everything necessary, save the two great essentials, money and vessels. The fish are abundant, and (second to none) are at hand.

January 9  
 1885

# In the History of the Province.

JAN 13 1885

(Special correspondence Halifax Herald.)

STELLARTON, Jan. 12.—The Trades Journal in its annual review of the coal trade of Nova Scotia during 1884, will say in its issue to-morrow: Though we have not yet received full returns from all the collieries, we have sufficient information to hand to enable us to give, if not an entirely correct, a fair approximation of the shipments of coal for 1884 from the various localities. We are happy to be able to say that the shipments for 1884 will almost bear comparison with 1883. This will be a surprise to many. Trade in general was not nearly so brisk in 1884 as in the preceding year, and many were of the opinion that the coal trade was a sharer in the general depression. For yet another season the most sanguine were fearful lest the sales for '84 would show a marked falling off. The shipping season was unusually late of opening—on account of ice in the gulf—and it was thought impossible to make up for the loss of sales thereby occasioned. Though the sales show a slight decrease, yet in view of all the circumstances they are most gratifying. There is evidence that the markets secured Nova Scotia by the national policy are to be retained. The coal trade of the province is bound to go on increasing until it towers above all others. We have mentioned that the future of Nova Scotia depends chiefly on her mineral resources, and we are therefore glad to be able to report much vitality in the coal trade even when circumstances seemed against it.

## THE LARGEST COLLIERY

in the province is that at Spring Hill. But perhaps it would be more proper to say that Spring Hill mines is made up of four collieries. The shipments for 1884 reached to 221,000 tons, or an increase of 44,000 tons over 1883. The next largest shipments are from the mines of the Halifax company, which for 1884 were in round numbers 182,000 against 149,000 tons for 1883, showing a handsome increase of 33,000 tons. The shipments from the Drummond colliery show a heavy falling off for 1884: they were 114,891 tons against 137,000 for 1883. Work at the Anadia colliery was remarkably steady during the whole of 1884. We are not therefore surprised to find that the sales reached a total of 107,589, an increase of say, 1000 tons over 1883. The Vale shipped 69,865 tons against (as per inspector's report) 68,843 for 1883, a small increase. Owing to the trouble over the affairs of the Steel Company of Canada, the shipments from Chignecto colliery are very trifling. Good work has however been done at the Minudie mines and at the Joggins. Below, in tabulated form are shipments from the several collieries for 1884, and 1883:

Mines.	1884.	1883.
Spring Hill .....	221,000	177,000
Albion .....	181,000	148,781
Intercolonial .....	114,891	137,587
Anadia .....	107,589	10,614
Vale .....	69,865	68,843
Joggins, Minudie } and small collieries }	42,000	44,000
Bedford mines .....	128,000	131,000
Reserve .....	82,000	104,000
Gowrie .....	82,000	70,000
International .....	79,850	98,907
Caledonia .....	65,290	61,537
Little Glace Bay .....	32,503	72,477
Lingan .....	20,500	12,918
Black house .....	20,000	51,791
Victoria .....	10,000	150
Ontario .....	7,000	19,000
Old Bridgeport .....	8,000	

The following is a summary of shipments by counties:

County.	1884	1883
Pictou .....	475,472	461,809
New Brunswick .....	262,000	222,247

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## SYDNEY AND LOUISBURG COAL COMPANY.

(From the Canadian Gazette.)

In anticipation of the meeting called for the 20th inst., the directors of the Sydney and Louisburg coal and railway company, limited, have issued their report for the year 1884. The available balance is £3,021, and it is proposed to apply £1,500 to the payment of preference dividend for the half year ending June, 1883, leaving £521 to be carried forward. Last year there was shown an accumulated profit of £9,774, and £5,094 was applied to the payment of arrear preference dividends up to December 31st, 1882. This left a balance of £3,679 in favor of 1884, which sum was reduced during that year to the £2,021 noticed above. The report is as follows: The quantity of coal won during the year, including slack, as well as coal consumed at the mines and in working the railway, was 96,115 tons, as against 120,457 tons in 1883, and 93,829 tons in 1882. Of the 96,115 tons raised, 82,927 tons were shipped at Sydney, and 1,023 tons at Louisburg, the remainder being absorbed in local sales, consumption for engines, etc.

### SHIPMENTS AT LOUISBURG

have been discontinued since the 15th of January last year, as the cost of transit from the mines to that port rendered the price obtainable there unremunerative. An examination of the revenue account will show that the net profits for the year just past were £1,570, after deducting £238 for bad and doubtful debts. The amount brought forward from the preceding year was £3,675.16s. 10d. It has been decided to deduct therefrom £3,228.10s. 10d. being the amount of Messrs. Bogue, Dixon & Co.'s debt and costs, leaving a balance of £451.6s., which added to the net profit of the year, viz., £1,570, makes up a total available for dividend of £3,021.6s. Out of this sum the directors recommend that a dividend of 6s. per share, being the accumulative dividend for the six months ending 30th of June, 1883, on the amount paid up, be paid to the holders of first preference shares. This will absorb £1,500, leaving a balance to be carried forward of £521.6s. The directors have to regret

### THE OUTCOME OF THE LITIGATION

with Messrs. Bogue, Dixon, and Co., for although the claim of the company has been substantially vindicated in the court, and judgment has been obtained, the directors have been unable up to the present moment to recover the debt, which with costs amounts to £3,228.10s. 10d. With regard to the company's business, the directors have to remark that it has shared the general depression. Not only have the shipments in 1884 been 20,000 tons less than in 1883, but the prices have been lower, and the profits in consequence smaller. The works, plant, etc., are in good order, and ready to meet any increased demand that might arise. During the year £977 2s. 2d. has been expended on capital account towards completing the stone-drift, by which access will be gained to the emery seam of coal, which is of considerable extent and of fine quality. The work is expected to be completed during the current year.

Thus the safe, efficient, and economical work

MAY 1

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Halifax Herald

Acadia mine shipped exclusively during the summer from Pictou landing. But not getting satisfaction from the railway department, we transferred the bulk of our business to the Nova Scotia coal company's railway, shipping from Middle river. Thus the Intercolonial lost some \$7,000 a year in freight, a business they could have handled at not exceeding \$3,000 for wear and tear. The rate charged per mile to Pictou landing is acknowledged to be the most profitable of the various tariffs for coal on the Intercolonial. The Acadia mines await the pleasure of the railway officials to contribute that \$7,000 a year to the Intercolonial instead of to a railway owned by what was a rival colliery.'

January 25

1885

Halifax

## THE NEWS FROM LOUISBOURG.

(Special correspondence Halifax Herald.)

Louisbourg, C. B., May 18.—During the past fortnight our harbor has been thronged with vessels of every size and rig, waiting for the ice to move off the coast. They are all bound for Sydney and outport mines to load coal for the States, the late strike, there having caused quite a scarcity of the black diamond. It is a great pity that the railway from here to the Reserve mines and Sydney was not in a fit condition to be travelled over. Coal was in great demand this spring, freights were high, our harbor open all the winter, and the coast from this west free from ice, so that quite a brisk and large trade might have been carried on. If ever, this winter and spring, I think, has shown the superiority of the harbour of Louisbourg over that of Sydney and others in Cape Breton, as a winter-shipment port. It must prove to any unprejudiced mind, that is the only fit terminus for the railway extension into Cape Breton. I dare say many think otherwise, but I fear that in nine cases out of ten they have "an axe to grind." I have none, but I speak merely on account of the natural advantages which Louisbourg possesses over other ports in Cape Breton, and which must tell sooner or later. We have also been visited, quite recently by a couple of American fishing schooners. One was from the Banks with a rich seaman; the other, partly laden with halibut, made her voyage, for what reason, I know not. Although prohibited from entering Canadian ports except under certain circumstances, this did not prevent provisions from being sold to one, and the other from selling halibut. I believe the customs official says he has not yet received any instructions with regard to American fishing vessels, and so they may do as they please. This, in the past, has always been one of their great resorts, especially in the fall, and I think it would be well if one of the cruisers paid a visit to this eastern shore. In the past our fishermen's nets have suffered from being wilfully run through, and I am of opinion that the same will occur again if there is not a watch set. The halibut schooner has now gone to fish off Cape North. A large factory for canning salmon and lobsters was erected here last winter by Messrs. Mitchell, Hutchinson & Co. Business with them has not yet commenced as the season on this coast is always fifteen or twenty days later than to the westward. An extension of time ought to be granted to all lobster factories on this shore, in order to allow them to compete with those firms who can begin work as soon as the season opens. Poor Cape Breton, I fear there are a great many things she ought to get that she does not.

