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QUEBEC
CENTRAL
RAILWAY

gava Ry. (Feb., pg. 30.)

Quebec Central Ry.—We are officially advised that contracts have been let to the Sherbrooke Construction Co. for masonry and other work, and to the MacKinnon Steel Co. for the steel construction for car shops and other buildings for the company at Newington, Que. The work which had then been done, and the further work proposed to be done in connection with these shops was fully described in Canadian Railway and Marine World, Sept., 1914, pg. 397. A plan of the layout was also given. The general holding up of railway work resulting from war conditions prevented the continuance of the work at that time, and the company is now taking up the programme of improvements, the conditions being again favorable. April, 1916, pg. 139.)

December
1919

berta, but the work could not be undertaken until the main trunk line was completed. (Sept., pg. 839.)

Terms of Quebec Central Railway Lease to C.P.R.

The Secretary has issued the following circular to the holders of securities:

I am instructed by my board to inform you that, subject to your approval, to be hereafter asked for at meetings of each class of debenture stockholders and the bond shareholders, to be summoned for that purpose, and subject also to the granting of the necessary statutory authority in Canada, they have entered into a provisional agreement with the directors of the Canadian Pacific Ry. Co., to lease your railway and all its assets for 999 years for a rental sufficient to provide for interest and dividends as follows:

Payment of interest on the 4% debenture stock (preserving all existing rights).

Payment of 3½% per annum on the 3% debenture stock (which is to be converted into a 50 year debenture stock at the new interest rate). Payment of principal guaranteed by lessee.

Payment of 5% per annum half yearly on the 7% income bonds (these bonds being converted into new 50 year bonds at the new rate of interest), and a 10% cash bonus being given as compensation to the converting bondholders for reduction of interest. Payment of principal guaranteed by lessee.

Payment half yearly of a dividend of 4% per annum on the shares for the first four years of the lease and a dividend of 5% per annum thereafter.

All these payments of interest and dividends will, in effect, be the direct obligation of the C.P.R. Co.,

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October 1911

THE RAILWAY AND MARINE WORLD.

The lease will commence from Jan. 1, or July 1, as the case may be, next after the date when the agreement becomes effective.

The C.P.R. will, it is understood, make such subsequent arrangements as may be necessary with the New York, New Haven and Hartford Rd. in regard to traffic agreement, etc. The control of the company will be with the C.P.R., and it is likely that the directorate will be changed to Canada.

The final steps in the transfer will not be taken by the shareholders until after the necessary act has been passed by the Quebec Legislature.

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the west end of Lesser Slave Lake, on to
the Peace River Crossing, thence to Dun-
vegan. (Feb., 1911, pg. 113.)

Quebec Central Ry.—We are officially ad-
vised that the 1.34 miles of line from a
point 30 miles from St. George to St. Sabine,
for which a contract under the Dominion
act granting subsidies in aid of certain
railways was recently entered into, is an
extension of the Chaudiere Valley-Cobans
extension. The piece of line has been built,
and has been in operation since Jan. 2,
1911. (June, pg. 301.)

Quebec Rapid Transit Ry.—The Dominion
Parliament is being asked to incorporate a

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October
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for the operation of the railway, etc. J. C. Dalrymple, Port Elgin, Ont., is solicitor for the applicants.

Quebec Central Ry.—Application will be made at next session of the Quebec Legislature for an act authorizing the diversion and rebuilding of the present line from Beauce station to Beauceville, on the line known as the Chaudiere extension; to construct a line from Beauceville to River Fannie, 9 miles, and following the River Fannie to Langeville, and the St. John River watershed to Cahana station on the Temiscouata Ry., with power to make connection with that line. The branch line to be constructed to be known as the Quebec Central Chaudiere extension.

Quebec Midland Ry.—Application will be made next session of the Dominion Parliament for an act incorporating a company

January 1906

reached in the
 end of Dec.
 Quebec Central Ry. — Progress is being made
 with construction on the line to St. George,
 Beauce county, and J. H. Walsh, General
 Manager, recently stated that the line would
 be in operation early in Nov. The new
 roundhouse, etc., at Levis was nearly com-
 pleted, and considerable progress had been
 made upon works of improvement at a num-
 ber of points on the line. Speaking of the
 branch proposed to be constructed from
 Scott's Junction to the Quebec Bridge, Mr.
 Walsh said as the work could be done in six
 months there was no necessity for being in a
 hurry about starting it. The work would be
 commenced as soon as the construction of the
 bridge was sufficiently far advanced to enable
 both works to be completed about the same
 time. (Aug., pg. 155)
 Quebec and Lake St. John Ry. — A contract
 has been let to R. Conway, Quebec, for an ex-

October 1906

The Quebec Central Ry. is building 15 stock cars and two refrigerator cars at its Sherbrooke, Que. shops. Six refrigerator cars are being delivered by Rhodes, Curry & Co., Amherst, N.S., and it recently received two locomotives from the Canadian Locomotive Co., Kingston, Ont.

