

SOUTHERN  
NEW ENGLAND  
RAILWAY.

top-  
sent  
rage  
at

Total.

\$1

2

4

6

9

12

wing

Total.

\$1

2

6

12

19

22

of  $\frac{1}{2}\%$  being paid to authorized agents.  
The offer is liable to be withdrawn at any  
time without notice.

Central Vermont-Southern New Eng-  
land Rd.—Attachments have been filed in  
the Registry of Deeds of Hampton  
County, Mass., by John Marsch, of Chi-  
cago, Ill., amounting to \$6,000,000. One  
of the attachments is against the South-  
ern New England Rd., and the other  
against the S.N.E. Rd., the Central Ver-  
mont Ry., and the G.T.R. Mr. Marsch  
was the contractor for building the S.N.E.  
Rd. from Palmer, Mass., to Providence,  
R.I., on which work was suspended. The  
S.N.E. Rd. is owned by the Central Ver-  
mont Ry., which in turn is controlled by  
the G.T.R.

Guelph Junction Ry. — The income  
available for dividend for the quarter

miles

A  
called  
autho  
other  
mort  
the  
etc.,  
carry  
made  
(Dur  
date  
conv  
Co.  
right  
cons  
equi  
ed b  
Can  
\$500  
be i

January 1917

## The New York, New Haven and Hartford 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 Ry., a G.T.R. subsidiary, at Palmer, Mass., to Providence, R.I. An agreement was reached in 1910, with the late C. M. Hays, 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 collection 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

Southern  
New  
England

January  
1916

don 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 collection 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 Boston, Mass., and steps were at once taken to extend the Sullivan County Rd., a Boston and Maine subsidiary, to parallel the Central Vermont Ry. After C. M. Hays' death an agreement was arrived at with E. J. Chamberlin, his successor, whereby presumably the G.T.R. was to stop work on the Providence extension in return for trackage rights over the New Haven. Mr. Mellen considered that the Providence extension would never have been profitable, and that it was not designed for legitimate competition, but as a threat. In 1908 the New Haven entered into an agreement with the C.P.R. whereby all the New Haven territory was opened to that company through Newport, Vt., and the Boston and Maine, and he was ready to give the G.T.R. the same advantage, but much more was wanted. In concluding his statement, he said: "The route from New York to Boston by the New Haven, from Boston to Portland by the Boston and Maine, from Portland to Bangor by the Maine Central, and from Bangor to St. John, N.B., by the C.P.R., is the most important military base line in the country. It is a most useful thing to the country at large to have it nearly all under one control."

and  
the  
and  
ph  
gr  
ma  
i  
ing  
lev  
sel  
en  
m  
as  
do  
an  
si  
en  
di  
pe  
di  
tv  
th  
at  
M

January  
1916

top-  
sent  
rage  
at

Total.

\$1  
2  
4  
6  
9  
12

wing

Total.

\$1  
2  
6  
12  
19  
22

of 1/2% being paid to authorized agents.  
The offer is liable to be withdrawn at any  
time without notice.

Central Vermont-Southern New Eng-  
land Rd.—Attachments have been filed in  
the Registry of Deeds of Hampton  
County, Mass., by John Marsch, of Chi-  
cago, Ill., amounting to \$6,000,000. One  
of the attachments is against the South-  
ern New England Rd., and the other  
against the S.N.E. Rd., the Central Ver-  
mont Ry., and the G.T.R. Mr. Marsch  
was the contractor for building the S.N.E.  
Rd. from Palmer, Mass., to Providence,  
R.I., on which work was suspended. The  
S.N.E. Rd. is owned by the Central Ver-  
mont Ry., which in turn is controlled by  
the G.T.R.

Guelph Junction Ry. — The income  
available for dividend for the quarter

miles

A  
called  
autho  
other  
mort  
the  
etc.,  
carry  
made  
(Dur  
date  
conv  
Co.  
right  
cons  
equi  
ed b  
Can  
\$500

January 1917

10,000  
10,000  
15,000

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

35,000

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

30,000

50,000

capacity

not not

50,000

35,000

50,000

50,000

24,000

50,000

30,000

40,000

30,000

40,000

not less

50,000

30,000

35,000

40,000

50,000

in rolls

M.O.S.