MAY 15  
1886

At the eighth ordinary general meeting of the shareholders of the Sydney and Louisburg coal and railway company, limited, G. W. Medley, who presided, said that "the operations of the company had been kept in the smallest compass possible, as it was felt that it was not a time to launch out in any direction. They had a very small balance against them for 1886, against a very large balance in 1885. The point of interest at the present meeting would be the chance of their railroad being incorporated in the general system of the Intercolonial railway system of the Dominion. Their interests had been placed in good hands, and they would be advocated in the house of assembly. He (the chairman) was without anything material to tell them, but the moment anything of interest transpired the shareholders would be called together and informed of it. In the meantime he did not think it expedient to enter into particulars until something definite one way or another turned up. With regard to business this year it was too early to give any decided statement. So far as it had gone there was a little improvement. The directors had determined to, to some extent, put an end to unprofitable contracts, and if business sprung up they would be able to do it unhampered by those contracts."

June 13 1887

Halifax

# THE HERALD'S DIARY

## SWEPT BY THE FLAMES.

Disastrous forest fires have been ravaging Cape Breton. A tract of at least one hundred square miles of country between Sydney and Cow Bay, has been completely devastated. It is said to be the worst fire known in the island. At one time the Reserve mine was in great danger. It was entirely surrounded by roaring flames. Work was suspended in the pit and for three or four days all hands were engaged fighting the fire fiend. What made the situation all the more serious was the fact that a water famine prevails at the Reserve. Every well, brook, and stream in the place is dried up and all water for steam purposes in the mine and for domestic purposes for 1,000 people, is hauled by train from Black brook, a distance of eight miles. This is an unprecedented state of affairs. Coal cars have been made water tight by oakum, etc., and converted into tanks, in which the water is conveyed from the brook to the mines, and distributed to the people in carts. In order to supply the demand, the train is kept running day and night. Unless a heavy rain fall soon takes place even more serious inconveniences than those already experienced, are predicted. The miners by hard work and strategy succeeded in preventing the forest fire from reaching the settlement, but were unable to prevent its continuing its devastating course.

July 21

1887

Halifax  
Herald

## C. B. AND LOUISBOURG ROAD.

MARCH ——— 27 1888

(Special despatch to the Halifax Herald.)

SYDNEY, March 26.—A party of engineers in charge of Ambrose Duffy C. E., last Saturday completed a survey of the Sydney and Louisbourg railway, and are this week to make a survey of the branch line to Schooper Pond. The people of the eastern and southern seaboard are greatly interested in the Kennelly scheme and petitions are being numerously signed throughout the county urging both governments to subsidize the Sydney and Louisbourg railway, with branch line to the different collieries and Eastbay.

MARCH 27, 1888

MAY 31 1888  
The accounts of the Sydney and Louisbourg coal and railway company, limited, to be submitted to the meeting called for the 30th inst., show a net profit in the past year of £1,033, the debit brought forward being thereby reduced to £1,574. The directors refer in their report to the approaching necessity of effecting a junction between the company's railway and the Intercolonial line, the chief obstacle to the junction being the fact that the two systems differ in gauge. A special meeting of shareholders is to be summoned shortly in order to lay before them definite proposals for meeting the circumstances.—[Canadian Gazette.

MAY 3 1888

unknown.

No. 23. A piece or lot of land at Catalone, in the County of Cape Breton aforesaid, over which the present line of railway aforesaid is located, and between lands owned or occupied by the heirs of John McDonald and lands of Hugh McVicar, and three hundred and fifty feet by ninety-nine feet on the line of railway aforesaid, containing about eight-tenths of an acre, owned by the heirs of the late Malcom McDonald, of Catalone, whose names are unknown.

No. 24. A piece or lot of land at Louisburg, in the County of Cape Breton aforesaid, on which the present line of railway aforesaid is located, and between lands owned or occupied by Angus McLean, and lands of Robert Townsend, being from Angus McLean's boundary to Robert Townsend's boundary along the line of railway about three acres; about one thousand five hundred feet by ninety-nine feet, part of the late James Townsend's grant, and owned by his heirs, whose names are unknown.

No. 25. A piece or lot of land at Louisburg, in the County of Cape Breton aforesaid, on which the present line of railway aforesaid is located, and between lands owned or occupied by Robert Townsend and Glebe lands on the line of railway, about one thousand feet and ninety-nine feet, or about two acres, part of late James Townsend's grant, and owned by his heirs, whose names are unknown.

No. 26. A piece or lot of land at Louisburg, in the County of Cape Breton aforesaid, on which the present line of railway aforesaid is located, and between lands owned or occupied by Jonathan and David Tutty and others and Henry Cann, being from Tutty's boundary to Cann's boundary four hundred and fifty-six feet by sixty-six feet along the line of railway, owned by William Dickson, of Louisburg, and others unknown.

No. 7. A piece or lot of land at Louisburg, in the County of Cape Breton aforesaid, on which the present line of railway aforesaid is located, and between lands of Solomon Townsend and lands of Wm Townsend, and one thousand one hundred and ninety-four feet by ninety-nine feet along the line of railway, being about two and 100 acres, owned by Solomon Tutty, of Louisburg, and others whose names are unknown.

No. 28. A piece or lot of land at Louisburg, in the County of Cape Breton aforesaid, and on the harbor side of the present line of railway aforesaid, and adjoining land of William Dixon and the Glebe lands, and two hundred feet by thirty feet on the side of the railway or a siding, owned by Thomas Tutty, of Louisburg, and others unknown.

Of all which matters and things all parties any way interested are hereby notified.

Dated at Sydney, Cape Breton, this 24th day of September, A. D. 1881.

THE SYDNEY AND LOUISBURG COAL AND  
RAILWAY COMPANY LIMITED BY  
N. L. MACKAY.

oct3

Their Atty.

October 5  
1881

Halifax  
Herald



## From Sydney to Louisburg.

The grit organs of this city have recently discussed at some length Mr. Kennelly's proposal that the local government should make a grant of provincial funds to rebuild his road from Sydney to Louisburg. This proposal should be very carefully considered; and while we may not be disposed to fully endorse the North Sydney Herald's personal references to Mr. Kennelly, it is only right that our contemporary's statement of the other side of the question should be placed before the public. The North Sydney Herald says:

"Mr. D. J. Kennelly has had another of his semi annual attacks. Twice a year he breaks out in an eruption in the shape of a new scheme, just as some diseases come back at regular intervals. Unfortunately, instead of getting less severe each time, his attack gets more alarming, and they may go from bad to worse until they culminate in some awful form, such as his running for parliament and being snowed under for ever by intelligent voters.

In his notorious effort of last winter, he had untold gold from New York to back him. It is now proposed, with an assurance which all the annals of log rolling contain nothing to equal, that the provincial government shall advance him money to build his railway from Sydney to Louisburg. The present provincial ministry has done some curious things; it has increased enormously the debt of the province, but to build a railroad for Mr. Kennelly is, we hope, too severe an operation even for them to perform.

Mr. Kennelly has a bridge at the Mira river, a wonderful structure, which an engineer from the provincial government reports is insecure and inefficiently protected, and which would cost \$15,000 to put in order. But this bridge is Mr. Kennelly's trump card. No other route to Louisburg could be taken, because, forsooth, the cost of a bridge across the Mira river would prevent its being carried out! The \$15,000 which the government engineer says must be spent to patch up the present bridge, would go a long way towards a new one in a suitable spot. But be this as it may, what is the alternative scheme which the people of this country demand, which our representatives are pledged to secure, and which we know will eventually be secured? It is to continue the dominion government railway from Sydney to Louisburg. Is the cost of a bridge over Mira river going to prevent this being carried out? Is it not the height of impertinence to address the people of this country, even in a paper which few of them read, with such twaddle as that they must have a ridiculous railway to Louisburg because Mr. Kennelly has a bow legged bridge across the Mira river and that the parliament of Canada cannot afford to build another bridge?

The people of this country will do well to remember that less than 10 years ago the property of the Sydney & Louisburg company, areas, mines, railways, bow legged bridge and all, was bought by the present company for about \$70,000. Mr. Kennelly is now anxious to sell their useless railroad to the government of Canada for \$150,000, more than twice as much as the whole property cost them. According to the report of the government's engineer, about \$300,000 additional would be required to put it in order. This same report gives some valuable information about his road.