A paragraph in the Railway Age, May 7, stated that the Sydney and Louisburg Ry. had ordered 15 box cars from Rhodes, Curry

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June 1906

Central Ry. Quebec Central Ry.—Reference to the proposed extensions of the company's lines will be found in the report of the annual meeting on pg. 817. The extension from Scott's is for the purpose of securing a connection with the Quebec River Bridge, now under construction, and the extension from Beauceville to the River Pandue is the first part of a project to connect the line with the Temiscouata Ry., which is controlled by the same interests as the Q.C.Ry. This projected line will follow the Quebec-New Brunswick border for the main part of the distance. The press report that the directors had ordered the immediate construction of the Scott's-Quebec Bridge line is, we were officially informed, May 10, incorrect. (Feb. pg. 65.) St. Mary's River Bridge Co.—Application is made for the eminent domain of the

company where house side of other press sent on the line with appear be a Ma were not the betw state in civil

June 1906

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Quebec Central Ry.—Frank Grundy, Vice-President and General Manager, who has been General Manager for 17 years, feeling that that position should be occupied by a younger man, has asked the directors in England that he be allowed to retire from the General Managership at the end of this year and has recommended as his successor J. H. Walsh, the General Freight and Passenger Agent. Mr. Walsh sailed from Quebec on Nov. 9 for England to meet the board, and it is expected that he will be appointed General Manager from Jan. 1. F. Grundy will retain the position of Vice-President, but it has not yet been determined whether he will remain in Canada or join the board in England. It is not improbable that he will divide his time between the two countries. E. O. Grundy will succeed Mr. Walsh as General Freight and Passenger Agent.

Andrew Reford,

December
1905

to be arranged on a temporary basis.
a- (June, pg. 285.)
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x- Quebec Central Ry.—On June 2, dur-
u- ing a heavy electrical storm, accom-
er the track between Colerain and Black
a- Jack was washed out and 3 small bridges
ne were weakened. One locomotive and 5
s, cars were derailed, but no serious dam-
es age was done. The through passenger
he train service between Quebec and Sher-
n- brooke was maintained by passengers
00 being transferred round the break, dur-
ot ing the 2 days repairs were in progress.
he (June, pg. 285.)
a Vancouver, Victoria and Eastern Ry.
has notified the C.P. has given notice that

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JULY
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The Quebec Extension Railway Project.

The Quebec Extension Ry. Co's application for approval of its plans for the construction of 113 miles of electric railway in northern Maine, which is before the Interstate Commerce Commission, is of interest to Canada because of its proposed connection with the Canadian Pacific Ry., through the Aroostook Valley Rd., at the New Brunswick boundary, and through the Quebec Central Ry. at the Quebec boundary. The Aroostook Valley Rd. extends from Caribou and Sweden through Carson and Washburn to Presque Isle, Me., connecting with the C.P.R. to Washburn Jct., in Presque Isle town. In 1911 it obtained power from the Maine Legislature to extend its line from Washburn to the westerly boundary of the state at or near Lake Frontier, Que., where connection could be made with the Quebec Central Ry. In 1911 the Maine Board of Railway Commissioners approved location plans of the proposed extension, but no construction has been undertaken. In 1913 an act was passed incorporating the Quebec Extension Railway Co., authorizing the construction of a line from Washburn to the international boundary between Maine and Quebec, and the taking over by the Quebec Eastern Ry. of the Aroostook Valley lines and property. A. R. Gould, President A. V. Rd., is the principal promoter of the new company. The projected line is planned to open up an undeveloped territory of approximately 1,000,000 acres, covered with timber, and containing a number of lakes and rivers.

The Aroostook Valley Rd. exchanges freight traffic with the Canadian Pacific Ry. at Washburn Jct., the C.P.R. furnishing the A. V. Rd. with its car supply. The C.P.R. has guaranteed the bonds of the A. V. Rd., which is under contract that it shall not have any through routes or joint rates with or deliver traffic to any railway except the C.P.R., unless required to do so by law, or with the C.P.R.'s consent. It was stated in the course of the local investigations that the C.P.R. was to subscribe for one-third of the new company's stock and to guarantee interest on bonds for \$30,000 a mile of the railway, and that a similar traffic agreement to that in effect with the A. V. Rd. was to be made.

