

NORTHERN
NEW BRUNSWICK
AND
SEABOARD
RAILWAY

BATHURST
LUMBER

coal mine at Beaver creek, Alta., was considerably delayed in construction, owing to a variety of causes, principally wet weather and sliding ground. The track laying was, however, completed to the mine on June 25, and a train was run over it. The line is of standard construction, with light gradients and easy curvature. Three miles of sidings have been built to the colliery and storage yards. There are some large timber structures, particularly over Langa coulee, at mileage 7, which is 195.5 ft. high, and at Mill creek, mileage 10, which is 159.5 ft. high. One big cut required the excavation of 149,000 cubic feet. The directors anticipate that as the line traverses an excellent agricultural district, its revenue from the carriage of farm produce will be an important addition to those derived from the transportation of coal. L. B. Merriam is Chief Engineer. (Sept., pg. 450.)

London and Port Stanley Ry.—In connection with the proposal to lease this line to the Lake Erie Coal Co., the directors ask that some new freight shed and station accommodation be provided at Port Stanley, Ont. The L.E.C. Co. proposes to expend \$400,000 on electrifying the line in return for a 25 years lease. The directors have bought 22 acres of land for an extension of the freight yards at Port Stanley. It is expected that the lease will be signed at an early date. (Feb., pg. 68.)

Medicine Hat, Alta.—The plans of the building of the spur line from the Ansley colliery into Medicine Hat, Alta., have been completed, and application is being made to the Board of Railway Commissioners for their approval. The right of way is being acquired, and arrangements made for starting construction. Mr. Ansley states that he expects to have the line built this year. (July, pg. 339.)

Michigan Central Rd.—The Board of Railway Commissioners has approved of plans for the erection of a bridge across London street, Windsor, Ont. (Aug., pg. 412.)

Minneapolis, St. Paul and Sault Ste. Marie Ry.—Press reports state that a contract has been let for the building of a spur line of three miles to the mines on Cayuna range, Minn. F. Baxter, Superior, Wis., is the contractor. (Sept., pg. 451.)

Northern New Brunswick and Seaboard Ry.—A contract has been entered into between the company and the Department of Railways, under the act granting subsidies in aid of certain railways, for the building of 26 miles of railway from the Drummond mines at Austin Brook to the Intercolonial Ry., and thence to Alston Point, N.B. The

The P.G.E. Ry. has power to acquire the H.S. & N. Ry., but so far they have been unable to come to terms.

Vice President D'Arcy Tate, is reported as stating, Sept. 5, that the funds necessary for construction had been provided, and that work would be gone on with as soon as the plans were approved. An additional survey party, under F. G. Ashe, has been put in the field to work from Lillooet southwesterly. (Sept., pg. 451.)

Pacific and Hudson Bay Ry.—The route of this projected railway for the section of the line from Bella Coola, to Nattalkus lake, B.C., 230 miles, has been approved by the Minister of Railways. The line starts at Bella Coola, at the head of Burk channel, and follows the valleys of the Bella Coola and Athnarko rivers to Two Mile lake, thence crossing to the valley of the Salmon river, which is followed for some distance, thence to the valley of the Entico river to Nattalkus lake. C. E. Cartwright, Vancouver, is Chief Engineer. (Aug., pg. 412.)

Quebec and Saguenay Ry.—A contract under the act granting subsidies to certain railways has been entered into between the company and the Department of Railways for the building of 62.8 miles of line from St. Joachim, Que., northeasterly.

Practically all the work on the construction of the line is reported to have been suspended owing to financial troubles. Sir Rodolphe Forget, President, is quoted as stating, Sept. 2, that trouble had been going on between the shareholders for some time, before it was decided to suspend operations. It was reported from Quebec Sept. 3, that 44 actions had been entered by employees on construction, and on Sept. 7, an action was entered against the company by O'Brien and Doheny, the general contractors, to recover \$381,988.42 for work done and money paid.

The annual meeting was held in Quebec, Sept. 17. The following are the directors and officers for the current year:—President, O. B. Daoust; Vice President, H. G. Matthews; other directors:—Sir Rodolphe Forget, L. G. Morin, L. E. Morin.