As a direct road to Louisburg it is absurd, for it is 31 miles long and a direct line could be built not longer than 26 miles. As connecting the collieries, it only goes near one—the Reserve—and to connect the other collieries would require branches to the extent of about 24 miles! The total length of the road would therefore be about 50 miles. By the direct route, most of the collieries would be on the main line, which, branches included, would be at least 10 miles shorter, and not only would the distance be less and the grades lighter, but the work per mile would be much lighter and less cost.

July 31

1889

DAY AUGUST 6 1889.

## THE PEOPLE'S VOICE.

### LETTER FROM MR. KENNELLY.

To the Editor of the Herald:

SIR—I have read in your issue of yesterday headed "Sydney and Louisburg," a statement professed to be taken from the North Sydney Herald, a newspaper which for some time past has attacked me somewhat unscrupulously. These attacks, I have wholly disregarded. I cannot afford, however, to ignore the publicity given by your columns, particularly when the published statements in regard to my company's property (the Sydney and Louisburg coal and railway company, (ltd.)) are untrue, and, to that extent, damaging. Therefore be kind enough to afford me the opportunity of stating in your newspaper,

1st. That the article referred to by the North Sydney Herald, and, I believe, published a few days ago in the Morning Chronicle, was one of which, directly or indirectly, I had no knowledge, until read by me in the Sydney Island Reporter.

2nd. The statement, "that less than 10 years ago the property of the Sydney and Louisburg company was bought by the present company for about \$70,000, is untrue. The original paid upon capital of the company, before the reconstruction of 1879-80, was £625,000, or over three millions of dollars. The building and completing of the company's railroads to Louisburg resulted in the liquidation, sale, reconstruction, and purchase of the company by which fresh capital to the extent of £50,000 was embarked in the concern; but the original 1st mortgage bonds to the extent of £374,000 remained, and remains, intact. I may add, somewhat unfortunately for myself, in 1874 I embarked \$37,000 in the company, most of which contributed to the building of the railway from Lorne to Louisburg 22 miles including a pier in 33 feet of water, costing the company for that section, alone, about \$110,000.

D KENNELLY, Agent.

Sydney, Aug. 1st. 1889

August 6 1889

pendiva. But what is really intended  
the shore line would go through the  
where the bulk of the people live. Except  
at the Reserve, there is not the smallest  
hamlet on Mr. Kennelly's line. The shore  
line would be near Lunenburg, pass through  
Bridgeport, the Glass Bays, Cow Bay, and  
be more easily accessible to the people  
living at Mira, Cotalone and Maindutton.  
So that even if it cost as much or more,  
instead of being two or three hundred  
dollars cheaper, it would still be in the  
interests of the people of this country to  
have that route selected. No government,  
Dominion or provincial, is going to lend Mr.  
Kennelly money to rebuild his road. Let  
any one who has faith in such a project read  
the report of the Provincial Engineer for  
1888, and if this is not sufficient, let them  
go over in their minds the various schemes  
Mr. Kennelly has launched forth with a  
flourish of trumpets, only to afford amuse-  
ment to our level headed citizens as they  
watched them fade away into nothingness.

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September 16  
1889

Halifax Herald

It is stated that official instructions have reached Mr. Donkin, chief engineer of the Cape Breton railway, to re-organize his staff with the view of an immediate survey of the proposed railway from Sydney to Louisburg via Bridgeport, Little and Big Glace Bays, and Cow Bay, having in view the closest and shortest connection with the mines at these places. They are expected to estimate the present value of the existing railway from Sydney to Bridgeport, which is to form part of the proposed government line to Louisburg. The line to be run from Bridgeport will have no connection whatever with the surveys of private parties or companies either remotely or recently. It is intended that the location will be such as will furnish the greatest facilities for coal shipments from the mining districts of Glace and Cow Bays.

Halifax correspondent writes.

September 16

1889

Halifax Herald

**HALIFAX**  
**SYDNEY AND LOUISBOURG**  
**Coal and Railway Company—Report**  
**of its Operations Presented at the**  
**Recent Annual Meeting.**

At the recent meeting of the Sydney and Louisbourg coal and railway company the chairman, in moving the adoption of the report and balance sheet, said the board were very happy to again meet the proprietors with an account of a prosperous year. In 1890 they mined 155,930 tons of coal against 121,600 tons in 1889 and 124,050 tons in 1888. In 1888 they mined 88,850 tons, so that during the three years they had actually doubled their output. Under ordinary circumstances this result would have been a mine of wealth, but as during the period mentioned their rolling stock and plant had gone down generally, they were obliged to incur considerable expense. The Emery mine had been opened up, mining rights over a large additional area had been acquired, a house at Sydney for the agent and manager, and several miners' houses had been erected; one new locomotive and fifty new coal cars had been bought, while the railway, the pier at Sydney, and the general plant had been put into good working order. The expenditure under these heads totalled £7,810 including £2,555 spent on the Emery mine, £1,656 on the new locomotive, and £1,691 on new coal cars. It then became a question how to meet these disbursements, and as the directors did not care to make any call on the first preference shares, which would burden the company with a greater fixed charge, they consulted the auditors, upon whose advice they decided to charge £2,541 to the revenue account. The remainder they decided to write off in three years, and £1,762 £1,511 was therefore charged to the revenue account as depreciation this year. After this had been deducted there was a balance of £1,715 9s. 6d. to carry to the profit and loss account, as against £3,618 18s. 2d. in the previous year. This year they expected to mine between 170,000 and 175,000 tons, and as time went on there would be nothing against their going up to 300,000 tons. The balance of profit and loss account brought forward on December 31st, 1889 was £1,839 5s. 2d., which, added to the £1,715 which he had mentioned, left an available balance of £3,554 14s. 8d., out of which the directors recommended the payment of a dividend of 12s. per share, equal to 10 per cent. on the first preference shares.

July 16

1891

Halifax Herald

## SYDNEY AND LOUISBURG CO.

JULY 19--- 1892

The thirteenth ordinary general meeting of the Sydney and Louisburg coal and railway company, limited, took place on Friday, at the Cannon street, G. W. Medley presiding. In moving the adoption of the report, the chairman said during the past year they had raised 170,863 tons of coal against 155,907 tons in 1890 and 121,660 tons in 1889. That was the largest quantity ever raised by the company, and under ordinary circumstances they would have had very good profits to show, but owing to causes which he would explain to them the anticipated profits could not be put into the coffers of the company. They had disbursed, in the first place, for general repairs and constructions in amount of £1,328 owing to damage caused to the Sydney pier through an impact of ice. There had also been an increase in wages of £1,200, for a demand had been made by the miners of Cape Breton, asking for 15 percent increase, or at the rate of 3d. per ton; but they had, after negotiations, consented to accept an increase of 7½ per cent or 1½d. per ton. There was also an item of £439 for new piping. The year's revenue account had, moreover, to bear a charge of £1,968 under the heading of depreciation, being one-third of the cost of the stone drift, new coal cars, and of payments on account of the new coal area, and £845, one-third of the cost of opening up the Emery mine, the payment for which was spread over three years. The year's working showed a credit balance of £1,120 13s. 11d., as against £1,715 9s. 6d. in 1890, which, with the balance of profit and loss account brought forward on 31st December, 1890, and added to the £1,120, left an available balance of £1,675. Out of that sum the directors proposed to pay a dividend of six shillings per share, equal to 5 per cent, leaving to be carried forward a balance of £175. [London paper.]

Halifax Herald

AN ANNAPOLIS MYSTERY.

July 19

1892.

Halifax Herald

somehow, no matter what regulations may made.