The Interstate Commerce Commission delegated H. C. Davis to make an examination into the merits of the project, and sittings were held at Augusta, Me., in which the Maine Public Utilities Commission (the successor to the former Board of Railways Commissioners) participated. The Bangor and Aroostook Rd., and the Main Central Rd., were represented in opposition. After a lengthy hearing it was recommended that the present and future public convenience and necessity require the construction of the projected railway, and that the company's request for permission to retain excess earnings be granted. The Bangor and Aroostook Rd. has filed an exception to the examiner's finding, and it is this that the Interstate Commerce Commission has under consideration. The exception represents that the evidence does not support the findings recommended, and that the various statements in the report are either unsupported by any evidence or are wholly contrary to the evidence presented. After reviewing the evidence in detail the exception suggests that there is no real necessity for the projected line; that the estimates of construction are too low; that the esti-

1925

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The Quebec Extension Railway Project.

The Quebec Extension Ry. Co's application for approval of its plans for the construction of 113 miles of electric railway in northern Maine, which is before the Interstate Commerce Commission, is of interest to Canada because of its proposed connection with the Canadian Pacific Ry., through the Aroostook Val-

mates as to traffic are too high; and that if a certificate is granted it should specifically forbid such a contract as is proposed between the company and the C.P.R., and make possible the free interchange of traffic under equal rates and divisions. The exception says, "The C.P.R. is behind the project, because it seeks new traffic for its lean traffic density lines," and claims that under the agreement "this new traffic is to be at the expense of New England lines."

done during the year.

Quebec Extension Ry.—A press report of May 19 states that the Interstate Commerce Commission has given the company permission to build a railway from Washburn, Me., for about 112 miles to the international boundary between Maine and Quebec, at an estimated cost of \$3,621,000. Canadian Railway and Marine World for April had, on page 162, an article giving full particulars of this project from its inception to the date of application to the Interstate Commerce Commission.

Thurso and Nation Valley Ry.—A press

JUNE 1925

Quebec Extension Railway Project.

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The Interstate Commerce Commission gave judgment recently on the Quebec Extension Ry. Co's proposal to build an electric railway from a connection with the Aroostook Valley Ry., at Washburn, Me., generally westerly, to the international boundary between Maine and Quebec, 112 miles. The history of the project and its proposed connection with the Canadian Pacific Ry., were given in Canadian Railway and Marine World for April, pg. 162. The Commission investigated exceptions taken by the Bangor and Aroostook Rd., to the Commission's investigator's recommendation that authority for construction be granted. The case was argued before the Commission by counsel for the applicants and the two objecting railways, and the Commission examined the arguments for and against the proposal in detail. The estimated cost of construction is \$3,631,000, and of equipment for local use, \$600,000. The power company, operated by the interests promoting the line, can generate 8,000 h.p. of electricity, half of which is going to waste, but would be used for operating the railway. The construction will be financed by the issue of 40-year 5½% bonds for \$30,000 a mile, and by the sale of \$4,000,000 of capital stock, none of which has yet been issued. No application for authority to issue securities has been filed with the Commission. The proposed line will have a 1% gradient except at one point where it will be 1.75%, but this may be reduced by a change of route. The track will be laid with 70-lb. rails. The judgment concluded by stating that upon the facts as presented the present and future public convenience and necessity require the construction of the railway, conditional that within 6 months after it is placed in operation it shall establish through routes and joint rates with the Bangor and Aroostook Rd., to all points of destination available by its lines, on the basis of equal rates, divisions and service given to any other railway with which the Quebec Extension Ry. shall connect. The Commission decided that the company be permitted to retain for 10 years, from the date of opening of its railway, but expiring not later than Dec. 31, 1937, all of its earnings derived from the new construction in excess of the amount provided in the Interstate Commerce Act, sec. 20A, for such disposition as it may lawfully make of the same, on condition that construction be completed before Dec. 31, 1927. Construction is to be started on or before Sept. 1, 1925.

Freight Car Condition and Supply. —

August
1925

Mrs. Drysdale, who is a daughter of the late Andrew Paton, of Sherbrooke, Que., and a sister of Mrs. H. S. Holt, of Montreal.

W. L. Morkill, heretofore General Manager of the Mexican Southern Ry., has

October 1907

Oct., 1907]

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resigned to become General Manager of the
Peruvian Corporation—a British company
trading throughout South America. He
formerly resided at Sherbrooke, Que.
John Little, who for a number of years was
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October 1907

has to be acknowledged by all dispatching offices.

Stories by Railway Officials.