St. John and Quebec Ry.—The New Brunswick Government, Sept. 10, finally approved of the plans for the building of the Gagetown-Swan creek section of the line. The Government has now approved of the plans for the whole line within the province. (Sept., pg. 451.)

Timiskaming and Northern Ontario Ry.—Track laying on the Elk Lake branch of 29 miles is reported to have reached the Jean Baptiste river, 12 miles west of Earlton, Ont., and ballasting is in progress. A large timber bridge is being built across

vital question, both to the city and selves, and our aim is to satisfy everybody. In my opinion the outcome depends on the city's attitude." (June, pg. 3)

Wellington Colliery Ry.—A meeting shareholders was held in Victoria, Aug. 30, at which resolutions were considered authorizing the directors to debentures, subject to the approval of Minister of Railways, and to authorize directors to purchase such other rail as might be desirable for the carrying of the company's colliery business. (1908, pg. 551.)

Toronto Union Station.

The question of the Toronto union station was down on the list of matters to be before the Board of Railway Commissioners in Toronto, Sept. 26, in connection with the city council's application for the approval of plans, and for the fixing of a definite date when work is to be started. Speaking of the new union station,

5, Sir Thomas G. Shaughnessy, Pres. C.P.R., is reported to have said: "It can be started on the building immediately. All that the C.P.R. asks is that the station be known as the union station. Our will not run into any station that has the name of another company. The company has already commenced work on grade separation which must be completed before the new building can be erected."

In the course of an interview, Sir E. J. Chamberlin, President G.T.R., reported to have said he could not say when actual construction would begin, but would take three months for the architects to prepare the plans necessary before it would be possible to call for tenders. Chief engineers of the two lines were engaged on the preparation of detailed plans. The C.P.R. would occupy the new station jointly with the G.T.R.

Railway Route Maps Approved.

The Minister of Railways has approved the following route maps:—

Canadian Northern Branch Lines.—Aug. 30. From tp. 18, r.l., w.p.m., to 26, r.l., w.p.m., 38 miles.

Canadian Northern Ontario Ry.—10. Through Montreal Island, about 10 miles.

Canadian Pacific Ry.—Sept. 16. Hawarden to Floral, Alta., 48.8 miles.

Edmonton, Dunvegan and British Columbia Ry.—July 26. Revision north of Edmonton, Alta., about 45 miles.

Erie, London and Tillsonburg Ry.—24. From Aylmer to Port Burwell,

New Railway Subsidies by Dominion Government.

The Minister of Railways moved resolutions in the House of Commons, Mar. 21, granting aid for the construction of railways. The first resolution provides for the aiding of the Temiskaming and Northern Ontario Ry., out of the Consolidated Revenue Fund, under such conditions as the Governor-in-council deems expedient, not exceeding \$6,400 a mile, in respect of the following lines:— From North Bay to Cochrane, not exceeding 252.8 miles; Englehart to Charlton, 7.8 miles; Cobalt to Kerr Lake, 3.9 miles; Iroquois Falls to Timmins, 33.16 miles; Nipissing Jct. to North Bay, 2.18 miles.

The second resolution provides for the granting of aid for the construction of the following lines, at \$3,200 a mile— increasing to \$6,400 in proportion to the cost in excess of \$15,000 a mile:—

NOVA SCOTIA.

From Liverpool, via Milton to Caledonia, N.S., not exceeding 30 miles. (Renewal of subsidy granted in 1907.)

Great Northern Mining and Ry. Co.— From Little River to Eastern Harbor, not exceeding three miles.

NEW BRUNSWICK.

From St. John to Grand Falls, exclusive of a bridge across the Kennebecasis River at Perry Point, and two across the St. John River at Mistake and Andover respectively, not exceeding 228 miles. (Renewal of subsidy granted in 1910.)

From Albert Mines to Moncton, not exceeding 22 miles.

Fredericton and Grand Lake Coal and Ry. Co.—From near Gibson to Minto, with a branch line to Marysville, not exceeding 35 miles.

Southampton Ry.—From Millville to Pokiok Bridge on the St. John River, not exceeding 13 miles.

