

ESQUIMALT
AND
NANAIMO
RAILWAY.

C H RIFF

that it will be supported by a deputation during the Legislature's current session. (May 1925, pg. 222.)

Esquimalt and Nanaimo Ry.—A press report of Feb. 13 stated that a contract was about to be let for the renewal of the large trestle over French Creek, near Courtenay, that work would be started early in March, and that it would be completed in about 2 months thereafter. (Nov. 1925, pg. 550.)

Essex Terminal Ry. — The Board of

du
K
Tr
tic
Ri
to
de
w
of
Ri
L

MARCH 1926

Railway Development, Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta and Great Waterways Ry.—Notice of motion was given in the Alberta Legislature recently favoring the laying of track on about 50 miles of grading done some years ago from Lac La Biche, mile 113 from Carbondale, southeasterly towards St. Lina, and asking for an extension of the line through Plamondon, Charron, Sarrall and Donatville. (Jan., pg. 13.)

Calgary and Fernie Ry.—A Calgary, Alta., press report of Feb. 2 stated that the Dominion Minister of Railways had refused to accept a bond of \$25,000 offered by the company to guarantee that it would build at least 10 miles of its projected railway from Calgary, Alta., to Fernie, B.C., within 2 years. The bond offered is stated to have been the company's personal one, and not of an approved security company as required by the Minister. The company was incorporated in 1906 and has been granted a number of extensions of time for building, the last one being in 1925 when a section was inserted that in default of putting up a bond by Jan. 1, 1926, to guarantee construction of at least 10 miles of line within 2 years of the passing of the act, the charter would lapse. (Aug. 1925, pg. 395.)

Duluth and Ontario Ry.—In connection with the recent disposal of timber limits in the Fort William and Port Arthur districts by the Ontario Government, a joint meeting of the Duluth and Ontario Ry. Co. directors, members of city councils, representatives of boards of trade and others, was held at Fort William, Ont., Feb. 4, and decided to urge upon the Ontario Government the desirability of taking steps to secure the immediate building of about 130 miles of railway northerly. A committee was appointed to draft a resolution which was submitted to another joint meeting at Fort William, Feb. 7, and approved. The section of the railway which it is desired to have built would extend from Fort William and Port Arthur, to Armstrong on the National Transcontinental Ry., now Canadian National Ry., and would, it is claimed, render accessible about 4,500 square miles of territory on the west side of Lake Nipigon. The resolution asks that the Ontario Government undertake the construction of the railway as a provincial work and as forming a part of its policy in regard to developments in the Nipigon district. It is claimed that the railway could be built at a cost of approximately \$6,000,000. A copy of the resolution has been sent to the Government and it is expected that it will be supported by a deputation during the Legislature's current session. (May 1925, pg. 222.)

Esquimalt and Nanaimo Ry.—A press report of Feb. 13 stated that a contract was about to be let for the renewal of the large trestle over French Creek, near Courtenay, that work would be started

plant extensions, arrangements have been completed for the diversion of the E.T.R. tracks from a point near Drouillard Road to a connection with the Canadian National Ry. near Pillette Road, by which the railway line will be lengthened about half a mile. The present Franklin St. will be used for right of way for the railway and a new street will be opened adjoining the railway. The only street crossings provided in the new layout are Drouillard Road, Central Ave., and George Ave., at the latter of which a subway is to be provided within five years. The new construction will be about a mile through level country and without any engineering difficulties. Up to Jan. 1 it had not been decided when construction will be started.

Flin Flon Mining Area.—The Lieutenant-Governor of Manitoba in opening the Legislature, Jan. 30, said:—"In view of the developments which are going on in the mineralized region in which the Flin Flon mine is situated, and of the great importance of that area to the province, to the Town of Pas, and to the City of Winnipeg, any steps that may appear necessary, or advisable, will be taken to secure, if at all possible, railway transportation from Pas to the district in question." (Jan., pg. 13.)