Grant Hall, Vice President, C.P.R., F. L. Wanklyn, General Executive Assistant, C.P.R., and J. H. Walsh, General Manager, Quebec Central Ry., in addressing the New England Railroad Club in Boston, Mass., recently, told the following stories:—

Grant Hall:—"I was going down one of the lakes in British Columbia on one of our steamboats, and from the deck when she touched at one place I happened to look over and saw on a shop the sign, 'C.P.R. Barber Shop. Cut Rates.' So I said to the General Superintendent, 'Well, it is a little bit of a shock, you know. Nobody has any right to use those letters except the Canadian Pacific Railway, and unless we are running that barber shop, I think we ought to ask him to get another sign.' He got the name of the barber, and wrote to him. It was an Irishman that wrote him back, and the letter was written in language that I can hardly imitate. The Irishman said that he had received our letter. He said that he knowed the C.P.R. owned all the railroads, all the steamboats, most of the good lands, but it was the first time that he had ever heard that they owned every damned letter in the alphabet. And he added, 'I want you to understand further, gentlemen, that that stands for something a good deal better than the Canadian Pacific Railway; that is the initials of my old mother in Ire-

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land, Clarissa Patricia Reardon, and what are you going to do about it?' He said 'I notice that you did not say anything about cut rates. You have not been doing anything like that yourselves round here.' We did not interfere with the sign."

F. L. Wanklyn:—"I happened to be fishing on a salmon river that runs into the Bay de Chaleur in Bonaventure County. I had a good many friends there, most of them from St. John, N.B. Before breaking up the camp it was the custom to invite the local member to supper. He drove down there over most awful roads, red clay up to the hubs, and down a most frightfully steep bank from the upper plateau down to the river bottom, in a Ford car with his daughter. He was very pleased indeed to be with us as a guest of the president of the club. We were talking about the marvelous wonders of the Province of Quebec, its wonderful rivers, and its wonderful forests, and its wonderful natural resources and everything else, and finally it hinged on the population. He said, 'I will tell you something, gentlemen. I had the pleasure a few evenings ago of sitting down with a family, the father and the mother and 25 living children, every single one of them alive and well and sitting at their father's table.' He said, 'The little mother was a bright little body, smiling and happy. I said to her, 'Madam, isn't it an awful burden to bring so many people into the world?' She said 'No, Monsieur, not at all. My great difficulty was to catch them, to put them to bed.'"

J. H. Walsh:—"In addition to the great prosperity of the Quebec district, the railway employes are also a happy, contented and prosperous class. Only a short time ago, when making a regular line inspection, I met the wife of one of our French-Canadian agents and she was delighted to tell me that she was the mother of 14 children. This, however, is nothing exceptional in Quebec; one of our foremen of a section adjoining this station is the father of 18 and another foreman quite close has 21, so you see we are progressive in that direction also. I was much amused when this little French-Canadian mother said to me in very good English, 'Mr. Walsh, every night when I am saying prayers with my children, I always tell them to say, 'God bless McAdoo.'"

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cate the building of a line from Prince Albert to a junction with the Dominion Government railway at Pas, Man.

Quebec Central Ry.—Press reports state that about five miles of grading have been completed on the extension of the line from St. Sabine to English Lake (also called Lac la Frontier), 26 miles, and that a second five miles will be completed this year. P. J. Wolfe, Sherbrooke, Que., is the contractor for the grading. J. T. Morkill, Chief Engineer. It is expected that the contract for the remaining 16 miles will be let in 1915.

A contract has been entered into with the Dominion Government, under the act granting aid for the construction of certain railways for the building of a line from St. Sabine parish, mileage 31.34 from St. George, to mileage 50, in the Devoire Tp., L'Islet County.

St. Francis Valley Ry.—This projected line will have a total length of 140 miles.

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August 1914

g. Quebec Central Ry.—An extension of the
Q.C. Ry. from St. Sabine, Dorchester County,
to English Lake, also called Lac La Fron-
tier, a distance of 25 miles, has been sur-
veyed and located. Plans, profiles, etc.,
have been deposited with the Railway De-
partment at Quebec, and the location ap-
proved of. Ten miles of the line from St.

~~APRIL~~ 1914
April

Sabine to five miles east of St. Camille is under construction, a portion of which was actually built during last year, and the balance of the 10 miles will be completed during this year. It is expected that the other 15 miles will be constructed in 1915, so that the line to English Lake will probably be in operation by the end of 1915. The work is being done under the direction of J. T. Morkill, Chief Engineer, assisted by J. M. Hibbard. The route follows the water shed of the St. John River and is close to the boundary line between the Province of Quebec and State of Maine. At English Lake the line will be within 1,000 ft. of the International Boundary line. It is through a thickly wooded country with rich clay and loamy soil, and well adapted for cultivation when the land is cleared. (Feb., pg. 70.)

