SOUTHERN NEW ENGLAND RAILWAY.

of 1/2% being paid to authorized agents. topmiles The offer is liable to be withdrawn at any sent A (time without notice. rage called Central Vermont-Southern New Engat autho land Rd .- Attachments have been filed in other the Registry of Deeds of Hampton mort Total. County, Mass., by John Marsch, of Chithe cago, Ill., amounting to \$6,000,000. One \$1 etc., of the attachments is against the Southcarr ern New England Rd., and the other made against the S.N.E. Rd., the Central Ver-(Dui 9 Mr. Marsch mont Ry., and the G.T.R. 12 date was the contractor for building the S.N.E. wing conv Rd. from Palmer, Mass., to Providence, Co. R.I., on which work was suspended. righ S.N.E. Rd. is owned by the Central Ver-Total. cons mont Ry., which in turn is controlled by equi \$1 ed t the G.T.R. 6 Guelph Junction Ry. - The Can 12 available for dividend for the quarter \$500 19 20

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The New York, New Haven and Hart ford Road and the Grand Trunk Railway.

In the trial of the New Haven and Hartford Rd. directors, proceeding before the Federal Court in New York, C. S. Mellen. formerly President, in the course of his evidence, stated, Dec. 2, that the company spent probably \$120,000 to block the G.T. R.'s proposed extensions into southern New England. The G.T.R. proposed to build a line from a junction with the New London Northern, operated by the Central Vermont Southern Ry., a G.T.R. subsidiary, at Palmer, Mass., to Providence, R.I. An agreement was New reached in 1910, with the late C. M. Hays, Gm and then President, G.T.R., that if the New London Northern was sold to the N.Y., N.H. & H.R., the latter would transfer the control of the New York, Ontario and Western to the G.T.R. Immediately after that, the G. T.R. announced that it would build from Palmer to Providence, but because it was proposed to use the New Haven facilities in Providence and to eliminate grade crossings, entailing heavy expense on the New Haven, the proposal was opposed in the Rhode Island Legislature. For the collec-January tion and dissemination of information tending to show that the G.T.R. was violating obligations to the Dominion Government in building that extension, a further \$50,000 was spent. An additional \$60,000 was spent in opposing another G.T.R. project, viz., the building of a line from White River Jct. to

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January 1917

sible to thus care for standardized tickets for which there is a heavy demand.

The Grand Trunk Railway's Proposed Extension to Providence, R.I.

From Engineering News-Record, New York. The United States Railroad Administration has been petitioned to approve and provide funds for the completion of the branch of the Grand Trunk Ry. in south-ern New England to Providence, R. L. which was partly constructed in 1911-12. It is claimed that this additional outlet to tidewater from the G.T.R. system would help relieve congestion on New

England railways.

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How brief is the time since those stirring events in railway history, of which that Providence extension of the G.T.R. was a part, and what revolutionary changes have occurred since then! One recalls the ambitious projects for which the late Chas. M. Hays. as President of the G.T.R., was responsible, and his reception in Providence and Boston and other New England cities, where he painted glowing pictures of the benefits of railway competition, while the countryside was excited by the operations of mysterious surveying parties, and New England imagined it was to witness another era of competitive railway promotion and construction such as had prevailed a half century before. Then came Hays' tragic death on the ill-fated a.s. Titanic, followed by the revelation that the financing of his ambitious projects was not provided for. It was, in part at least, the public disappointment over this fiasco that led to the legislative investigation which revealed first the New Haven and Grand Trunk agreements and fallings out over New England territory, and later the ex-tent to which the New Haven financial structure, once a tower of strength, had become a hollow shell.

Whether or not we are to return after the war to private ownership of railways. it seems unthinkable that we shall return to the old time competitive railway construction—the building of strategic lines, not for public benefit but to defeat a rival. The public will never again look upon the railways of the country as private business enterprises as it did in the past, nor will it long endure any system of control that does not place the public interest

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This means, too, that engineers will have to study railway construction problems from a broader standpoint than was eems from a broader standpoint than was ever possible in the past. Instead of the old time questions, what profit will this proposed line yield to the company which is to own it, or what injury will it do to a competitor, the engineer must determine the problem whether the proposed line will render a service to the public that will make its cost a justifiable investment. If public convenience and necessity de-If public convenience and necessity demands the construction of a road, then it may be built. If the contrary is the case, the construction cannot be permitted.

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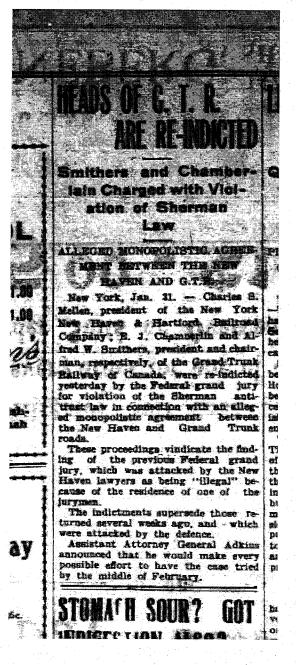
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Southern New England Ry.—Press reports state that work is to be resumed at an early date upon the construction of the line to Providence, R.I., the differences with the contractors having been adjusted. So far as regards the line to Boston, Mass., President Smith, of the Central Vermont Ry., informed the Legislative Committee on Radways recently that the project had not been abandoned, although it was not contemplated to proceed with it at present.

Lachine, Jacques Cartier and Maisonneuve Ry.—The Montreal City Council has decided to apply to the Board of Railway Commissioners for an order fixing gradients, etc., on this projected railway. The route of the line has been approved by the Commissioners, and the city is desirous of proceeding at once with the completion of roads and the construction of sewers in St. Denis and Rosemount wards, through which the line will pass. If the gradients were fixed the city could proceed at the minimum of cost with the work on the streets to be crossed by the railway.

Bronson Ave. Viaduct, Ottawa.—The question of the erection of a viaduct at Bronson Ave., which has been in abeyance since the order for its erection was obtained in 1912, was before the Ottawa City Council recently. The estimated cost, including land damages, is \$200,000, and the city engineer was directed to prepare detailed estimates. The

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