Sept 2 1892  
**DEATH OF F. N. GISBORNE.**

**One of the Promoters of the Atlantic Cable Passes Away.**

F. N. Gisborne, superintendent of the Government Telegraph service, died at his residence on Lisgar Street, Ottawa, at 12 o'clock Monday night. The Ottawa Citizen says: Thus within a few weeks of each other have passed into history the names of two men to whom the world owes the achievement of one of the greatest triumphs of the nineteenth century, the laying of the first Atlantic cable—Cyrus W. Field and Francis N. Gisborne. To the latter, indeed, belongs the greatest honor, in that his sacrifices for the promotion of their common object were the greater, his practical contribution to its success the more remarkable. It was while successfully conducting the expedition that laid the shore section of the cable across Newfoundland during the winter that Mr. Gisborne suffered the hardships that tested his fortitude to the utmost, and almost wrecked him physically, but won for him the admiration of two continents. Thereafter he was concerned in several cable projects, while his skill as an electrician earned for him a general recognition. As a promoter of important engineering undertakings he for some years resided in eastern Nova Scotia, and it was under his management that some of the most important coal mining areas there were opened up and developed by railway communication. About 15 years ago the government availed itself of his services to complete a scheme of telegraphic communication along the Gulf coast. This he carried out, and had ever since managed the entire system, having his headquarters at Ottawa. A week ago he returned from his regular tour of inspection along the Gulf coast, feeling somewhat weak, and although his health appeared shattered, it was thought up to yesterday morning that he might recover. Then a relapse occurred and death intervened at midnight. Mr. Gisborne was seventy years of age. He was well known in the scientific world for his contributions to electric discovery. He was a fellow of the Royal Society, taking an active part in its deliberations, particularly in his own specialty, upon which he was considered an able authority. By his death the government has lost an able and zealous chief officer, and Ottawa an eminent citizen. Four sons and two daughters constitute the family. The eldest, Mr. Guy Gisborne, resides in England. Mr. F. H. Gisborne, barrister, is of the justice department; Mr. Hartley Gisborne is superintendent of government telegraphs in the Northwest, and Mr. Lionel L. Gisborne is a student at the Collegiate. The daughters are Mrs. Burdall, of Sydney, N. S., and Mrs. G. E. K. Cross, of Ottawa.

September 2

1892

# NOVA SCOTIA COAL MINES

ALL GOBBLED UP BY A YANKEE  
SYNDICATE.

Headed by Boston's Street Railway  
Nabob.—See a Despatch from the  
Hub Alleges.—But This May  
Be An Old Story Revamped  
for Democratic Cam-  
paign Purposes—  
And it May be  
True.

(Special despatch to the Halifax Herald.)  
BOSTON, September 16.—The con-  
summation of a new move of tremendous  
moment to Nova Scotia is announced by  
the New Nation in its issue of to-day.  
The statement is that all of the coal mines  
of Nova Scotia have been bought up by a  
syndicate, one of whom is Henry M.  
Whitney, of the west end railway here.  
Mr. Whitney is out of town and may not  
return for a week or two. Prentiss Cum-  
mings, one of the counsel of the company,  
said that he could tell nothing about the  
matter, but all information must be ob-  
tained from Mr. Whitney. But he said  
nothing to indicate that the story of the  
New Nation was incorrect. Its account  
is in these words:

"Word having come to the New Nation  
office that Henry Whitney, president of  
the west end street railroad in this city,  
had gone to Halifax, instead of taking a  
vacation as was announced. A friend of ours  
conveniently made the trip also; and we  
are able to announce exclusively upon his  
authority that while Mr. Whitney, (who  
is a brother of the Standard Oil Whitney,  
which concern has loaned a large sum of  
money to the west end) was there, a deal  
was consummated by which all the coal  
mines in Nova Scotia pass into the hands  
of a syndicate, of which Mr. Whitney is  
a member."

THIS SCHEME OF CONTROLLING THE NOVA  
SCOTIA COAL TRADE IS NOT NEW,

for earlier in the year something of the  
same sort was attempted with the un-  
opened mines of the province. A charter  
was granted April 28th by the provincial  
government to the Lennoxville town and  
coal company, limited, with authority to  
buy and manage mines, to deal in real  
estate and personal property, to go into  
the telegraph and telephone business, and,  
in short, to engage in all sorts of shipping,  
commercial and real estate business, and  
to pay for the property which they might  
buy with the stock of the company.  
Among the incorporators were William  
Ross and Barclay E. Tremaine,  
and the latter is said to be also  
in this last syndicate for the purchase of  
the open mines. The former effort to get  
control of the unopened coal deposits has  
not been successful. Now comes this  
other attempt, based upon the hope and  
that the tariff on coal will be removed and  
New Englanders will find it to their  
benefit to buy of Nova Scotia in preference  
to Pennsylvania coal. Should a demo-

September

17

1892



# THE METROPOLIS DAY BY DAY.

## "TOWARD LOUISBOURG."

**The Dominion Coal Company Award a Ten Mile Railway Contract to McDonald and McManus.**

The Dominion coal company have awarded a contract to McDonald & McManus for a ten mile section of railway from their colliery at Glace Bay, through Cow Bay and "toward Louisbourg." Within fifteen days after the contract was awarded, work on the road commenced and now one hundred men are engaged. The contractors will supply their employees and have erected a large store and offices at Cow Bay, which will be the construction headquarters of the section. It is stated that the specifications call for a first class road bed. It will have the easiest grades and the heaviest rails of any railway on the continent. The work on this contract will be pushed with great vigor and completed at the earliest possible time. The contractors are both practical men of great experience. J. G. McDonald, a Pictonian, began life as a journeyman in Halifax and worked on Doull & Milner's and the Union bank buildings; and during the last twenty years has been engaged in many of the heaviest public works and railway contracts in the country. P. S. McManus, is one of three or four brothers of Memramcook, N. B., all well-known contractors; and who have successfully completed many large undertakings in the provinces. With men of the energy and practical ability of Messrs. McDonald and McManus, the Dominion coal company are assured of excellent work and speedy completion. The contractors have also a large job in extending the C. P. R. tracks along the water front at St. John.

July 20

1893

is a broker of the Standard Oil Whitney, which concern has loaned a large sum of money to the west end) was there, a deal was consummated by which all the coal mines in Nova Scotia pass into the hands of a syndicate, of which Mr. Whitney is a member."

THIS SCHEME OF CONTROLLING THE NOVA SCOTIA COAL TRADE IS NOT NEW,

for earlier in the year something of the same sort was attempted with the unopened mines of the province. A charter was granted April 28th by the provincial government to the Lennoxville town and coal company, limited, with authority to buy and manage mines, to deal in real estate and personal property, to go into the telegraph and telephone business, and, in short, to engage in all sorts of shipping, commercial and real estate business, and to pay for the property which they might buy with the stock of the company. Among the incorporators were William Ross and Barclay E. Tremaine, and the latter is said to be also in this last syndicate for the purchase of the open mines. The former effort to get control of the unopened coal deposits has not been successful. Now comes this other attempt, based upon the hope and that the tariff on coal will be removed and New Englanders will find it to their benefit to buy of Nova Scotia in preference to Pennsylvania coal. Should a democratic president be elected, it is believed that the duty of 75 cent per ton will be removed and Nova Scotia coal enabled to enter free. The New Nation clearly states that

ALL THE COAL MINES AT PRESENT IN OPERATION HAVE BEEN ACQUIRED

by Whitney's syndicate. Referring to the deal, the same paper says:

"Mr. Whitney is a democrat, and while he favors taking off the duty on coal in order to strike a blow at a trust, which is becoming a crying scandal, he puts his money where it will do the most good to himself. Suppose it should appear that the Reading people had appealed to the Standard oil to hold the Canada coal supply, so that in the event of the passage of a free coal bill by congress, competition from that quarter would not harass the Reading combination. Let our friends who propose to vote the democratic ticket in the hope that the democrats will make Reading trust bite the dust be very careful that they are not being used by a set of speculators."

(Special despatch to the Halifax Herald.)

ST. JOHN, September 16—The Canada coal and railway company, the new corporation under which the Joggins mines, Joggins railway and a number of mining properties are amalgamated, held an organization meeting to-day. The officers of the new company were James Kennedy, St. John, president; H. J. Torry, New York, vice-president and general manager; A. A. Watson, New York, treasurer; W. C. Milner, Sackville, secretary. The new company has arranged for capital to develop its properties and enlarge operations:

September 17  
1892

## INDIGNATION IN CAPE BRETON

### Over the Transfer of the Coal Mines to a Gigantic American Monopoly.

(Special despatch to the Halifax Herald.)

