

INTERNATIONAL
RAILWAY OF
NEW BRUNSWICK.

Chaudiere Jet.—Engine house.....	13,360
Riviere du Loup.—Engine house and machine shop.....	13,000

International Ry. of New Brunswick.—The act providing for the guarantee of the bonds of the company at the rate of \$8,000 a mile for the 160 miles from Campbellton to St. Leonards, N.B., has been passed by the New Brunswick Legislature. It was stated that the line would be completed by the fall of 1908. (April, pg. 243.)

Kettle Valley Lines.—There is under con-

MAY 1907 325

June, 1907]

THE

ported that construction will be started at an early date on a line from Portage la Prairie to Winnipeg. In connection with the projected line to connect with the Vancouver, Victoria and Eastern Ry., the Strathcona, Alta., Board of Trade asked the general manager G.N.R., if the line would connect with that town. Mr. Ward replied, May 16, that at present, Strathcona was too far away for the company to consider an extension there. (May, pg. 323.)

International Ry. of New Brunswick.—Tenders have been invited for the St. John river end of the line, commencing at St. Leonard's, N.B. This section will connect with the portion at present under construction from Campbellton, N.B. The extension of the line is all through heavy timbered country and does not strike any town or village. It will be principally earth-work, not a great deal of rock, and quite a few bridges of from 20 to 40 ft. spans, which will be steel superstructures on concrete piers. The gradients will not average more than 1%, although in two or three places there will be short gradients of about 3,000 ft. of $1\frac{1}{2}\%$, or 79 ft. to the mile. T. Malcolm is general contractor, and D. V. Brown, Chief Engineer. (May, pg. 325.)

Northwestern Empire Ry.—Application will be

June 1907

Gibson Junction, N.S.

International Ry. of New Brunswick.—T. Malcolm, the general contractor for the construction of this line, stated at St. John, N.B., Mar. 10, that about 25 miles of grading had to be completed, and that it was proposed to put 1,500 men on the work as soon as spring opened.

Interprovincial Ry. Bridge Co. of N.B.—In connection with the project to construct a bridge over the Restigouche River near Campbellton, N.B., on the New Brunswick-Quebec boundary, T. Malcolm, the general contractor, said in St. John, N.B., Mar. 10, the bridge will connect up the International Ry. of New Brunswick with the Atlantic, Quebec and Western Ry. (the Atlantic and Lake Superior Ry. section). The connection thus established would enable the whole of the Chaleur Bay district to have a direct route for its fish and other products with the New England markets.

Kettle Valley Line.—The Kettle River

April 1909 7247

N.B., holding 100,000 shares,
doing damage to the extent of over \$10,000.

International Ry. of New Brunswick.—A
contract has been entered into between the
Department of Railways and Canals and the
company, under the act relating to subsidies
to certain railways, varying the contract en-
tered into for a line from the western end of
the 20 miles, as already constructed from
Campbellford, to the St. John River, between
Grand Falls and Edmundston, dated Aug.
24, 1908, to provide for the payment of the
double subsidy.

Kettle River Valley Ry.—The Department

April 1909

h, (Oct. 5, and a supplemental agreement, Dec.
so 10.)

r- INTERNATIONAL RY. CO. OF NEW BRUNS-
g- WICK.—Varying the contract of Aug. 24, 1908,
ig for a line from the western end of the 20 miles,
t- as already constructed from Campbellton, to
ar the St. John River between Grand Falls and
d. Edmundston, N.B., so as to provide for the
payment of the double subsidy. (Aug. 26,
1908.)

LETTIE RIVER VALLEY RY.—From Carini

1909

Western Ry.	42.87	Ca
NATIONAL RV. OF NEW BRUNSWICK.		
of mileage 35 to 62	27.00	me
ST. LOUISBURG RV.		of
Take Jct. to Colliery 12	7.00	far
Jct. to Colliery 14	2.00	
	9.00	

1909

disclosed. (Nov., 1908, pg. 793.)