Rimouski International Ry. — The Do-

Quebec Central Ry.—Gross earnings for April, \$50,477.51; working expenses, \$32,626.02; net earnings, \$17,850.91; against net earnings, \$23,147.31 for April, 1901. Gross earnings for four months ended April 30, \$178,279.88; net earnings, \$50,060.88; against \$177,103.30 gross and \$52,556.87 net for same period 1901.

The press reports recently current that the Q.C. Ry. was about to be purchased by a U.S. syndicate for absorption in a combination of New England railways, and that F. Grundy, the General Manager, had been called to London, Eng., in connection therewith, are denied. Mr. Grundy was called to England owing to the illness of his daughter, and while there discussed the position of the line with the directors. Under present

Quebec Central Ry. Co. Meeting

The Quebec Central Ry. Co., Canadian Pacific Ry. Co. subsidiary, held its annual meeting in Montreal, April 21 last, when traffic and operating records for 1942 showed that there was a considerable increase in the road's business in that year, compared with 1941. While there was a marked decrease in the asbestos traffic, an important item in the Quebec Central freight business, there were increases in the 1942 traffic in agricultural products, live stock, forest products, paper and manufactures and miscellaneous products. The falling off in the asbestos shipments



G. D. Wadsworth,
General Manager, Quebec Central Ry.

was due to reduced movements to overseas destinations because of scarcity of ocean shipping space. The movement to the United States was up to that of preceding years, but that traffic was not in sufficient volume to make up for the decrease in the shipments to overseas destinations. Additional markets for asbestos are being developed in South America, Australia and New Zealand, and also in Mexico and other Western Hemisphere countries; when shipping facilities are again available, a considerable increase in the road's traffic in this commodity will be evident. It is anticipated.

The Quebec Central, due to its geographical situation, did not benefit from increased movement of war materials in 1942 in the same proportion as other railway lines in Canada, but the upward trend in general traffic was largely attributed to wartime conditions. At the meeting, the prospects for 1943

to movements of members of the armed forces on duty and on furlough.

Following the annual meeting of the Quebec Central Ry. Co., that of the Quebec Central Transportation Co., the railway company's highway transport facility, was held, as described in the Automotive Transport Department of this issue.

The Quebec Central Ry. Co. directors and officers are:—W. M. Neal, Vice President, C.P.R. Co., President; H. J. Humphrey, Vice President, Eastern Lines, C.P.R. Co., Vice President; F. Bramley, Secretary, C.P.R. Co., Secretary; A. E. H. Chesley, Treasurer; W. R. Patterson, Auditor, and L. B. Lawing, Vice President and Treasurer, C.P.R. Co., E. P. Flintoft, K.C., Vice President and General Counsel, C.P.R. Co., and Charles D. Brasser and T. Lindley, of London, England. G. D. Wadsworth is General Manager.

C.N.R. Montreal Station Opens July 15

Announcement was made by R. C. Vaughan, Chairman and President, Canadian National Rys., May 18, that the C.N.R. new central terminal in Montreal will be placed in operation on July 15, and that opening ceremonies will be performed by the Dominion Minister of Transport, Hon. J. E. Michaud, on July 14. A Montreal dispatch in connection with this development states that the name "Bonaventure", because of its long historic association with Montreal, will be transferred from the present old station of that name to the new one, despite the fact that, for the duration of the war, the old station will continue in limited operation, to handle lakeshore suburban traffic and certain military movements. One reason for maintaining the old Bonaventure station in operation is the difficulty of securing electric locomotives for operation into and out of the new station. All main line traffic, with the exception of that using the Moreau station, will be operated into and out of the new one. Because of difficulty in securing equipment, the Montreal and Southern Counties Ry. electric railway cars will be unable to operate into the new station while the war continues, and for the duration will continue to use the M. and S. C. terminal facilities on McGill Street.

P.G.E.R. New Timetable

The Pacific Great Eastern Ry. Co. has issued its new working timetable No. 53, which was effective at 24.01 o'clock, April 18. All train movements

wednesdays and Saturdays, 7.1 and arrives Squamish 10.1 o'clock. There is additional daily except Sunday, between mile 105.1 and Lillooet, 1 train operating in each direction. Lillooet Subdivision, Lillooet and Williams Lake 276.1, train 1 leaves Lillooet and Thursdays at 8.25 o'clock arrives Williams Lake. Train Fridays at 8.40 o'clock, 2 train 2 leaves Williams Lake and Fridays at 23.00 o'clock arrives Lillooet Wednesdays and Fridays at 6.10 o'clock. On George Subdivision between Lake and Quesnel, mile 34 leaves Williams Lake. Train Fridays at 9.25 o'clock, 3 Quesnel at 13.00 o'clock, 4 leaves Quesnel Tuesday at 17.00 o'clock and arrives Lake at 20.30 o'clock. W. is General Manager and J. is Superintendent. R. R. is Chief Train Dispatcher, Graham and G. G. Mahlessa dispatchers.

