

ATLANTIC
AND
LAKE SUPERIOR.

Atlantic & Lake Superior Ry.—The big steel bridge over the Bonaventure river has been completed and approved of by the Dominion engineers, and the masonry for the abutments and pedestals of the steel trestle at Rosseau is contemplated. The erection of the steel superstructure will be commenced at once. The trestle work is about 350 ft. in length and 60 ft. high. The steel work for the remaining two bridges is on the ground, and the work of construction, finishing up the line to the 100th mile, 2 miles beyond New Carlisle, is being pushed. C. R. Scoles is the contractor as well as General Manager of the Co. (Dec., 1901, pg. 354.)

The Trustees of the bondholders give notice that application will be made to the Dominion Parliament, at its ensuing session, for an act to extend the time for the completion of the Co.'s undertakings.

Aylmer. St. Thomas and London Electric

February
1902

Atlantic and Lake Superior Ry.—The bridges referred to in our last issue as being under construction are on the old portion of the line between Caplin and New Carlisle. We were recently advised that the extension from New Carlisle towards Paspebiac had not been commenced, but that it would probably be gone on with this year, as the contract between the Dominion Government and the trustees of the bondholders who have posses-

September 1901

MIAMI, OHIO, and elsewhere.

Atlantic and Lake Superior Ry.—By the decision of Justice Davidson, in the Quebec court recently, the question of whether the 20 miles of line from New Carlisle easterly, which was seized to satisfy a judgment obtained by Dillon & Co., will be sold or not, will come before the courts in due course. When the seizure was made an objection was filed by Caldwell, Asworth and others, on the ground that a part or portion of a going concern could not be seized or sold, and that they were in possession of the line as trustees for the bondholders and as such owned and operated it, and not the A. and L.S.R. Co. The action just decided was a motion to have this opposition dismissed on the ground that it was frivolous and made in order to unjustly retard the sale. Justice Davidson held that the title urged by Caldwell et al. was sufficiently serious to justify bringing the issue to trial, and they were given permission, on payment of costs, to amend their opposition by

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November 1901

at this point the projected line will run northerly to Chontonga lake, northwesterly to McMaster University lake, and to White River. The length of the projected extension is about 45 miles. (Nov., 1902, pg. 380.) See also Canadian Northern Ry.

The Atlantic, Quebec and Occidental Ry.—Will apply at the next session of the Quebec Legislature for an act extending for two years the time within which it may commence its line, and for five years, the time for completing it.

Atlantic, Quebec and Western Ry.—An order-in-council has been passed by the Quebec Government, bringing into effect an act passed by the Legislature in 1901, on the application of H. Higgins, A. W. Carpenter, C. E. Preston-Hillary, of London, Eng., and J. X. Lavoie, of Perce, Que., which authorizes the construction of a railway from Gaspé basin, through the centre of Gaspé county to a junction with the Intercolonial Ry. between Lake Metapédia and Gaspé, Que. Considerable opposition to the passing of the act was shown by the residents along the Baie des Chaleurs, which is served by the Atlantic and Lake Superior Ry., extending from Metapédia, on the I.C.R., to the mouth of the St. Lawrence, beyond New Carlisle. The A. and W. S. Ry. has power to construct a line along the coast line to Gaspé basin. A company has recently been formed in London, Eng., under the title of the New Canadian Co., with a capital of £100,000, of which £50,207 has been subscribed and 25% paid up, to take over the A. and W. charter and construct the line. It is stated that the Co. will apply for a Dominion act at the ensuing session of Parliament, but no notice of such intention had been given to Dec. 20. The directors of the Co. are W. Griffiths, J. Mellowes and S. Lee, of London, Eng., and C. B. K. Carpenter, of Gaspé. The Secretary is E. S. Elvey, and the

London offices are at 120 Bishopsgate st. Within. Sir Douglass Fox & Partners are consulting engineers. The solicitors in Canada are Cowin, Lemieux & Brassard, Montreal. The London officials of the Co. state that surveys will be commenced early in Jan., and the line, about 140 miles, will be completed in two years.

An application for an act to construct a line from Gaspé basin, to a junction with the I.C.R. at Fraserville, Que., was made at the last session of the Dominion Parliament on behalf of W. Barwick, Toronto; J. B. R. Fiset, Rimouski; O. E. Talbot, Quebec; J. A. Ross, St. Flavie; C. A. Gauvreau, Isle Verte; M. Connelly and J. O. Perrin, Montreal; A. Colby, New York city. The application met with considerable opposition from the Minister of Railways, the bondholders of the Atlantic and Lake Superior Ry., and a number of private members and was abandoned.