International Ry. of New Brunswick.—
Track was laid during 1908, on 27 miles
of this line, from mileage 35 to 62. The
line as projected is from Campbellton, N.B.,
on the Intercolonial Ry., to a point on the
St. John River, between Grand Falls and
Edmundston, N.B., a total distance of about
110 miles. A Dominion subsidy was granted
last session for the construction from mileage
20 to the point above named, not exceeding
90 miles. Grading has been done on an
additional 42 miles, work having been carried
on from both ends. T. Malcolm, Campbell-
ton, N.B., is the general contractor. (Nov.,
1908, pg. 793.)

Maritime Colonization

International Ry. of New Brunswick.

—Grading has been completed from Campbellton for about 80 miles, and from St. Leonards, towards Campbellton, for about 22 miles, leaving about 12 miles to be graded to complete the line. It is expected to complete the grading by the end of Sept. There are at present about 1,000 men engaged upon the work. Track has been laid from Campbellton on the whole of the 80 miles, and as fast as grading operations will permit tracklaying will be proceeded with towards St. Leonards. It is hoped to have track laid from Campbellton to the St. John River at St. Leonards by the end of Sept. or early in Oct. A supply train, with passenger car attached, is being run daily from Campbellton for a distance of 67 miles. It is expected to start a regular freight and passenger service over the whole line in Oct. At St. Leonards connection will be made with the C.P.R. The company has power to construct a bridge across the St. John River at St. Leonards. On the Maine shore of the river connection will be made with the Bangor and Aroostook Rd. at or near Van Buren. The bridge will have a length of about 800 ft. and will be of steel on concrete piers and abutments. Work will probably be started on the bridge during the winter.

The line from Campbellton to St.

September 1909 p 649

Leonards is being constructed to a high standard. There are no wooden bridge structures on the whole line, with the exception of small culverts. There are altogether 26 bridges, all of steel on concrete piers and abutments. Of these bridges 19 were erected by the Dominion Bridge Co. and seven by Duncan and McLellan, of Campbellton.

At the Campbellton end the Inter-provincial Bridge Co. of New Brunswick, which is under the same ownership, is authorized to construct a railway and passenger bridge over the Restigouche River to connect Campbellton with the mission on the Quebec side. The construction of the bridge will enable a connection to be made with the Atlantic and Lake Superior Ry. It is probable that work will be started on this bridge at an early date. (April, pg. 247.)

International Ry. of New Brunswick.— Some arbitration proceedings in connection with the expropriation of the right of way for this railway have just been completed. For about 28.50 miles the right of way passes through land owned by the New Brunswick Ry. Co., and the arbitration proceedings had to do with the fixing of the value of this strip of land. The company offered \$900, but this was refused on the ground that the timber was worth more. Arbitration was resorted to with the result that the New Brunswick Ry. has been awarded \$3,000 for the land, and costs, which are said to amount to \$4,500. The I. Ry. of N.B. has given notice of appeal.

Iroquois, Bancroft and Ottawa Ry.—

September
1909

p. 650

745.)

International Ry. of New Brunswick.
—At Montreal Nov. 3, T. Malcolm, general contractor for this railway, stated that if the weather held good the line from Campbellton to St. Leonards, N.B., 114 miles, would be completed by Nov. 30. Track has been laid, and the ballasting completed, on 80 miles, while the grading has been completed on the remaining 34 miles. As soon as the line is finished preparations will be made for the construction of the bridge across the Restigouche River, to connect with the Atlantic and Lake Superior Ry. and its extension the Atlantic, Quebec and Western Ry. (Sept., pg. 649.)

December 1909

1909, pg. 883).

International Ry. of New Brunswick.
—A press report states that the grading on this line was completed into St. Leonards, N.B., Dec. 10, and that it was expected to have track laying practically completed by Dec. 31. (Dec., 1909, pg. 883).

December 1909

miles. (Jan., pg. 19.)

International Ry. of New Brunswick.—
We are advised that 85 miles of track have been laid and ballasted from the Campbellton end of this line, and that all the grading has been completed to St. Leonards, N.B. The total length of the line is 114 miles. It is expected that a regular train service will be placed in operation over the first 57 miles of the line from Campbellton at an early date, the company having the necessary rolling stock on hand. (Jan., pg. 19.)

Van Rensselaer Ry.—The Ontario Legis-

February 1910

SERVICE thence to Charlottetown, P.E.I.
(Mar., pg. 185).