Railway Accidents Re-

The Board of Transport Commissioners for Canada report March there were 154 no Canadian railways, 19 per cent killed and 191 injured, 1 deaths at level crossings, 1 having been killed and 30 total of 181 accidents, with killed and 230 injured.

Of those killed, three were, 12 employees and 15 of those injured, 18 were 128 employees and 74 other were.

By provinces, the crossing were:

Prince Edward Island
Nova Scotia
New Brunswick
Quebec
Ontario
Manitoba
Alberta
British Columbia

These accidents were due carelessness of pedestrians, drivers, with the latter of vehicles on tracks ahead of trains, driving into it trains, etc. Twenty-one deaths were at unprotected, protected crossings, 17 have after sunrise and 10 after

Staggering Vacation Leaves Advocated

In a joint statement issued by Transport Controller Wood and Transit Controller Gray, it was said that vacation travel in July must be avoided, if busi-

Quebec Central Ry. Co. Meeting

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General Manager, Quebec Central Ry.

was due to reduced movements to overseas destinations because of scarcity of ocean shipping space. The movement to the United States was up to that of preceding years, but that traffic was not in sufficient volume to make up for the decrease in the shipments to overseas destinations. Additional markets for asbestos are being developed in South America, Australia and New Zealand, and also in Mexico and other Western Hemisphere countries; when shipping facilities are again available, a considerable increase in the road's traffic in this commodity will be evident, it is anticipated.

The Quebec Central, due to its geographical situation, did not benefit from increased movement of war materials in 1942 in the same proportion as other railway lines in Canada, but the upward trend in general traffic was largely attributed to wartime conditions. At the meeting, the prospects for 1943

movements of members of the armed forces, on duty and on furlough.

Following the annual meeting of the Quebec Central Ry. Co., that of the Quebec Central Transportation Co., the railway company's highway transport facility, was held, as described in the Automotive Transport Department of this issue.

The Quebec Central Ry. Co. directors and officers are:—W. M. Neil, Vice President, C.P.R. Co., President; H. J. Humphrey, Vice President, Eastern Lines, C.P.R. Co., Vice President; F. Bramley, Secretary, C.P.R. Co., Secretary; A. E. H. Chesley, Treasurer; W. R. Patterson, Auditor, and L. R. Unwin, Vice President and Treasurer, C.P.R. Co., E. P. Flintoft, K.C., Vice President and General Counsel, C.P.R. Co., and Charles D. Brassey and T. Lindley, of London, England. G. D. Wadsworth is General Manager.

C.N.R. Montreal Station Opens July 15

Announcement was made by R. C. Vaughan, Chairman and President, Canadian National Ry., May 18, that the C.N.R. new central terminal in Montreal will be placed in operation on July 15, and that opening ceremonies will be performed by the Dominion Minister of Transport, Hon. J. E. Michaud, on July 14. A Montreal dispatch in connection with this development states that the name "Bonaventure", because of its long historic association with Montreal, will be transferred from the present old station of that name to the new one, despite the fact that, for the duration of the war, the old station will continue in limited operation to handle lakeshore suburban traffic and certain military movements. One reason for maintaining the old Bonaventure station in operation is the difficulty of securing electric locomotives for operation into and out of the new station. All main line traffic, with the exception of that using the Moreau station, will be operated into and out of the new one. Because of difficulty in securing equipment, the Montreal and Southern Counties Ry. electric railway cars will be unable to operate into the new station while the war continues, and for the duration will continue to use the M. & S. C. terminal facilities on McGill Street.

P.G.E.R. New Timetable

The Pacific Great Eastern Ry. Co. has issued its new working timetable No. 58, which was effective at 24,00 o'clock, April 18. All train movements

on Mondays and Saturdays, 7 a.m. and arrives Squamish 10 o'clock. There is additional daily except Sunday, between mile 105.1, and Lillooet. 1 train operating in each direction. Lillooet Subdivision, Lillooet and Williams Lake 275.7, train 1 leaves Lillooet and Thursdays at 9:25 a.m. arrives Williams Lake. Tue. Fridays at 8:30 o'clock, train 2 leaves Williams Lake and Fridays at 2:10 a.m. arrives Lillooet. Wednesdays and Saturdays at 6:10 o'clock. On George Subdivision between Lake and Quesnel, mile 24 leaves Williams Lake. Tue. Fridays at 9:25 o'clock, at Quesnel at 14:00 o'clock, at leaves Quesnel Tuesday, at 17:00 o'clock and arrives Lake at 20:30 o'clock. W. is General Manager and J. is Superintendent. R. R. is Chief Train Dispatcher, Graham and G. G. Mahlessa dispatchers.