Bangor and Aroostook Rd.—An extension of 52 miles from Ashland to Fort Kent, Me., has been completed and was put in operation Dec. 8. This extension brings the B. and A. Rd. to the St. John river, opposite Fort Kent, N.B., on the St. Francis Branch of the Temiscouata Ry. A. E. Trices, of Salisbury, N.B., had charge of the whole work, and C. Le B. Miles and J. Stewart had contracts for grading 7 miles and a number of sidings on the line.

Bay of Quinte Ry.—Press reports state that 6 miles of line have been completed, and that the new short route between Kingston and Napanee, Ont., has been opened. Hitherto the B. of Q. Ry. reached Napanee over the C.T.R. tracks from Deseronto Jet. Work has been carried on improving the line between Tweed and Yarker, a heavy grade at Enterprise being cut down among other works.

Press reports credit an officer of the Co. with stating that contracts are to be let in the near future for a line from Tweed to Bannockburn, 20 miles, by way of Actinolite and

January
1903

See pg. 221.

Atlantic, Quebec and Western Ry.—An act has been passed at the current session of the Dominion Parliament giving Dominion incorporation to the A., Q. and W. Ry. Co., a Quebec provincial company. The company is empowered to construct a railway from Gaspé Basin, Que., through the valley of the St. John or York river for 30 miles, thence westerly to the I.C.R., north of Causapscal, thence southwesterly to Edmundston, N.B.; also from the Atlantic and Lake Superior Ry. at Paspébiac, Que., to Gaspé Basin, via Port Daniel. The company is given power to construct a deep-water terminal at Gaspé Basin, to construct a short line of railway from its authorized line to the terminal, and to acquire the line of the Atlantic and Lake Superior Ry. The capital is fixed at \$2,000,000, and bonds to the extent of \$25,000 a mile may be issued. The line is to be commenced within two and completed within five years.

The New Canadian Co. (Ltd.) has been formed in London, Eng., with the object of acquiring the charters of the A., Q. and W. Ry. Co., and financing the construction of the line. Application is being made at the current session of the Dominion Parliament for an act giving this British company a Dominion charter to enable it to carry out its purposes, and to construct terminals, wharves, etc., at Gaspé Basin, and to enter into contracts with owners of ocean-going steamers to use the same. The capital of the proposed company is \$500,000.

Considerable opposition was shown to the passing of the railway bill, on the ground that it was not intended to use the large powers asked for, except with a view of obtaining subsidies, which would be used for financing the construction of a line from Gaspé to some oil well owned by those interested in the charter. The New Canadian Co. has deposited \$35,000 in the London, Eng., branch of the Bank of Montreal to pay for surveys, and will pay \$50,000 in cash or shares for the charter of the railway. A number of the incorporators of the railway are also directors, etc., of the New Canadian Co. The application for the charter for the N. C. Co. was referred by the Senate back to the Railway Committee for further consideration, June 13. (May, pg. 145.)

Bay of Quinte Ry. The extension of this line from Tweed to Bannockburn, Ont., via Actinolite (or Bridgewater) is under way, the contractors being McCoy and Wilford, and J. R. McQuigge. The distance is about 20

July
1903

RAILWAY DEVELOPMENT.**Projected Lines, Surveys, Constructions, Betterments, Etc.**

Algoma Central and Hudson Bay Ry.—In the circular issued by the President of the Consolidated Lake Superior Co., July 9, he says: "The period of construction has been passed, with the exception of the railway extension, on which work has been suspended." (July, pg. 221.)

Atlantic and Lake Superior Ry.—An attempt was made in the House of Commons to have the bill of the A. and L.S. Ry. Co., which had been thrown out by the Railway Committee, again placed on the list for consideration, but the House voted against the motion, and it was declared lost. (June, pg. 213.)

Atlantic, Quebec and Western Ry.—The application of the New Canadian Co. (Ltd.), incorporated in London, Eng., under the Joint Stock Companies' Acts, has been granted a Dominion charter by an act passed at the current session of the Dominion Parliament. The company has been granted power to construct terminals for the A.Q. and W. Ry. at Gaspe Basin, Que., and is stated to be the construction company for the railway. The directors of the company include C. B. K. Carpenter, and others who are promoters of the railway. (July, pg. 232.)

Bay of Quinte Ry.—Plans and profiles for the extension of the line from Tweed to Barrecksburn, Ont., about 29 miles, have been deposited with the Public Works Department,

August
1903

which point a steel bridge will have to be erected. (June, pg. 181.)

Atlantic, Quebec and Western Ry.—We were recently advised that it was the intention of the company to have from 10 to 20 miles of its line constructed by June, 1905, from Gaspé Basin towards Paspébiac, Que., in addition to a section of the interior route from Gaspé Basin to Causapscau, on the I.C.R. H. O'Sullivan, Lorette, Que., is the engineer in charge. (July, pg. 230.)