NORTH SYDNEY, January 26. — The transfer of our mines to an American combine is exciting great indignation throughout the country. Both liberals and conservatives express the utmost surprise at the terms of the Fielding agreement. The question asked is, "What old grudge or quarrel has the Fielding government with Cape Breton, that our mines should be handed over to American monopolists, and that class legislation should be passed placing us in a less favorable position than the other mines of the province?" The long lease of the Whitney combine, and the power given them to transfer without the consent of the governor-in-council is considered a complete surrender of our rights. A sale for not even a mess of pottage is an insult to Cape Breton. The plea in favor of this outrageous act that it will bring in American capital in the development of our coal mines is simply a delusion as far as the coal mines in this country are concerned, as the capital now invested will be simply retired and not reinvested. Our mines are doing well, with more than a sufficient capacity to supply the demand. The coal output has increased four hundred per cent during the last decade, an increase proportionate with the consumption of the Dominion. This combine scheme has all the appearance of the Gisborne scheme of 1870-74, and all the miners and traders fear it will terminate with the same fatal results. To increase the capacity of the mines beyond the demand would be simply repeating the Gisborne mistake. It is understood that American capital is wanted elsewhere and that Cape Breton is made the scapegoat. Mr. Fielding said in his speech that there could be no monopoly nor putting up prices as there was only giving the combine the Cape Breton mines. He omitted to state that the act incorporating the combine enables them to acquire all the mines in the province and in concert with American monopolists put up prices to almost any figure, and the inducement to do so is great as an advance of \$1.50 on the consumption of the Dominion would give them \$750,000 in one year. The general opinion here is if the act passes and is not disallowed, it will lay the foundation of a coal monopoly with prices that will cripple Canadian industries and our coasting trade and sea-port commerce; and should it suit the monopolists to supply Canada with American coal, lead to the closing of our mines and factories and the depopulation of the country.

January 27  
1893

## HERALD MAN AT THE FAIR.

### FEATURES THAT ATTRACTED HIS ATTENTION.

**Improved Methods of Transportation and the Uses to Which Electricity is Applied—The Canada Pacific's Splendid Exhibit and Transportation Facilities.**

(Special correspondence Halifax Herald)  
CHICAGO, August 24.—The two great features of the big fair that were the first to catch our attention were combined in the elevated inter-mural electric railway, into one of the cars of which we found our way immediately upon our entering the grounds. These two features are the exhibits of improved methods of transportation, and of the uses to which electricity is being applied.

For the first time in the history of exhibitions transportation has claimed the position of an independent department with headquarters of its own. And never before did electricity play so important a part in a similar show.

But neither the transportation nor the electric exhibits are anything like all housed. They are in not a few instances being put to most practical use in "the white city." And the electric railway is not the only exhibit in which they are harnessed together. Electric launches glide about on the lagoons and connected waters, and an electric carriage makes occasional runs on the promenade adjacent to the electric building—its storage batteries placed under the seats. The inter-mural electric elevated railway makes a sort of letter C-shaped three-fourths circuit of the grounds, and proves a great convenience to the doers of the fair. Its length is somewhat over three miles. The number of its stations is ten. The trains are of four cars each, the motor car and three trailers. The cars are each forty-seven feet long, and seated for ninety-six persons. Each train is thus seated for three hundred and eighty-four persons. There is supposed to be no standing room, which in itself makes them

A NOVELTY THAT ASTONISHES AND DELIGHTS FOOT-WEARY MEN,

who have acquired the expectancy of having to stand up and hang to a strap in kindred conveyances, especially if they desire to class as gentlemen. The motor car is to all exterior appearances just like the other cars, seating exactly the same number of passengers. It has an electric motor on each axle of one hundred and thirty-three horse power, making five hundred and thirty-two horse power for each motor car, or twice as much as the steam engine of the New York or Chicago elevated roads. The weight of the train is about forty tons—only about half that of similar sized city steam trains. The seats are cross-wise of the cars, each having separate entrances, the conductor opening and closing the entrances of his car altogether by means of a sort of switch arrangement. The cars are of course lighted by electricity for evening service. The electric launches which carry about twenty-four passengers, have also a course of about three miles, with about fifteen landings, which include entrances of almost all the chief buildings. The Venetian gondolas and the steam launches and barges are also of the transportation exhibit as put to practical use for the accommodation on pleasure travel of the officials and visitors at the fair.

Another electric transportation exhibit is the movable sidewalk on the main Columbian pier, an immense pier which reaches out some twenty-five hundred feet into Lake Michigan from the frontage of the Casino. The movable sidewalk, 4,300 feet long, is really

#### AN ENDLESS TRAIN

composed of 315 flat cars. It extends up and down the centre of the pier, looping at each end of it. The outside walk moves along at the rate of three miles an hour, and the inner platform, which is seated, moves at the rate of six miles an hour. One steps with no difficulty from the stationary to the slower-moving outside walk and just as easily from it to the faster moving seated platform.

Other transportation exhibits outside

This is surely most fittingly so in this Columbian exhibit.

But near by there is that which interests the visitors far more. It is nothing other than Grace Darling's boat, the boat in which she and her father rowed out to the rescuing of the survivors of the wrecked "Forfarshire" in 1838. It is one of the most interesting objects on exhibition. Visitors look at it, and look at it, and come back to look at it. But we are hardly away from the clumsy battered boat which Grace Darling rowed when the attraction before us is the most magnificent vessel model ever put on exhibition. It attracted the attention of the crowd before the heart-rending news from Tripoli caused it to be draped with crape. This model of the ill-fated armored warship Victoria is thirty feet long, constructed of steel and nickel plate. Its guns are of steel. It has a complete outfit, boats, anchors, chain cables, torpedo-netting—everything indeed in the way of outfit the great ship had which went down off Tripoli. This model is said to have cost \$30,000. A couple of British tars are constantly on guard by it. A raised platform before it enables the visitor to obtain an excellent view of the model. Nearly all the great shipbuilding firms of Britain are represented by models. The Cunard co's exhibit is a very interesting one—the models of all their vessels from their side-wheel pioneer Britannia of 1840, down to the twin-screw Campania of 1893.

#### "THE QUEEN OF THE SEAS,"

the largest, fastest and most magnificent steamship in the world." The Britannia's tonnage was 2050, her horse-power 405. The Campania's tonnage is 13,000, her horse-power 30,000. The Inman line have an exhibit, besides a fine display of models, a section of a great ocean steamship from keel to smokestack and rigging, which, the fair owners say, will eventually form part of a new ocean greyhound. It affords the most popular stairway to the galleries. Many the land-lubber and lass who have never smelled the sea and never expect to set foot on foreign shores, will probably not fail to tell their friends that they have been on board of a genuine Atlantic liner.

The marine exhibit is very complete. Every country having anything of note or interest on the waters of sea or river is represented. The history of navigation is here from the most primitive raft to the most palatial ocean steamer. And without doubt the history of railroading is here. In locomotives we have from Trevithick's first on rails of 1803 to the giant flyers of to-day, British, American, Canadian, German, Russian. The British section contains a model, full size, of the "Rocket" of 1829. The splendid historical exhibit of the Baltimore and Ohio railway, showing the development of the railroad and locomotive, has among other old time specimens the

#### "SAMPSON" AND "ALBION,"

of 1838 and 1839 respectively, which were imported in 1839 for the coal road between the Albion mines and the old loading ground, Pictou. There is along with them one of the old passenger coaches. The "Sampson" by the way, we believe, did not rest from its labors until 1882.

The Canadian Pacific railway's exhibit of a standard vestibuled passenger train would be hard to improve upon. It is composed of a ten-wheeled locomotive, a baggage car, a second class sleeper, a first class coach, a dining car—the "Savoy," and a first class sleeper—the "Satsuma." It is a first class exhibit, and the good thing about it is that the Canadian Pacific folks are running just such trains every day. They have a good reputation and they deserve it. The travellers to Chicago or the farther west need not wish for any better accommodation than the Canadian Pacific railway company supply. And the officials and attendants are as first class as their trains. The C. P. R., the Windsor and Annapolis and Western Counties railways each exhibit large and fine pictorial displays of Canadian scenery.

The Windsor and Annapolis people are determined that it will not be their fault if all the world doesn't believe that "the Land of Evangeline immortalized by Longfellow's magic pen" is "the tourists Paradise; the angler's Arcadia; the sportsman's delight," and that it has "the best

THIS

BY

C

September 1  
1893  
Halifax

the withdrawal of troops remains unanswered. July 13 1894

## NEWS FROM CAPE BRETON.

### **Train Passes Over a Burning Bridge—A Storm of Ice and Hail in Midsummer.**

North Sydney Herald

The bridge at South West Brook, on the railway line between the reserve mines and Sydney was destroyed by fire one day last week. A locomotive and train of cars passed over the bridge when it was burning, the engineer not knowing until it was too late to stop the train that it was on fire. How the engine and cars managed to pass over the bridge is most miraculous, as part of the structure collapsed only a few minutes afterwards. The fire is supposed to have started from ashes falling from one of the locomotives while passing over the bridge.