Hudson Bay Ry.—The Lieutenant-Governor of Manitoba in opening the Legislature, Jan. 30, said:—"The completion of the Hudson Bay Ry. being of so great and so urgent importance to Western Canada, and to the whole Dominion, there is ground for deep satisfaction in the announcement made at the opening of the first session of the new Dominion Parliament this month that provisions are to be submitted by the Dominion Government to Parliament for the completion forthwith of that railway."

Keewatin Lumber Co.—A Kenora, Ont., press report of Feb. 13 states that the Red Lake mining district of Ontario, which is attracting considerable attention, will be connected by railway with Kenora within a short time by the E. W. Backus lumber and pulp manufacturing interests, which secured from the Ontario Government in 1922 the control of the English River timber limits. One of the conditions of the arrangement was that the lessees build a railway from Kenora to English River, 80 miles, within a reasonable time. The company built a spur line a mile long at Kenora, in 1922, to connect the Canadian Pacific Ry. with the pulp mill site. A preliminary survey for the line to English River was made during 1922, and it is stated that during 1925 a trial line was run from Kenora to McIntosh, on the National Transcontinental Ry. (Canadian National Ry.) and thence to the English River. Another survey party is reported to have started from Kenora recently to definitely locate the line. The railway would, it is stated, open up a large area

for the amount named upon the basis of the work done.

Montreal Tunnel and Terminal Co.—A bill was introduced in the Quebec Legislature recently to incorporate a company with this title to own and operate in Montreal and the surrounding municipalities on the Island of Montreal and on the south shore of the St. Lawrence River opposite Montreal, freight and passenger stations and other buildings for handling freight and passenger traffic of all kinds, and to construct and operate railways to connect the different works with each other and with all railways now existing or hereafter to be built within the municipalities mentioned, and to build and operate one or more railway tunnels under the St. Lawrence River, the plans for the latter to be subject to the approval of the Lieutenant-Governor in council. The authorized capital of the company requested is \$1,000,000, and power is asked to issue bonds, or other securities, upon any section of the undertaking. The applicants are:—C. N. Armstrong, J. E. Wilder, F. E. Came, S. Ouimet, C. R. Dobbin, E. Owens, Montreal, and F. H. Allen, New York. Most of them were connected with the promotion of a similar undertaking under the title of the Montreal Central Terminal Co., which the Dominion Parliament declined to renew in 1923, and an application to the Quebec Legislature in 1924 for the incorporation of which was withdrawn.

A letter from S. Ouimet, Chief Engineer, was received by Montreal City Council, Feb. 8, accompanied by a plan, proposing the construction of a union station in the block bounded by Bleury, St. Catherine, St. Lawrence and Craig Streets, to provide accommodation for all steam and electric railways, and other land means of transportation entering Montreal. The letter states that the company, which it is stated is the M. T. and T. Co., for which incorporation is asked at Quebec, has funds at its disposal to start construction, does not ask for a guarantee from the city, but requests that the city council appoint a committee to study the project.

Mount McKay and Kakabeka Falls Ry.—Notice has been given of application to the Ontario Legislature to extend the time within which the railway and any authorized extensions thereof may be operated by steam and to extend the time for the completion of the railway. The company was incorporated by the Ontario Legislature in 1904, to build a railway to be operated by any approved motive power except steam from Lot 10, Kakabeka Falls, easterly along the Kaministiquia River through Paipoonge and Neebing Tps. to the mouth of Mission River, and thence along the shore of Thunder Bay to Squaw Bay, the line to be carried along any public highway subject to agreements with the municipalities interested. Construction was

ject would not make much progress while the railway companies disagreed and that more than one bridge would not be permitted under any circumstances. Now E. W. Meddaugh, counsel for the G.T.R., is credited with saying that the question of site has practically been agreed upon and that the congress now in session will probably be asked to pass a bill which he thinks will not meet with objection from the vessel interests on account of provisions as to height, wide river span, etc. —Marine Review.

press reports state that a conference took place at Detroit, Dec. 18, between C. M. Hays, and Vice-President and General Manager, G.T.R., and representatives of the Michigan Central, Wabash and Pere Marquette railroads in reference to a location for the projected bridge. (April, 1902, pg. 123.)