September 1904

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With which is incorporated The Western World. Established 18

Devoted to Steam & Electric Railway, Shipping, Express, Telegraph & Te

OLD SERIES, No. 161.
NEW SERIES, No. 82.

TORONTO, CANADA, DECEMBER, 1904.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Atlantic, Quebec and Western Ry. J. V. Nimmo, of London, Eng., engineer for the New Canadian Co., has arrived at Paspébiac, Que., to take charge of construction. The first section to be gone on with will be a 10 mile section from Paspébiac, the present terminal of the Atlantic and Lake Superior Ry., originally constructed as the Baie des Chaleurs Ry., towards Gaspé. (Sept. pg. 311.)

Passenger and Barry's Bay Ry. The

power house. The two lakes are being connected by a tunnel, 2½ miles in length and 9 ft. square. The tunnel is about three quarters completed. When the present installation is completed the plant will be capable of developing 9,000 h.p., and provision is made by which the power could be doubled at a nominal cost. The Vancouver Gas Co.'s plant, which has been acquired, will be utilized to supply gas for cooking purposes rather than for lighting, and, consequently, will not compete with the company's lighting plant. (Nov. pg. 105.)

was expected. (Nov. pg. 105.)
Fort McKay made new title of title of Mount McKay, to the Kaninist McKay, and, consequently, will not compete with the company's lighting plant. (Nov. pg. 105.)



December 1904

JAN., 1905.]

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

The Atlantic, Quebec and Western Ry. Co. will apply at next session of the Dominion Parliament for an act extending for a year the period within which it has to construct 10 miles of its projected line from Gaspé towards Causapsca, Que., and 10 miles from Pasbepiac towards Gaspé, Que. It also seeks the repeal of the clause in the act providing that the two lines of railway shall be commenced and constructed concurrently. (Dec., 1904, pg. 421.)

Beersville Coal and Ry. Co. - E. V. John-

January 1905

Atlantic, Quebec and Western Ry.

Contract has been let for the construction of this line to the New Canaan River, which has started to construct a section of 15 miles from this point to the river. About two miles of grading has been done, to construct all the culverts, and the work on a further six miles has been completed. This section of the line is pretty light, there being no heavy work. There will be three spans on the 15 miles, one a 50 ft. span and one a 60 ft. span, concrete and steel superstructures, and a span 600 ft. long, which will be a heavy work. It is hoped to get this work completed this year. A further extension of 87 miles will have to be made to reach Gaspé, on which preliminary surveys have been made. The engineer is Sir Douglas Fox, and the resident engineer for the railway company and the construction company is L. A. Nunn.

St. Lawrence and Saguenay Ry. It is

April 1905

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southerly to Lethbridge, Alta.

Atlantic, Quebec and Western Ry. - A special meeting of the shareholders has been called to be held in London, Eng., June 12, for the purpose of authorizing an issue of bonds not exceeding \$9,050,000 in connection with the construction of the line, and to authorize the execution of a mortgage of the line, etc., as security for the same. (May, pg. 181.)

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June 1905

on, Atlantic, Quebec and Western Ry.—The
 on, New Canadian Co., which is engaged in the
 sell construction of this line from Paspébiac
 T. towards Gaspé, Que., is selling off the horses
 R. it has had on the work since May last. Work
 12 for the season has apparently been suspended.
 age Brucebridge and Trading Lake Ry.—A
 deputation representing Brucebridge and

October 1906

SEPT., 1906]

THE RAILWAY AND MARINE WORLD

Business Atlas for 1906.

The Business Atlas, published by Rand, McNally & Co., Chicago, Ill., has been given a new appearance for the 1906 edition. The cover is a dark green cloth, with the index to the maps embossed in white. The maps themselves have been re-engraved, brought up-to-date, and are printed in colors, while the index to each map has been rearranged and enlarged, a good deal of valuable information having been added. One feature is an alphabetical list of the railways doing business in the U.S., Canada, Mexico, Cuba, Porto Rico and Hawaii; the electric lines in the U.S. and Canada, and the principal steamship lines. The new maps are more clear and

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Atlantic, Quebec and Western Ry.—We have been advised that grading has been completed for 13 miles on the first 20 miles of the shore line from Paspébiac, Que., easterly, and it is expected to complete this 20 miles this year. Track has been laid for $1\frac{1}{4}$ miles easterly, and it is expected to lay about 15 or 20 miles of track this year. With the completion of this 20 miles, rail connection will be given to Port Daniel. (Aug. pg. 449.)