Northern New Brunswick and Seaboard Ry.—From Austin Brook to the Intercolonial Ry., and thence to Bathurst harbor, not exceeding 26 miles.

North Shore Ry.—From Adamsville to the National Transcontinental Railway, not exceeding 20 miles; from Beersville to Richibucto Head, not exceeding 20 miles.

QUEBEC.

From St. Agathe des Montes towards Howard tp., not exceeding 15 miles. (Renewal of subsidy granted in 1908.)

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April 1912

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and 20 stock cars to its rolling stock. We
have already given details of these.

The Canada Iron Corporation, which
controls the Northern New Brunswick
and Seaboard Ry., has ordered a double
ended snow plough from the Canadian
Car and Foundry Co., Montreal.

An unconfirmed press report states
that the G.T.R. will spend about \$500,-

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January 1912

x- tional Transcontinental Ry., near Snow
ne Shoe Lake, not exceeding 20 miles, and
n- from Beersville, via Rexton, to Richi-
ly bucto Head, not exceeding 20 miles.
be (April, pg. 182.)

th **Northern New Brunswick and Sea-**
in board Ry.—The Dominion Parliament
n- has voted a subsidy for a line from the
nd Drummond mines at Austin Brook, a
r- branch of the Nipisiguit River above
all Great Falls, to the Intercolonial Ry,
k- thence either to Alston Point, on the
ne north side, or Caron Point on the south
he side of Bathurst Harbor, N.B., the total
a- length not to exceed 26 miles. (Mar.,
00 1911, pg. 209.)

Northern Territorial Ry.—The Do-

April 1912

CANADIAN RAILWAY AND MARINE WORLD.

operated in connection with the Fredericton and Grand Lakes Ry. and Coal Co.'s line, now nearly completed. The principal work to be done will be the putting in of permanent concrete piers for the bridges, and the general improvement of the roadbed. The work will be started during the summer. (June, 1912, pg. 301.)

Newfoundland Labrador.—The Newfoundland Legislature has authorized the Canadian North Atlantic Corporation to build a railway from the eastern boundary of Canadian Labrador, through Newfoundland Labrador, to Cape St. Charles, or such other point as may be approved by the Government, as part of a line which is projected to run from Quebec City. The company is granted 6,000 acres of land a mile in aid of construction. On completion of this line the company is authorized to build a branch line to a point between Bradore Bay and Cape St. Charles, to operate a car ferry therefrom to the Newfoundland coast, at Bonne Bay, and to build a railway thence to connect with the Newfoundland system. Under certain conditions the Government may build this latter piece of line. Plans for the line through the Newfoundland Labrador have to be filed within two years.

Sir Thos. Skinner, Bart., of London, Eng., who is a director of the C.P.R., advises us that he is not interested in the Canadian North Atlantic Corporation, as reported, and that he knows nothing of it.

North Ry.—We are officially advised that the names and addresses of the engineers in charge of locating parties on this projected railway are as follows:—Alex. McLellan, Rivington, Que.; W. S. Robertson, Bell River, Que., via Cochrane, Ont.; H. B. Tourigny, Rivier, Deser, via Maniwaki, Que.; J. F. Rose, Duhamel, Que.; A. W. Whitney, Cochrane, Ont. June, pg. 278.)

Northern New Brunswick and Seaboard Ry.—A subsidy not to exceed \$6,400 a mile, upon the usual conditions, has been granted for the building of the following line in lieu of that voted in 1912:—From Drum-

Pacific Great Eastern Ry.—A survey party has started work at Soda Creek and Quesnel, locating the line between Lillooet and Fort George, B.C. Construction between Newport and Lillooet is being rapidly pushed and some clearing is being done beyond Lillooet. It is expected that the section from North Vancouver to Newport on Howe Sound will shortly be put under construction. (June, pg. 278.)

Pere Marquette Rd.—Press reports state that the company is expending a considerable sum upon the improvement of its terminal facilities at Rondeau, Ont., which is on the company's own line, to which point it has been gradually diverting the business at one time carried to Port Stanley, the terminal of the London and Port Stanley Ry. The latter line is being operated by the P.M. Rd., under a lease which is near its expiration.