Railway Accidents Re-

The Board of Transport siders for Canada report March there were 154 on Canadian railways, 19 persons killed and 191 injured, 1 deaths at level crossings, 1 having been killed and 39 total of 181 accidents, with killed and 270 injured.

Of those killed, three were 12 employees and 15 of those injured, 48 were 128 employees and 54 other. By provinces, the losses were:

Prince Edward Island
Nova Scotia
New Brunswick
Quebec
Ontario
Manitoba
Alberta
British Columbia

These accidents were on carelessness of pedestrians, drivers, with the latter driving vehicles on tracks ahead of ing trains, driving into it trains, etc. Twenty-one accidents were at unprotected, protected crossings, 17 having after sunrise and 10 after

Staggering Vacation Leaves Advocated

In a joint statement issued by Transport Controller Wood and Transit Controller Gray, it was said that vacation travel in July must be avoided, if busi-

MAY, 1907]

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Railway Rolling Stock Notes.

The G.T.R. is receiving freight cars at the rate of about 30 a day from U.S. car shops.

The Dominion Parliament at its recent session voted \$2,500 for repairs and alterations to the Governor-General's car.

The Canadian Northern Ry. has ordered 50 steel cars, 100,000 lbs. capacity, from the Dominion Car and Foundry Co., Montreal.

The Intercolonial Ry. has placed an order with the Canadian Locomotive Co. for 10 consolidation locomotives similar to those recently delivered.

The Quebec Central Ry. is having a number of vestibule cars built in the United States, and is having a baggage car built at its own shops, Newton, Que.

The British Columbia Mills Lumber and Trading Co. Vancouver, B.C., has received

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ing Albert to a junction with the Dominion Government railway at Pas, Man.

rt. **Quebec Central Ry.**—Press reports state that about five miles of grading have been completed on the extension of the line from St. Sabine to English Lake (also called Lac la Frontiere), 26 miles, and that a second five miles will be completed this year. P. J. Wolfe, Sherbrooke, Que., is the contractor for the grading. J. T. Morkill, Chief Engineer. It is expected that the contract for the remaining 16 miles will be let in 1915.

A contract has been entered into with the Dominion Government, under the act granting aid for the construction of certain railways for the building of a line from St. Sabine parish, mileage 31.34 from St. George, to mileage 50, in the Devoire Tp., L'Islet County.

August 1914

This project

What's the Answer?

Quebec Central Ry.—The extension along the Chaudiere River valley, we are officially advised, is being gradually pushed forward to Lac La Frontier, Montmagny county, Que. The first five mile section from St. Sabine to St. Camille was put under contract in 1913, and the work is completed. P. J. Wolfe, Sherbrooke, Que., who had the contract, was given a contract this year for the construction of a further five miles beyond St. Camille. This is now in hand, and it is expected to have it completed by Oct. 31. On this section there is one large bridge, consisting of three spans of 80 ft. each, which is being erected by the Dominion Bridge Co., and was expected to be completed by Aug. 31. As soon as this section is completed the 10 miles from St. Sabine will be put in operation. The extension from St. Camille to Lac La Frontier, 15 miles, will, it is expected, be put under contract in 1915. (Aug., pg. 371.)

September 1914

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Quebec Central Ry.—In 1906 the Quebec legislature passed an act, in the preamble of which it was stated that owing to the rising inundations and floods in the Chaudiere Valley, the portion of the line from

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January 1916

NADIAN RAILWAY AND MARINE WORK

Beauce Jct. and Beauceville could not be operated satisfactorily, and the ensuing sections gave the company power to build and operate the Quebec Chaudiere Extension, "by diverting and rebuilding that portion of the present line from Beauce Jct. to Beauceville," and thence on to a junction with the Temiscouata Ry., 175 miles. In accordance with this act the Beauce Jct.-Beauceville Branch was abandoned, and a new line built, the connecting point with the main line being now known as Valley Jct. Up to the end of 1914, track had been laid on this line to St. Camille, 61 miles from Valley Jct., and during 1915 track was laid for a further distance of 14 miles to English Lake. Application is now being made to the Quebec Legislature for an extension of time for the completion of the line to Cabano. The next section to be built, we are officially advised, will be that from English Lake to Droune Tp., L'Islet County, 25 miles. J. H. Walsh, Sherbrooke, Que., is General Manager. (Sept., 1914, pg. 419.)