Atlin, White Horse and Dawson Ry.—United States press reports state that construction is going on upon this railway, and

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September 1906

(Feb., pg. 61).

Atlantic, Quebec and Western Ry. The prospectus of an issue of bonds in London, Eng., states that a considerable amount of work has already been carried out, a short length of line is ready for tracklaying, and that construction is being proceeded with. The company is offering for subscription at £95 per £100 bond, £750,000 of 7% first mortgage bonds, payable in 1935, unless previously redeemed according to the terms of the trust deed, at £115, at six months' notice after 1915. The directors named in the prospectus are: Viscount Templetown, Earl of Ranfurly, W. Moffatt, E. B. Read, J. M. Sung, in Great Britain; C. Brien and J. Lavigne, of Gaspé, Que. The secretary is E. S. Elvey, the offices being at 87 Strand, London, W. C.

(July, pg. 379).

August 1908

Betterments, Etc.

Atlantic, Quebec and Western Ry.—A meeting of shareholders was held in London, Eng., June 18, for the purpose of electing directors, etc. The company's line between Gaspé and Paspébiac, Que., is under construction. At the recent session of the Quebec Legislature an act was passed authorizing a further extension of time for two years for the commencement and seven years for the completion of the company's lines. (Feb., pg. 61).

Alaska Pacific Ry. and Terminal Co.—A

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July 1906

AT FORT ELLIOT, ALASKA.

Railway Finance, Meetings, etc.

Atlantic and Lake Superior Ry.—In the case of the A. and L.S. Ry to recover \$1,500,000 from the Dominion Government for damages alleged to have been sustained, the Exchequer Court has ordered the company to furnish \$500 security for costs, and to produce its books. In the event of this not being done the case will probably be dismissed for failure to prosecute.

Bale des Chaleurs Ry.—The Quebec Courts have given a decision to the effect that Hon. J. R. Thibadeau is not qualified to act as President, as he did not hold any stock in the company at the time of his election in May. C. N. Armstrong was elected Vice-President at the same meeting.

Port of Quinte Ry.—Following are the

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December 1905

With which is incorporated
Devoted to Steam & Electric Railway, Shipping, Express, Telegraph &

OLD SERIES, No. 176.
NEW SERIES, No. 94.

TORONTO, CANADA, DECEMBER, 1905.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Atlantic, Quebec and Western Ry. Some track has been laid on the line constructed from the Atlantic and Lake Superior Ry. at Paspebiac, Que., towards Gaspé, and it is hoped to have the first 15 miles completed this year. (Sept., pg. 405).

Bella Coola to Telkwa River. Application made next session of the British Col-

Brandon and runs south-easterly through Carrot, Minto and Boissevain, Man., connecting with the Great Northern Ry., U.S., at range 17 on the International boundary. It is expected to keep one or two steam shovels working all winter at the crossing of the Souris River, where there is a good deal of heavy work. This portion of the line will be about 70 miles long, and is expected to be completed early in the summer of 1906. P. E. Thain is Chief Engineer.

The officers and directors are: President, K. Campbell, Brandon; Vice-President, J. Fisher, K.C., Winnipeg; Treasurer, A. C.

December 1905

Ry., is master mechanic. (Aug. 18, 1906) Rail
 Atlantic, Quebec and Western Ry.—A trust stati
 deed dated June 26, between the A., Q. and W. enbe
 Ry. Co., the New Canadian Co., and J. M. mile
 Sing, of Liverpool, Eng., Hon. C. M. Knatch- woo
 bull-Hugessen, and G. Elliott, of London, Milv
 Eng., securing an issue of 5% bonds of the age
 A., Q. and W. Ry. Co., on account of construc- mile
 tion has been filed with the Secretary of State mile
 at Ottawa. (June, pg. 241.) T
 Cape Breton Coal, Iron and Ry. Co.—The Gue

September 1906

rail- the lock ance is of June rest bout base.	chasing Agent, and J. R. vanCleve, here- fore Master Mechanic White Pass and Yukon Ry., is Master Mechanic. (Aug., pg. 349.) Atlantic, Quebec and Western Ry.—A trust deed dated June 26, between the A. Q. and W. Ry. Co., the New Canadian Co., and J. M. Sing, of Liverpool, Eng., Hon. C. M. Knatch- bull-Hugessen, and G. Elliott, of London, Eng., securing an issue of 5% bonds of the A. Q. and W. Ry. Co., on account of construc- tion has been filed with the Secretary of State at Ottawa. (June, pg. 241.) Cape Breton Coal, Iron and Ry. Co.—The	for British Guelph Railway station sit enburg, m mileage 1 wood, mil Milverton, age 37.3; mileage 5 mileage 61 Trackla Guelph en
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September 1906