July 13, 1894

# CAPE BRETON COLLIERIES.

July 11 1894  
VISITED BY MEMBERS OF THE  
CANADIAN

Mining Society They Are Royally Entertained by the Dominion Coal Company Interesting Papers Read and Discussed at Last Night's Meeting.

(Special despatch to the Halifax Herald.)  
SYDNEY, C. B., July 10. Forty members of the mining society arrived last night with lady friends. Hon. W. S. Fielding was among the visitors. The Quebec society arrived by steamer Bonaville this morning, about 20 in number, including ladies. The weather was slightly rainy, but cool. In the morning the party visited the International pier, which was tastefully decorated, and inspected the new loading arrangement as far as at present completed, including the grades for approach and removal of cars. The Turret Bay was loading. They returned to Sydney for lunch at 12 o'clock, where a special train was in waiting to convey them to the mines. The first visit was to Old Bridgeport, where there is an improved arrangement for dumping from the pit shaft. The International and Dominion No. 1 were also visited; and at 3 o'clock the party arrived at the Caledonia, where there is a new pit house 50 feet high entirely of steel frame and sheet iron walls. The smoke stack is of improved pattern, central core, and 125 feet high. A number of the visitors went down into the mine and under the guidance of Assistant Manager Blakemore

INSPECTED THE COAL CUTTING MACHINES WORKED BY COMPRESSED AIR,

including the Harrison and Ingersoll coal-cutters, Jeffrey drill and Stanley header, which bores a tunnel six feet in diameter. The first paper at the meeting this evening was the organization and development of the Dominion coal company, limited, by J. S. McLennan, Boston, read by Resident Manager D. McKeen, M.P.

"Notes on the Geology of the coal field of Cape Breton," by Hugh Fletcher, explained by diagrams of the island's coal areas, was commented upon by R. Brown, manager of the Sydney mines.

"The introduction of endless rope haulage in Cape Breton and the method of laying out the new plant, by Mr. Blakemore, resident engineer of the Dominion coal company, with explanatory diagrams prepared for the occasion. This system is used successfully in the Reserve mines, increasing the output by 300 or 400 tons per day, and is to be adopted in all the collieries."

"The railway system of the Dominion coal company," by Hiram Donkin, C. E., gave a sketch of the proposed line to

July  
11  
1894

# THE STORY OF TWO SEIGES

(Continued from 5th page)

bably removed by this time—the railway has been derailed in places, the wooden trestle work over Catalone Lake has rotted away, and Louisbourg has again been deserted for the town of Sydney. The road round this rugged promontory runs through great rents blasted in the rocks, and nears at mines

THE VERY VERGE OF THE PRECIPICES

June 18  
1895

Halifax  
Herald

Braton and its memories," by Dr. J. G. Bourinet, C. M. G.

Following the sinuities of the harbor, we come to where once stood the careening wharf of the French, and here, when the writer last saw the place, was a high and long pier for loading vessels with coal brought some twelve miles from the mines by a narrow gauge railway. In this neighborhood when the railway was built there was to be a new town of Louisbourg, and a large coal business was to be prosecuted in summer and winter, but the pier has fallen into decay—it is pre-

(Continued on 8th page)

June 18

1895 Halifax Herald



# THIS CITY ADVERTISE IN THE

## AMONG CAPE BRETON COAL MINES.

### PRESIDENT WHITNEY INSPECTS HIS BARONY

And Shows a Party of Boston Capital-  
ists the Magnificent Heritage And  
Exceptional Privileges Given  
Him By the Government of  
Nova Scotia—A Correspond-  
ent's Glowing Descrip-  
tion of the Present  
and the Future.

(Special correspondence Halifax Herald)

SYDNEY, September 16.—Accompanied by a party of keen-eyed, energetic and wide awake Boston bankers, one of the three men who are to-day doing more than any 50 others for the commercial development of Nova Scotia, has been this week officially inspecting the great mining plant of the Dominion coal company, into which money has been poured without stint since the first work of improvement was begun two years ago. The man I refer to, of course, is Henry M. Whitney, the progressive, far-sighted president of the big concern. His associates in the good work of bringing out the latent possibilities of this wonderful province I need not say are Hon. L. E. Baker, president of the Yarmouth steamship company; and W. R. Campbell, general manager of the Dominion Atlantic railway. Working on different lines, and in different parts of the province, these three men—only one of them a native—are, in my humble opinion, accomplishing for Nova Scotia, a work that in itself will be their best and most enduring monument. Two of them have

#### REVOLUTIONIZED THE TRANSPORTATION METHODS OF THE PROVINCE

and placed them on a par with the best in the land; the other, aided by New England capital and brainy and enthusiastic subordinates, is revolutionizing Cape Breton's great coal mining industry. And what a revolution it is, we be sure! No wonder the "old timers" in the coal fields are stirred up almost to the point of indignation by the sharp and sudden change from the traditional methods of themselves and their fathers; no wonder the Boston bankers whistle with astonishment as they note the startling contrast between the old ideas and the new. Their eyes have opened with surprise at

#### WHAT A FEW MONTHS OF HARD WORK AND "HUSTLING"

have accomplished, and even greater has been their astonishment at the vast and apparently inexhaustible supply of coal that lies within the area controlled by the

Hub and Dominion No. 1 mines, going underground in the Caledonia and satisfying themselves that there is really coal there. They were accompanied by Manager David MacKeen, Superintendent H. F. Denkin, Chief Engineer F. S. Pearson, Superintendent P. L. Nasmith, of the Sydney and Louisburg railway, and other officials, and the trip was a most instructive one. Before going to the mines they inspected the International pier at Sydney harbor, and WATCHED THE INTERESTING PROCESS OF

LOADING A "WHALEBACK" steamer by means of the mammoth steam crane and 5 ton iron tube. The progress which the company is making in the way of installing new machinery was especially noticeable, that at Dominion No. 1 being a marvel for these parts. The immense compressor engines, with their 23-foot fly-wheels, particularly impressed the visitors, as did the new cages that are almost ready to be put in operation. Good progress has also been made at the Hub mine at Glace Bay, and the new regime is more apparent at those two mines than in any of the others. Chief Engineer Pearson, whose sharp eyes appear capable of seeing around corners, and whose active personality appears to be part and parcel of the entire outfit, says that the Dominion mine, when fully equipped, can easily

PRODUCE AN AVERAGE OF 2,500 TO 3,000  
TONS A DAY.

This rather stamps the old Bridgeport, with its daily output of 800 tons, as a back number, indeed. At Glace Bay the company's new office buildings, store-houses and machine shops were inspected. They are marvels of neatness and convenience, and are in a very tightly location. The draughting room is an especially interesting department, and an immense amount of work is being performed by the surveying staff.

To-day the party went to Louisburg over the new railroad and spent a couple of hours looking over the site of the old fort and foraging for relics. Ancient coins seemed to have the strongest attraction for the bankers in the party. Incidentally they were offered

#### A TEMPTING CHANCE TO INVEST IN A NEW SOAPSTONE QUARRY

just discovered nearby by a neighbor of Pat Kennedy, the good-natured guide, and friend of Historian Francis Parkman. The newly completed pier at Louisburg was the special object of the trip, and like that of Sydney, it was found to be all that the officials of the company had pictured it. This is one of the most important of all the company's enterprises, for it opens up a vista of commercial possibilities that might enthuse the soul of a Vanderbilt or a Morgan. Here, at last, is the long looked for nucleus of a great eastern shipping port, such as

September  
16  
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Halifax

#### WHAT A FEW MONTHS OF HARD WORK AND "HUSTLING"

have accomplished, and even greater has been their astonishment at the vast and apparently inexhaustible supply of coal that lies within the area controlled by the company. They came down here to see for themselves whether the property was really what its owners claimed it is, and can become. They have gone through the interior of the mines, have inspected the new pier, studied the new machinery, rode over the new railroad, visited the new office, interviewed the officials, miners, machinists, engineers and the resident public generally, and have become loaded down with more coal mining information than they will be able to assimilate in a year. The result is that they are

#### GOING HOME DELIGHTED BEYOND EXPRESSION WITH THEIR TRIP,

and about as enthusiastic over the prospects of the Dominion coal company as the officials of the latter themselves. It is just this class of men that can best appreciate an enterprise like this. The very nature of their business makes them experts in the study and practice of industrial economy, and they understand what it means in dollars and cents when the cost of production of any given article can be reduced so much percent. by the introduction of modern time and labor-saving appliances. In this case it is improved coal-cutting machines, better railroad and pier facilities, the installment of more powerful machinery, concentration of mining operations and