International Ry. of New Brunswick.—
A train service has been in operation on the first 55 miles of this railway, from Campbellton, N.B., since Jan. 2, and up to the end of March, 4,213 passengers and 23,000 tons of freight had been carried. It was expected to start track-laying on the remaining portion of the line a few days after we were advised, April 6, and to have the line completed to St. Leonards, on the St. John River, in June. (Feb., pg. 109).

April 1910

mile. (May, pg. 351).

International Ry. of New Brunswick.—
The Dominion Parliament has granted a subsidy for 3.5 miles of line between Campbellton and St. Leonards, this being the difference between the mileage actually constructed, and the mileage previously subsidized. A subsidy of \$9,375 was also granted towards building a bridge across the St. John River between St. Leonards, N.B., and Van Buren, Me., the State of Maine contributing an equal amount. This bridge will form the connecting link between the I.R. of N.B. and the Bangor & Avoostook Ry. terminating at Van Buren. The press reports state that construction will be started on the bridge at an early date.

The Dominion Parliament also voted \$12,500 towards the construction of a railway bridge across the Restigouche River at Metapedia, the provinces of Quebec and New Brunswick to contribute \$5,000 each; and \$6,250 to pay the Department of Railways and Canals for original superstructure of Restigouche railway bridge. This bridge when constructed will give connection between the I.M. of N.B.'s line at Campbellton, and the Atlantic and Lake Superior, what will in future be known as the Atlantic, Quebec and Western Ry. (May, pg. 351).

Ingersoll Ry. and Coal Co.—The Do-

Ed. J. 1970
JUNE

International Ry. of New Brunswick.—
T. Malcolm, contractor for the building of this railway, in an interview in Montreal, Sept. 16, is reported to have said that the line from Campbellton to St. Leonards, N.B., 110 miles, would be ready for operation for its entire length, early in October. Two trains will be run each way daily. The stations on the line are Campbellton, Upsalquitch, Hillyards, Richards, Five Fingers, Jardine River and St. Leonards. The company has power to join with a U.S. company for the erection of a bridge across the St. John's River so as to make connection with the U.S. lines in Van Buren, Me., and a bridge is projected across the Restigouche River at Campbellton, N.B., to connect with the Atlantic Quebec & Western Ry. from Matapedia, which is being continued towards Gaspé. (Sept., pg. 727).

October
1910

Central Rd. is offering

pg. 1013.)

International Ry. of New Brunswick.

—The line from Campbellton, on the Baie des Chaleurs, across New Brunswick to St. Leonards, 113 miles, has been completed and passed for traffic. A connection with the C.P.R. has been made at St. Leonards, and freight trains have been running for some time. A passenger service was started early in Dec. A connection will be made with the National Transcontinental Ry. near St. Leonards. T. Malcolm, the contractor, stated in Montreal recently, that the station buildings, etc., were being erected, and that next year the road would be in first class shape for handling traffic. Nothing had, it is said, been decided as to connecting the line with U.S. lines at Van Buren Me. across the St. John river from St. Leonards, or with the old Atlantic and Lake Superior line, on the Quebec side of the Restigouche River. (Sept., 1910, pg. 727.)

December
1910

ings destroyed by fire are completed. (Mar., pg. 205.)

Intercolonial Ry.—Press reports state that it is proposed to build a new steel bridge over the Nashwack River, near Marysville, N.B., and another one near Doaktown, N.B. (Mar., pg. 205.)

International Ry. of New Brunswick.—We are officially advised that this company has power under its act of incorporation to build a bridge for railway traffic across the St. John River, at St. Leonards, N. B., in conjunction with any company incorporated for a similar purpose in the State of Maine. A number of citizens of Van Buren, Me., are considering the desirability of obtaining such a charter and undertaking the building of the bridge. At present a bridge for highway traffic is being built by a joint commission representing the State of Maine and Canada. Application was made to have this bridge made of sufficient strength to carry railway freight cars, drawn by electric motors, and it is said that both governments were agreeable to make the necessary contributions towards the extra cost. The Maine Railway Commission either would not, or could not, agree to this being done, in the face of the act of the Maine Legislature which had appropriated money for the building of a highway bridge.