Pointe aux Trembles Terminal Ry.—The Dominion Parliament has incorporated a company with this title to build a terminal railway and other facilities at Pointe aux Trembles, Que. (April, pg. 169.)

Prince Edward Island Ry.—The Dominion Parliament has voted the following sums on account of this line, in addition to those already mentioned in these columns:—To increase accommodation and facilities along the line, \$5,000; to provide car ferry and make necessary alterations incidental thereto, including change from narrow gauge to standard gauge, \$1,000; 000. The Minister of Railways stated recently that the contract for the car ferry had been let to Sir W. G. Armstrong Whitworth and Co. for \$138,000; that for the pier at Cape Tormentine to A. P. Mackie for \$571,590; and that at Carleton Point to the Halifax Dredging Co. for \$199,493. These amounts it was estimated would complete the piers and ferry ready for service. It is not intended to do anything on the way of altering the gauge of the railway this year, and nothing has been decided as to how this is to be done.

is made with the C.P.R. near Victor Mills, by a switch, over which the steel being taken on to the grade. (April, pg. 170.)

The Dominion Parliament has voted \$6,400 a mile upon the usual conditions, in lieu of the subsidy of 1912, for the building of a line from Andover to St. John N.B., 200 miles. This subsidy covers the bridges on the line except those across the St. John River at Mistake, and across the Kennebecasis River at Perry Point.

The Minister of Railways, in reply to questions June 3, said there was no settled policy that the line would be built Grand Falls. This would necessitate building of an expensive bridge, and being the Government would subsidize the building of the additional 25 miles more in prospect than was at present available. The C. P. R. had offered to give the running powers over its line from over to Grand Falls. (Feb., pg. 84.)

Scotstown or Megantic, to International Boundary.—The Dominion Parliament renewed the subsidy voted in 1907, to in the building of a railway from C.P.R., at Scotstown or Megantic, Que. to the International boundary, 35 miles.

Southampton Ry.—In 1911 the Brunswick Legislature granted aid to the building of a railway from Med to Pokiok Bridge, N.B., 13 miles. A last session it increased the total amount of aid given by way of a guarantee bonds, from \$130,000 to \$150,000, the instalment of \$50,000 to be issued on completion of five miles of line, the instalment of \$50,000 on the completion of ten miles of line, and the balance of ten miles of line, and the balance on completion of the line to the St. River. The line has been practically completed, and it will be operated by C.P.R. (Feb., pg. 84.)

The Minister of Railways informed the House of Commons recently that a subsidy contract had been signed with a company under the terms of the act giving aid to certain railways. The line being aid to certain railways. The line

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basca the road will run westward from
the Peace River block, from Hudson Bay
terminal. The railway will run steam-
ships to a British port." (May, pg. 239.)

**Northern New Brunswick and Sea-
board Ry.**—We are officially advised that
of the mileage subsidized last session of
the Dominion Parliament, 16.7 miles,
from the Drummond mines at Austin
Brook, to the Intercolonial Ry., near
Bathurst, N.B., have been built, and that
surveys have been completed for the re-
maining 9.3 miles, to deep water in Bath-
urst Harbor. This latter mileage, we are
advised, will not be built for some time.
(May, pg. 239.)

Pacific and Hudson Bay Ry.—We have
been officially advised that the company
has not yet been formally organized. It
has power to build a line from the Pa-
cific coast to Hudson Bay about 1500

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J. D. Mitchem, Lincoln, N.B.

Northern New Brunswick and Seaboard Ry.—A contract under the act granting aid to certain railways, has been entered into by the Dominion Government with the company for the building of a line, from the Drummond Mines at Austin Brook to the Intercolonial Ry. where it intersects the branch line from Bathurst station to Bathurst Harbor, N.S., 16.9 miles. This line has been operated for a couple of years, but the subsidy was only made available last session. (July, pg. 332.)

Pacific Great Eastern Ry.—A start was

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Wis., is the contractor. (Sept., pg. 401.)

Northern New Brunswick and Seaboard Ry.—A contract has been entered into between the company and the Department of Railways, under the act granting subsidies in aid of certain railways, for the building of 26 miles of railway from the Drummond mines at Austin Brook to the Intercolonial Ry., and thence to Alston Point, N.B. The line from Austin Brook to the Intercolonial Ry. has been built and is being operated. (Aug. pg. 412.)