35,000

40,000

reased.

is that

are are

city.

as tons

as tons

as tons

as tons

cept no

will be

tariffs

minimum

thereof

sd car-

steel

various

50,000

capacity

not less

0,000 lb.

"

"

"

"

"

"

"

"

"

"

"

50,000

capacity

not less

0,000 lb.

50,000

50,000

50,000

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 southern New England to Providence, R. I., 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.

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 extent 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 first.

This means, too, that engineers will have to study railway construction problems from a broader standpoint than was

JULY

1918

Southern  
New  
ENGLAND

would help relieve congestion on New England railways.

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 extent 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 first.

This means, too, that engineers will have to study railway construction problems 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 demands the construction of a road, then it may be built. If the contrary is the case, the construction cannot be permitted.

July  
1918  
Southern  
New England

[April, 1915.

C. **Grand Trunk Railway Betterments, Construction, Etc.**

on the  
ure of  
ay he  
mission-  
ight to  
int in-  
agree-  
hall be  
es, but  
by the  
pended.

s agree-  
ed Mar.  
of the  
nises by  
t in by  
3,084.70,  
agrees  
a year.  
om May

the Brit-  
tly, the  
ne from  
e a total  
ompleted  
has been  
l require  
plete the  
63 to lay  
eration so  
has paid  
account of  
ricia Bay,  
completed

**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 Railways 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.

April  
1915

**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



**ALLEGED MONOPOLISTIC AGREEMENT BETWEEN THE NEW HAVEN AND G.T.F.**

New York, Jan. 31. — Charles S. Mellen, president of the New York, New Haven & Hartford Railroad Company; E. J. Champlin and Alfred W. Smithers, president and chairman, respectively, of the Grand Trunk Railway of Canada, were re-indicted yesterday by the Federal grand jury for violation of the Sherman anti-trust law in connection with an alleged monopolistic agreement between the New Haven and Grand Trunk roads.

These proceedings vindicate the finding of the previous Federal grand jury, which was attacked by the New Haven lawyers as being "illegal" because of the residence of one of the jurors.

The indictments supersede those returned several weeks ago, and - which were attacked by the defence.

Assistant Attorney General Adkin announced that he would make every possible effort to have the case tried by the middle of February.

## STOMACH SOUR? GOT INDIGESTION, ALSO

Southern  
New England Ry

January 31  
1913

REPORT, DECEMBER 2, 1915

S  
LAND

## G. T. R. EXTENSIONS WERE BLOCKED

INFORM-  
VIEW  
OF

GRAND TRUNK DROPPED WORK  
AFTER \$2,000,000 HAD BEEN  
SPENT.

Redmond,  
in a  
day, re-  
Lord Kit-  
the war.  
Redmond:  
5,000 men  
will say  
guarantee  
ply oblig-  
d ringing  
000, but  
from Ire-  
perform-  
the past  
how it  
ation.  
ained Mr.  
the west-  
have got  
I am also  
ll come to  
people be-

New York, Dec. 2.—Charles S. Mel-  
len, former president of the New  
York, New Haven & Hartford Rail-  
road, admitted on the stand yester-  
day at the trial of the eleven former  
directors of the road, that some  
\$120,000 in New Haven money had  
been spent in efforts to block propos-  
ed extensions of the Grand Trunk  
Railway of Canada into New England.  
He also testified that after bargain-  
ing over a period of four years, the  
two roads finally reached in Novem-  
ber, 1911, a traffic agreement and  
that coincidentally the Grand Trunk  
gave up its proposed extension from  
Palmer, Mass., to Providence R. I.,  
and the New Haven abandoned on the  
same day a plan to parallel the  
Grand Trunk's lines in Vermont.

This is the agreement which the  
United States Government scarcely a  
week after it was reached, caused  
the federal grand jury in New York  
to investigate with the result that  
Mellen, Edwin J. Chamberlain presi-  
dent of the Grand Trunk Railway,  
and Alfred W. Smithers, chairman  
were indicted under the Sherman law.  
The indictment was dropped, but the  
charges contained therein form per-  
haps the most important of the alle-  
gations against the defendants in this  
case.

"What was the effect on the public

December  
16  
1915