Digby and Sydney Ry.—Application will be made next session of the Dominion Parliament for an act incorporating a company to construct a railway from Digby to Windsor Jet., on the I.C.R., thence easterly to Mulgrave, and to Sydney, N.S.

Datuth, Virginia and Rainy Lake Ry.—Track was recently reported to have been laid to Taber, Minn., 80 miles south of Koochiching, on Rainy river. Grading between track end and Koochiching will be gone on with all winter, and it is expected that the river will be reached by Sept. Nothing is decided as to the suggested connection with the Canadian Northern Ry. at Fort Frances, Ont., opposite Koochiching. (June, 1902, pg. 190.)

Edmonton and Peace River Ry.—Application will be made next session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Edmonton to Athabaska Landing, thence to Lesser Slave lake, and to its western limits, and thence northwesterly to Fort Dunvegan, on Peace river, and along Peace river to the forks of Pine river, B.C.; with power to con-

Egerton Tramway Co. (Ltd.)—C. A. Flaherty, of Boston, Mass., has recently been in New Glasgow, Pictou, and other points in Nova Scotia, negotiating for franchises. The Co. proposes to open up a summer resort at Abercrombie, to which electric cars will be run at 5 cent fares from New Glasgow, Pictou, and all other points touched by the line. (Nov., 1902, pg. 381.)

Empire Mining and Tramway Co.—J. P. Sherry, of Menramcook; F. W. Given, W. J. Weldon, of Moncton; A. E. Brown, St. John; D. J. Patrick, Macan, have been incorporated under this title, with power among other things to construct steam or electric tramways in connection with its collieries at Macan, N.B.

Esquimalt and Nanaimo Ry.—We were recently advised that no decision had been arrived at respecting the projected spur $3\frac{1}{2}$ miles in length, from Westholme to the Croft-on smelter, and that in any event nothing would be done until next spring. (Nov., 1902, pg. 381.)

Fernie to International Boundary.—Cornwall & Rogers, solicitors, Victoria, give notice that application will be made at the ensuing session of the B.C. Legislature for an act incorporating a company to construct a railway from Fernie, via Elk river to Morrisey creek, thence to Lodgepole creek, and via the Flathead river to the International boundary; also from Fernie northerly to 28 miles north of the mouth of Michel creek, with power to construct branch lines.

Fort Frances, Manitou and Northern Rd. Co.—Notice is given by Kerr, Bull and Rowell, solicitors, Toronto, that application will be made at next session of the Ontario Legislature for an act incorporating a company with this title to construct a railway from Fort Frances, to the C.P.R. transcontinental line at Dinorwic, 193 miles west of Fort William, thence northerly to Lac Seul, with branches

The acquisition of the Montford and Gateau Ry. rendered it necessary to construct a line connecting it with the G.N. Ry. A line about 10 miles in length has been surveyed from St. Sauveur, 3 miles from the starting point of the line at Montford Jet., on the C.P.R. branch, to Labelle, to a junction with the Co.'s main line about $1\frac{1}{2}$ miles south of St. Jerome. It is intended to extend this line from St. Jerome, about 25 miles, to a junction with the Chateaugay and Northern Ry., for the construction of which a contract is reported let. The line from St. Sauveur to St. Jerome is fairly heavy but does not present very great difficulties. There will be an average grade of $1\frac{1}{4}\%$ and a maximum curvature of 6'. It is said construction of this line will be gone on with in the spring. (Nov., 1902, pg. 381.)

Great Northern Ry., U.S.A.—The annual report, recently issued, mentions the following among the subsidiary lines built during the past year: Montana and Great Northern, Jennings to Gateway, Mont. (on the International boundary), 50.08 miles, opened for operation July 10, 1902; Crow's Nest Southern, Gateway to Morrissey Jet., B.C., 44.26 miles, with a spur from Morrissey Jet., to Morrissey, B.C., 4.21 miles, opened for operation on Sept. 15, 1902; Washington and Great Northern, Marcus to Boundary, Wash., 27.66 miles, and from the International boundary to Republic, Wash., 31.92 miles, opened for operation on Aug. 17, 1902; Vancouver, Victoria and Eastern Ry. and Navigation Co., from International boundary line at Rideau, B.C., to the boundary line near Carson, B.C., 14.40 miles, opened for operation on Aug. 17, 1902; a spur from the main line to Grand Forks, B.C., 1.89 miles, is under construction. The work of changing from narrow to standard the gauge of the Great Falls and Canada Ry. (now owned by the Montana and Great Northern Railway Company) from Great Falls to Sweet Grass, Mont., 134.37 miles, has been completed.