Northern Pacific Ry.—President Elliott

October 1912

4187

Northern New Brunswick and Seaboard Ry.

—A subsidy not to exceed \$6,400 a mile, upon the usual conditions, has been granted for the building of the following line in lieu of that voted in 1912:—From Drummond Mines at Austen Brook to the Intercolonial Ry., where it intersects the branch line from Bathurst Station to Bathurst Harbor, N.B., 16.9 miles. This line is already built to the Intercolonial Ry. rather less than 16 miles, and it is to be extended to Bathurst Harbor, which is being dredged. The Minister of Railways stated recently that the original subsidy was for 26 miles, but it had been found that better harbor accommodation could be obtained by dredging out Bathurst harbor than by going further on. (Oct., 1912, pg. 502.)

— J. M. Hennaford

April 1913

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

Bathurst Lumber Co.'s Development.—We are officially advised that the Bathurst Lumber Co. has arranged to proceed with the development of the water power at the Great Falls of the Nipisiquit River, N.B., and that it has leased for two years the roadbed of the Northern New Brunswick and Seaboard Ry. from Nipisiquit Jct., 4 miles east of Bathurst for two years for use during construction. The rails on this line from Nipisiquit Jct. to the Canada Iron Corporation's iron mines, which were taken up during the war and laid temporarily on a section of the St. John and Quebec Ry., are being relaid, the work being about half completed when we were advised on Nov. 20. The contractors are Morrow and Beatty, Peterborough, Ont., who are using their own locomotives. The Bathurst Lumber Co. does not propose to buy any locomotives or rolling stock, and has no intention of keeping the railway in operation after the water power development is completed.

Canadian Niagara Bridge Co.—A press report of Nov. 15 states that the C.P.R. has surveyed a line from north of Welland, Ont., to the Niagara River, a mile and a half above Black Creek, where an international bridge will be built across the river.

The first reference to any direct con-

Alberni on the present line to Alberni, Vancouver Island, to Great Central Lake, 11 miles, and the work is in progress. The character of construction of the new line will be similar to that of the line to Port Alberni; the maximum gradient will be 1.5%. It has not been decided what weight of rails will be used. We are advised that clearing of the right of way is about 40% completed. The work is under the supervision of R. A. Bainbridge, Division Engineer, E. & N.R., Victoria.

Nothing definite has been decided with regard to any extension of the line north of Courtenay, but plans are being prepared for improvements at Nanaimo wharf, and for the erection of a new station at Nanaimo. (Nov., pg. 602).

Grand Trunk Ry.—The Board of Railway Commissioners has authorized the company to take certain lands at Gravenhurst, Ont., for additional tracks and terminal facilities.

The Board of Railway Commissioners has authorized the rebuilding of the overhead bridge at mile 92.50, district 20, London Division, carrying Mechanic St., over the rack at Drumbo, Ont., and also the renewal of the overhead bridge at mile 84.35 from Black Rock, District 20, London Division, carrying John St., over its tracks at Paris, Ont.

laying from Kettle Rapids, mile 332, to Port Nelson, mile 424, with permanent structures over Limestone and Kispiox Rivers, using 80 lb. steel ballast, train filling, erecting tanks and telegraph line, is \$1,750,000. In answer to the question, "Will the financial condition of the country now permit of this cost being incurred?" the Minister said that work on the H.B.R., and certain other public works, was closed down during the war.

Kettle Valley Ry.—A press report states that the branch line from Grand Forks to Lynch Creek, is being relaid with heavier rails, and is being rebalasted. A number of additional side tracks are also being built. This branch serves a mining area only. It is reported that the company is negotiating with the British Columbia Government in regard to an extension of its lines south of Penticton, and that it is probable an agreement will be reached within the next few weeks, but the agreement would have to be ratified by the legislature before any action could be taken under it. (Nov., pg. 602).

LaCombe and North Western Ry.—We were officially advised recently that the Alberta Government, which owns the line, expected to have the track laid into Himbey, Alta., by the end of November. With

December 1919