#### A SCORE OF OTHER ECONOMICAL INNOVATIONS,

great and small, that together are bringing about the new era in Cape Breton coal mining. Of course, all the radical changes are being watched with more or less disquietude by the people who are most nearly dependent upon the mines for a livelihood. The miners, whose lot is never an enviable one, are in a state of suspense and uncertainty, like any community would be whose traditional placidity was disturbed by some capitalistic convulsion. You cannot blame them for feeling this way, and it is idle to argue with some of them that this is only the inevitable law of progress, long withstood on their part, that they are now coming in contact with. But such it is, and

#### THE LAW OF COMMERCIAL PROGRESS MUST PREVAIL

even in remote Cape Breton. If Mr. Whitney and his friends had not stepped in and formed this new syndicate to control the mines, somebody else would have done so; and even if they had remained in their former control for 50 years more, the pressure of competition would ultimately have forced the companies to break away from their old-fashioned way of doing things. I have talked with a number of the miners and I find that their greatest fear is not that their wages will be reduced or that cheaper help will be imported in their place, but that

#### MANY OF THEM WILL BE THROWN OUT OF WORK

and others reduced to half time through the shutting down of some of the surplus mines. To this the officials reply that in

it. This is one of the most important of all the company's enterprises, for it opens up a vista of commercial possibilities that might enthrall the soul of a Vanderbilt or a Morgan. Here, at last, is the long looked for nucleus of a great eastern shipping port, such as many before President Whitney has fondly dreamed of. Who can tell what great things the completion of this new coal pier may lead to? The structure, while not as costly or imposing as the International, is yet a very large and expensive one. It is 400 feet long, 27 feet wide and 40 feet above high water line. At high tide there is 40 feet of water at the head of the pier, and the company is about to deepen and widen the entrance to the harbor, so that vessels of the larger draught can enter with perfect safety. As it is now, the steamer Great Eastern can come in safely and find anchor. There are

#### FACILITIES FOR LOADING FOUR LARGE VESSELS AT ONCE,

the empty cars being sent down to a low level track on a big drop table designed by Engineer Dankin. This drop table returns to the high level track automatically. The new 15-ton cars used were constructed from plans by Engineer George A. Orrick, and three of them can be emptied per minute. There is standing room on the high level of the pier for 8000 tons of coal, or about a day's output. The pier is now "open for business," and the first shipment may take place in a day or two. Mr. Whitney was greatly pleased with the appearance of things, and the visitors were carried away with the scenic beauties of the locality.

#### THE NEW RAILROAD

is giving splendid satisfaction, and Superintendent Nasmith is counting on a considerable revenue from tourist travel; as though the road was open but two weeks in the vacation season this summer, something like 150 American tourists went over it. The natural attractions of the Mira and Louisburg region will inevitably bring large numbers of visitors from abroad, and doubtless lead to the erection of a summer hotel at Louisburg.

To-morrow the Whitney party will take a trip to the Oxheath copper mine, and on Monday they will start back to Boston on the parlor car "Venice." They will have some good things to tell their friends about Dominion coal. Fuel Agent J. R. Rocks of the Boston & Maine railroad, who had a special object in coming down, is very enthusiastic over the property and the quality of the coal. It is expected that the Boston & Maine and Maine Central roads will be large consumers of the company's product.

#### IF ANYTHING IS LEFT UNDONE

in the way of improvements at the mines, it will not be the fault of President Whitney. In his own home this gentleman's name is the synonym for integrity and square dealing, and, best of all, for business success. He has long been before the New England public as a leader in great enterprises, and has been a directing force in steamship, railroad, street railway, land and mining companies without number. He is a man of great wealth, and social and political prestige.

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and others reduced to half time through the shutting down of some of the surplus mines. To this the officials reply that in all such enterprises a result like this is inevitable, and that ultimately, when a larger market is found for the coal—as undoubtedly will be the case—just as many men will be needed as at present. This is one of those things that will work out all right in the end, and perhaps much sooner than many anticipate. Mr. Whitney—of whom I wish to say a word later—is, above all, a humane man. No American employer has been more successful in handling men than he, a fact that was strikingly illustrated during his administration of the West end street railway of Boston.

IF ANYTHING WAS NEEDED TO PROVE THIS, it is found in his relations with the subordinate officials of the Dominion coal company, all of whom regard him with the highest admiration and esteem. The employees of the company need have no fear that he will ever treat them in anything but a just and generous spirit. The visiting Bostonians on Thursday visited the old Bridgeport Reserve, Caledonia,

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To-morrow the Whitney party will take a trip to the Coxheath copper mine, and on Monday they will start back to Boston on the parlor car "Venice." They will have some good things to tell their friends about Dominion coal. Fuel Agent J. R. Rocks of the Boston & Maine railroad, who had a special object in coming down, is very enthusiastic over the property and the quality of the coal. It is expected that the Boston & Maine and Maine Central roads will be large consumers of the company's product.

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Personally, Mr. Whitney is one of the most affable and unassuming of men, and while he says little he can always be counted upon to do the right thing at the right time. He is generous to a fault, and is a thoroughly broad-gauge man in every respect.

THOMAS F. ANDERSON.

#### GIGANTIC PENSION FRAUDS.

GUTHRIE, O. T., September 15.—The grand jury at Pawnee has returned 43 indictments for pension frauds against leading county officials, attorneys and a pension agent. The finding of the jury exposes a gigantic conspiracy to rob the government, and creates a great sensation.

#### FOUR MEN KILLED IN MID AIR.

BRUSSELS, September 15.—At Lechenbeck, near this city, to-day, an aerostat named Tolet and three companions attempted to make an ascent. When the balloon was in mid air it exploded. Four men were killed.

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The old double-end locomotives, which hauled the coal from the Reserve mines to Sydney, N.S., before the advent of the Dominion Coal Co., have recently been taken apart at the Reserve, and will be disposed of as old junk. The machinists who took them apart say it was the hardest job they ever tackled, as the engines were very strongly built, and the parts mostly forge-made. They were built in England in 1870, and were known there as Fairlie's patent.

January 1903

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Railway and  
Shipping World

# Tells About Old S. And L. Railway

## Primitive Machinery and Incidents Along the Road Are Remembered

GLACE BAY, April 18 — The old Sydney and Louisburg Railway ran from Reserve Mines west to Louisburg, Reserve being the central point. A branch also ran to Schooner Pond, near where the present town of Dominion No. 6 is located. The road was of the old narrow gauge type, three feet between rails. The cars were of open type and light tonnage, about five tons capacity.

The two principal locomotives were of the Fairlie double-end type, built in Bristol, England. They were powerful for their size, having two 12-inch cylinders on each end, supplied with steam from one long boiler, with firebox in the center. The firebox and flues were of copper. They had saddle tanks and bunkers along one side. The controls were one reverse lever, a throttle lever on each side of the boiler, and hand brakes. It was curious to see these engines at times, one end pulling and the other slipping.

When these engines were scrapped after being taken out of service, the late John Menzies of Sydney, an expert watchmaker, made a watch out of pieces of brass from one of them.

### A NARROW ESCAPE

THERE were also two smaller single-end engines—the Fox-Walker, made by an Old Country firm of that name, and one locally called the "Mother Gaelic," also a light, single-end engine. These engines came from the Old Country "knocked down," and were set up at the railway shops at Reserve. A story is told about the setting up of one of them. The head machinist was a man named McGregor, now gathered to his fathers. He was a first class machinist, but by some curious mistake put the eccentrics on wrong when setting up this engine. When she was ready steam was got up and McGregor started to run her out of the shop. But when he pulled the throttle the en-

gine did the lobster act, starting to back up. Fortunately he had only given her a little steam and was able to stop at once, before she went through the end of the shop. The eccentrics were taken off and put on properly, and the little engine ran perfectly for many years. Of the men who ran these old narrow gauge engines only two are now living, John Flynn, of Reserve Mines and A. N. McLennan, of Sydney.

### A STRANGE SPECTACLE

AFTER the Dominion Coal Company took over the mines, a branch from Reserve to Dominion, connecting this narrow gauge road with the standard gauge International, running from Bridgeport and Dominion to the piers at Sydney. In order to continue using the narrow gauge engines a third rail was laid on this branch, and the strange spectacle of a narrow gauge engine hauling a train of standard gauge cars was a regular thing for years. The switches used at the junction of the two gauges were a curious contrivance of three rails bolted together, so as to maintain the two gauges. A brakeman had to look sharp to set these switches right. The switch had to be first set to the narrow gauge, and as soon as the engine passed over it the switch had to be quickly thrown over to the standard gauge, so the cars would not be derailed.