of this line has been constructed

within which the company's authorized lines may be constructed (Feb., pg. 19).
Esquimalt and Nanaimo Ry. The sale of the E. and N. Ry. to the C.P.R. has revived the prospects of the construction of additional lines on Vancouver Island. General Superintendent Marpole, of the C.P.R., stated recently at Vancouver, that as soon as the line was transferred the C.P.R. would make a general survey of the Island, with a view of finding out its resources and the possibility of opening it up more extensively by rail ways.

April 1905

TRANSPORTATION APPOINTMENTS.

s. d.

46 5 0
89 6 9
66 18 10
76 10 5

70 1 9
12 6 10

201 8 7

722 18 0

814 6 7

g state

report

to the

by the

ig other

o Com-

into the

ys, and

ined to

Govern-

I upon

l unfair

as the

rovinee.

nelusion

reholder

fic Ry.

is. The

any who

General

t to pick

any pro-

he route.

the G.T.

it it was

he Lake

in June.

in July.

Ry. the

olders on

thshields

the flota-

tion to a

ewspaper

cer of the

1,000 had

ar. The

statement

per which

ullen had

Canadian Pacific Ry.—H. L. Jordan has been appointed Division Engineer of Construction at Montreal, vice F. S. Darling, who has been appointed Division Engineer of Construction at Toronto. Mr. Jordan will have charge of such work as is assigned him by the Chief Engineer.

A. E. Lalande, heretofore acting city passenger agent at Montreal, has been appointed city passenger agent there.

F. R. Perry, heretofore Acting District Passenger Agent at St. John, N.B., has been appointed District Passenger Agent there.

Cape Breton Electric Ry.—A. F. Townsend has been appointed General Superintendent, Office, Sydney, N.S.

Esquimalt and Nanaimo Ry.—The operations of the line did not pass to the C.P.R. on April 1, as was arranged, consequently there were no changes in the operating staff such as had been anticipated.

Grand Trunk Ry.—W. Holmes having resigned, the office of Trainmaster at Island Pond has been abolished. Reports heretofore made to the Trainmaster will be sent to C. L. Mayne, Assistant Superintendent, Island Pond.

T. L. Grabill has been appointed Baggage Master, Bonaventure Station, Montreal, succeeding F. W. Gieselman, who has returned to the United States.

The following agents have been appointed:—Cannington, Ont., R. H. Jones (relieving); Chesley, Ont., J. T. Rose; Paisley, Ont., J. Clancy.

Grand Trunk Western Ry.—K. M. Landis, Attorney at Chicago, having resigned to accept the appointment of Judge of the U. S. District Court, Kretzinger, Gallagher, Rooney & Rogers, Monadhock Block, Chicago, have been appointed Attorneys for the States of Indiana and Illinois, and will have entire charge of the legal affairs of the company therein. This amends the general circular entitled "Handling of Legal Documents" so far as applies to the States of Indiana and Illinois, and all notices, writs, and legal process of any nature served upon agents or employes in above territory, must be sent to that firm at its address in Chicago.

Michigan Central Rd.—W. H. Underwood,

MAY
1905

single
ions
mels
ton
U.S.
tons
3 in
6 in
steel
steel
3 in
3 in
etc.
valve
12 in
20 in

tractors have accepted stock in payment of their claim of \$300,000. The line is again in operation.