January 1916

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tion for the benefit of the masses.

Quebec Central

Train Arrivals at Sherbrooke:

No. 1 — 7:15 a.m. daily from
Newport, Boston, Springfield
and New York. Sleepers and
Coaches.

No. 2 — 1:00 p.m. daily except
Sunday, from Quebec (via
Levis) and Lake Frontiers.
Buffer-Club-Palace Car and
Coaches.

No. 3 — 2:35 p. m. daily
except Sunday from Newport.
Coaches.

No. 4 — 3:30 p.m. daily from
Quebec, Parker-Cafe Cars and
Coaches.

Train Departures from Sherbrooke:

No. 1 — 7:45 a.m. daily for
Quebec, Parker-Cafe Car and
Coaches.

No. 50 — 8:50 a.m. daily except
Sunday for Newport, Boston
and Springfield. Coaches;
Parker-Cafe Cars, Newport
and Boston.

No. 3 — 4:15 p.m. for Quebec
(via Levis) and Lake Fron-
tiers. Buffer-Club Palace Cars
and Coaches.

No. 4 — 5:55 p.m. for Boston,
Springfield and New York.
Sleepers and Coaches.

City Ticket Office, 51 Wellington St.
North, (Phone 1242), 8:30 a.m. to 4:30
p.m. week days; 8:00 a.m. to 12:30 a.m.
and 4:30 p.m. to 8:00 p.m. Sundays;
Station Ticket Office (Phone 797) 4:15
a.m. to 11:30 p.m. week days; at train
arrival and departure times Sundays;
Passenger Traffic Department, Quebec
Central Bldg., Wellington St. (Phone
1212), 4:30 a.m. to 1:30 p.m., Sundays;
8:30 a.m. to 11:30 p.m.

(Continued)

April 15
1932

time for the building of
way from Ottawa to
Dickinson, Ottawa, is
Secretary. (Oct., 1912, pg. 521.)

Quebec Extension Rd.—In connection with the proposed extensions of the line now under construction along the St. John River Valley in New Brunswick, we are officially advised that the interests building the line also own the Aroostook Valley Rd., an electric line extending from the C.P.R. at Presque Isle to Washburn, Me. The Quebec Extension Rd., for which the same interests have secured a charter in the State of Maine, will extend westward from Washburn to tp. 12, range 17, at the International Boundary between Maine and Quebec, where connection will first be made with an extension of the Quebec Central Ry.,

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pg. 38.)
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MARCH 1914

projected and under construction northward from St. Sabine, Que. It is ultimately intended to continue the line through Quebec to the Quebec Bridge, where connection will be made with the different transcontinental railways converging there from the west.

At the eastern end of the Q. E. Rd., Washburn, Me., connection will be made over the Aroostook Valley Rd. with the C.P.R. at Presque Isle, Me., and thence over that company's tracks, via Aroostook Jct., to St. John, and to other points in New Brunswick by way of Plaster Rock and the National Transcontinental Ry. Connection will also be made at Portage Lake and Washburn by the Bangor and Aroostook Rd. for points in the State of Maine. It is not likely, owing to the change in the proposed route of the St. J. and Q. Ry. between Centreville and Andover, that direct connection will be made with that line. The proposed line will have a length of 110 miles in the State of Maine, and of 64 miles in Quebec. It will be operated throughout by electricity. The object of the railway is to provide the shortest possible line between Quebec Bridge and the Maritime Provinces.

The surveys have been completed and the location in the U.S. has been approved by the Maine Railroad Commissioners. The gradient will not exceed 1% compensated for curvature, and the maximum curvature will be 10 degrees. The principal bridges will be those across the St. John River, 600 ft.; Alligash River, 600 ft.; and Beaver Brook, 80 ft. It is probable that construction will be started this year. S. B. Wass, Presque Isle, Me., is Chief Engineer, and the Canadian Eastern Construction Co. will have charge of construction. (See St. John and Quebec Ry., Feb., pg. 70.)

St. J. and Q. Ry.—Application is

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cently. The audience consisted entirely of members of the various C.P.R. office staffs in the city.

Capt. R. Falschaw Morkill, Signal Engineer, Grand Trunk Ry., now of the 34th (Norfolk) Divisional Royal Engineers, wrote from Sutton Verry Camp, Wiltshire, Eng., Dec. 25, to E. W. Oliver, of Mackenzie, Mann & Co.'s engineering staff, Toronto, that he expected to leave for Egypt two days later.

N. P. Dalziel, formerly of Mackenzie, Mann & Co.'s engineering staff, Toronto, who is a provisional lieutenant (supernumerary), is

QCR

1916