The cars on this old narrow gauge road were equipped with open wheels, and at the top of a grade the engineer would stop the train until the brakeman would put sprags in between the spokes of the car wheels, then skid the train down

the grade. Some weird railroading was performed in those days.

### CURIOUS INCIDENTS

MANY curious incidents occurred on this old narrow gauge line, one of which is told of an engineer who was able to climb into the cab, just named Mills, now dead. He was coming from Louisburg one day, and a large bull, belonging to one of the Spencers at Mira Gut, got on the track and refused to budge, notwithstanding the vigorous tooting of the whistle. Not wishing to kill Mr. Spencer's bull, Mills stopped the train and tried to drive him off the track. Evidently believing possession to be nine points of the law, the bull charged Mills, who beat a hasty retreat to the engine, and in time to save himself. This unfriendly conduct by the bull made Mills sore. Remarking to the firemen that turn about was fair play, he backed the train up the grade a piece and then came down at full speed. The bull still disputed the right of way, and was killed instantly.

Many other odd and amusing stories of this old road are told, but the men who could tell them as they actually occurred have nearly all passed on.

Halifax Herald

April 19, 1930

# On Cape Breton Lines

## Recalled For Readers

MARCH 11

1933

### Links and Pins Has Interesting Picture of Island Railways; More "Hannaisms" From the Senate Are Given

This column expresses the views and news of an old time railway man regarding Maritime railways. The Railway Herald is his side of the case in behalf of railway employees.

— By LINKS AND PINS

SYDNEY, March 10.—Pioneer personalities and methods of rail-roading were recalled here by A. N. MacLennan, president of the Associated Boards of Trade, in connection with the present rapid disappearance of local landmarks of the old Glasgow and Cape Breton Railway, constructed in 1871.

The city "cuts" of the old road (which transported coal) between Reserve and piers at Sydney and Schooner Pond) are being filled up as an unemployment relief measure.

#### STOPPED IN 1886

THE G. and C. B. suspended operations in 1886, for lack of money to rebuild bridges and carry out the original plan of a line through to Louisbourg.

"The first head of the old road and mines was F. N. Gisbourne," said Mr. MacLennan, who was with the railway from its inception and became one of its early locomotive engineers.

"I think Mr. Gisbourne was here about four years.

"A son of his was later in the Department of Justice, at Ottawa, and a daughter is married to H. C. Burchell, Windsor, Nova Scotia.

"The engineer in charge of construction was a man named Boxall, the manager was named Harvey, a man named Armstrong was shipping master at the piers, and Mr. Bushby, also an Englishman, was manager of the mines."

In reply to questions about the curious looking little English engines shown in an early photograph, Mr. MacLennan said:

"There were four locomotives on the line—three of these 'double-enders' and one single engine."

The "double ender" shown in the photo referred to was evidently designed to run in either direction without turning. There was one long boiler with a smoke stack at each end, and a cab located in the centre. Two huge brass or copper steam domes, one at either end of the cab, rather over-shadow the boiler, which is also buried to some extent in bunker and water tanks. There are no pilots, the bare buffer beam (English style) at each end carrying but one buffer plate to hold off the car next the engine. The whole thing in appearance is not unlike a tiny Mallet compound, except that the cylinders are located at each end of the machine. The wheels, cylinders, valve gears and rod connections, by the way, have a surprisingly modern appearance.

#### NO DESPATCHERS

"THERE was no such thing as train despatching, as it was years before a siding, or passing track was built at Grand Lake, between Sydney and Reserve, so that coal trains could cross.

"My brother Duncan ran the opposite engine.

"Which ever happened to be in Sydney first would do the shunting at the Pier and make up his own train until the other was ready to take over, and then would pull out for Reserve, the other following later and repeating the operation on that end of the line.

"In this way there were no head-on collisions, but we often had bad derailments and other accidents.

"Sandy Campbell, for instance,

"Campbell misjudged his speed; could not stop, and the impact toppled the locomotive coal bunker down on top of him. This was a single engine.

"I was nearly killed myself at the same spot, in the same way, but was barely able to stop in time."

#### LIFE WAS HARD

LIFE on these pioneer railroads was hard, but it was not without its humorous aspects, Mr. MacLennan recalls.

"One Saturday we had a bad wreck of 18 or 20 cars, and it was necessary to clear the line as quickly as possible.

"When our work train finally got back to Sydney on Sunday afternoon, bringing in the smashed and battered equipment, and 50 men or so that we had working on the job, half the town was down to meet us.

"And how well I remember that on the following Sunday, every pulpit in town preached a fiery sermon denouncing us for our 'Sabbath desecration!'"

#### MORE HANNAISMS

HERE are a few more of the spear-thrusts D. B. Hanna, first President of the C. N. R., delivered when he was before the Senate Committee dealing with the Duff Report on the C. N. R. and the C. P. R. Hon. Mr. Calder said that it was stated that amalgamation would save \$30,000,000 to \$35,000,000. Mr. Hanna said if that statement were true the roads should be joined up that night, but at the same time said he would not accept the figures for a minute. He said savings could have been effected if their policy of 1922 had been followed by the successors of his board. Mr. Calder said the estimate was made on proposed abandoning of certain lines. Mr. Hanna's reply to this was that abandoning of lines could not be made overnight, and that he pitied the Government that would undertake such a thing.

HON. MR. DANDURAND said they were told that more than 1,700 miles could be abandoned. Mr. Hanna said he was inclined to smile at that. He said he felt that way because during the war there was immediate demand for 200 miles of rails, and that although a Union Government was in power they did not know where to get them. He suggested that they be taken from the old Hudson Bay line. Hon. Lynch-Staunton said those rails should be taken up now. Hanna said there were \$50,000,000 there now, and you are paying a bonus to store wheat there. Mr. Hanna said if they wiped out all the official families of the Canadian Pacific and Canadian National they might make a more satisfactory showing or words to that effect. Mr. Hanna further said that after the amalgamation they cut out the Old Country office of the Grand Trunk effecting a saving of \$20,000 a year, and added "I am darned if that money was not all set back in two years after we (this board) left office."

WHEN Mr. Hanna was accusing the Grand Trunk and its lines, and the Intercolonial for causing the losses, seemingly exempting the Canadian Northern, and Senator Standfield asked him what about the

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"And how well I remember that on the following Sunday, every pulpit in town preached a fiery sermon denouncing us for our 'Sabbath desecration!'"

## MORE HANNAISMS

HERE are a few more of the spear thrusts D. B. Hanna, first President of the C. N. R., delivered when he was before the Senate Committee dealing with the Duff Report on the C. N. R. and the C. P. R. Hon. Mr. Calder said that it was stated that amalgamation would save \$30,000,000 to \$35,000,000. Mr. Hanna said if that statement were true the roads should be joined up that night, but at the same time said he would not accept the figures for a minute. He said savings could have been effected if their policy of 1922 had been followed by the successors of his board. Mr. Calder said the estimate was made on proposed abandoning of certain lines. Mr. Hanna's reply to this was that abandoning of lines could not be made overnight, and that he pitied the Government that would undertake such a thing.

HON. MR. DANDURAND said they were told that more than 1,700 miles could be abandoned. Mr. Hanna said he was inclined to smile at that. He said he felt that way because during the war there was immediate demand for 200 miles of rails, and that although a Union Government was in power they did not know where to get them. He suggested that they be taken from the old Hudson Bay line. Hon. Lynch-Staunton said those rails should be taken up now. Hanna said there were \$50,000,000 there now, and you are paying a bonus to store wheat there. Mr. Hanna said if they wiped out all the official families of the Canadian Pacific, and Canadian National they might make a more satisfactory showing or words to that effect. Mr. Hanna further said that after the amalgamation they cut out the Old Country office of the Grand Trunk effecting a saving of \$20,000 a year, and added "I am darned if that money was not all set back in two years after we (his board) left office."

WHEN Mr. Hanna was accusing the Grand Trunk and its allies, and the Intercolonial for causing the losses, seemingly exempting the Canadian Northern, and Senator Standfield asked him what about the Halifax and Southwestern (a subsidiary of the Canadian Northern) Mr. Hanna replied "We bought the

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