Esquimalt and Nanaimo Ry. The purchase made by the C.P.R. includes, in addition to the line of railway and its franchises, the shops at Wellington, B.C., and the floating equipment, the steamers Joan, City of Nanaimo, the tug Uzar, and the transfer barge no. 1. The land grant of the E. and N. Ry. will be retained by the Dunsmuir estate. The bill authorizing the sale is before the Dominion Parliament, and the C.P.R. will doubtless take over the line at an early date.

MAY 1905

considered.

Esquimalt and Nanaimo Ry. The programme of the betterments upon this line is reported to have been decided upon by the C.P.R., and orders given to put the work in hand forthwith. The work includes the filling in of seven wooden bridges between Victoria and Koenigs; putting in four steel spans with masonry abutments at Shawinigan Lake; replacing all the culverts between Victoria and Duncans with concrete pipes; building a 20 ft. stone arch at Millstream, Nanaimo, and filling in the old bridge; building a 12 ft. concrete arch at Chemainus, and filling in old bridge; and relaying the entire track with 80 lb. steel. J. Goodfellow, Superintendent of the line, is reported to have said that the work was to be commenced at once, and as much as possible done during the winter.

Minneapolis, St. Paul and Sault Ste. Marie

October 1906

JULY, 1906]

THE RAILWAY AND MARINE WORLD

Railway Car Ferries in Canada

The development of car ferries by railways within recent years has been most marked, and special attention has been directed to it in Canada by the launching of the Ashtabula at Detroit, Mich., for a line, in which the C.P.R. is interested, between Ashtabula, Ohio, and Port Huron, Ont., and the ferry

ESQUIMALT AND NANAIMO RY.—Owned by C.P.R.,—between Vancouver and Ladysmith, B.C., 46 miles; one tug and one float, having a capacity of 12 cars, are employed. The trips are made in six hours at an average speed of 8 miles an hour, and 24 cars are moved daily.

GRAND TRUNK RY.—From Windsor, Ont.,

ward
an in
960
seas
will
tradi
rate
ston
figur

July 1906

finished by May, 1906.

Esquimalt and Nanaimo Ry.—An extension of time was granted last session of the Dominion Parliament for the construction of the main line to Comox, Vancouver Island; and authority was given for the construction of branch lines as follows: from Comox to Campbell River; from near Duncan's to Alberni via Cowichan Valley; from near Englishman's River to Alberni canal; from Comox via Cumberland to Alberni canal, and other branch lines as may be authorized from time to time by the Governor-in-Council.

The C. P. R. has arranged to expend up to \$100,000 annually upon general repair and construction work upon the E. and N. Ry. until it has been brought up to the standard of the C. P. R. lines on the mainland.

C. P. R. Double Track Rules

Ti
tion
men
tract
mile
the
total
ed.
road
grain
ever
stru
nipe
met
Gra
from
mai
it i
buil
tati

August 1906

uter, D. V. AMBISON. 1905. 12.

Esquimalt and Nanaimo Ry.— A second party has been fitted out for the purpose of exploring the country between Nanaimo, the present terminus of the line, and Comox, with a view of surveying a route for an extension of the line. (Sept., pg. 105)

Flathead River to Crow's Nest.— Application will be made next session of the British Columbia Legislature for

December
1905

TILSON

SPUR

LINE

Council. (Feb., pg. 66.)

Tillson Spur Line Ry.—A press report states that the Canadian Milk Products Co. has bought this line and will relay the track with new ties and heavier rails and reballast it, to enable the heaviest traffic to run over it. The Canadian Milk Products Co. bought the Borden Co's milk evaporator plant recently and is installing new machinery. It is stated that the company has acquired all the stock and real estate of the railway from R. B. Moulton, who bought it about a year ago from Canadian Cereal and Milling Co., and that he retains running rights over the spur to the mill property which he bought at the same time from the C. C. and M. Co. The Tillson Spur Line Ry. Co. was incorporated by the Ontario Legislature in 1891, to build a spur line from the Brantford, Norfolk and Port Burwell Ry., in Tilsonburg, to the right of way of the Canada Southern Ry. spur line into the town, and thence to the intersection of Bunker Hill St. and John Pound St. The promoters were the Tillson family, millers, etc.

Toronto, Hamilton and Buffalo Ry.—

1926