With regard to the proposed bridge over the Restigouche River, on the New Brunswick-Quebec boundary, at Campbellton, which would enable a connection to be made between the I.R. of N.B. and the old Atlantic and Lake Superior Ry., we are advised that there is a reasonable prospect of something being done. However, this depends on the Dominion Parliament granting aid towards the cost of construction. The construction of such a bridge would give to the Gaspé peninsula an outlet to New England points, especially in winter, for its fish, lumber, and farm products over the I. R. of N.B.

The I.R. of N.B. has paid into the Supreme Court of New Brunswick \$3,000 and interest, the amount of the award in respect of land taken for right of way, and forming part of the lands subject to the provisions of the New Brunswick Ry. Act, in which the New Brunswick Ry. Co. has an interest. (Feb., pg.

is a
Men
nipo
Can
I
cati
Leg
pro

April
1911

170.)

Van Buren Bridge Co.—Application is being made to the Dominion Parliament to vest in the V.B.B. Co., which has been incorporated by the State of Maine, the charter rights of the Restigouche and Western Ry., (now the International Ry. of New Brunswick), to build a bridge across the St. John River between St. Leonards, N.B., and Van Buren, Me., and to authorize the company to build the bridge. A. E. McKenzie, Campbellton, N.B., is solicitor for applicants. (See International Ry. of New Brunswick, April, pg. 169.)

Apr MAY
1913

April, 1913.]

CANAD

Huron Lake Shore Ry.—The application for the incorporation of a company with this title was defeated by 19 to 8 in the House of Commons railway committee. (Jan., pg. 20.)

International Ry. of New Brunswick.—The Maine Legislature has granted the right to build a bridge across the St. John River from Van Buren, Me., to St. Leonards, N.B. I. R. of N. B. officials are reported as stating that the bridge will be built during this year, the company already having authority from the Dominion Parliament. By the erection of this bridge the I. R. of N. B., would be able to connect its line with the Bangor and Aroostook Rd. at Van Buren. (April, 1911, pg. 321.)

Intermarine Ry. and Navigation Co.—

April 1913 p 169

tension of time for the construction of this projected railway. The company proposes to build a line in continuation of the C.P.R. Tobique Valley Branch to Campbellton, N.B. (See Tobique Valley Ry., Feb., 1912, pg. 68.)

Toronto, Hamilton and Buffalo Ry.—Tenders are under consideration for the building of a second track from Welland to Smithville, Ont., 16.5 miles. (April, pg. 170.)

Van Buren Bridge Co.—Application is being made to the Dominion Parliament to vest in the V.B.B. Co., which has been incorporated by the State of Maine, the charter rights of the Restigouche and Western Ry., (now the International Ry. of New Brunswick), to build a bridge across the St. John River between St. Leonard's, N.B., and Van Buren, Me., and to authorize the company to build the bridge. A. E. McKenzie, Campbellton, N.B., is solicitor for applicants. (See International Ry. of New Brunswick, April, pg. 169.)

MAY 1913

170.)

Van Buren Bridge Co.—Application is being made to the Dominion Parliament to vest in the V.B.B. Co., which has been incorporated by the State of Maine, the charter rights of the Restigouche and Western Ry., (now the International Ry. of New Brunswick), to build a bridge across the St. John River between St. Leonards, N.B., and Van Buren, Me., and to authorize the company to build the bridge. A. E. McKenzie, Campbellton, N.B., is solicitor for applicants. (See International Ry. of New Brunswick, April, pg. 169.)

Railways in Alaska THE PACIFIC COAST

April 1913
p 170

many options would not be exercised.

International Ry. of New Brunswick.—Press reports state that negotiations are in progress on the part of the Dominion Government and the C.P.R., for acquiring this line. The I.R. of N.B., which is practically owned by Thomas Malcolm, extends from Campbellton to St. Leonards, N.B., 104 miles. It has a charter to build a bridge across the Restigouche River and connect with the Intercolonial Ry. and the Quebec Oriental Ry. at Matapedia, Que.; and also the building of a bridge across the St. John River to give connection between the terminus at St. Leonards and the U.S. lines at Van Buren, Me.

379 August 1913

Chief Engineer. (May, pg. 220.)

Van Buren Bridge Co.—The Dominion Parliament has vested in the V.B.R. Co. the charter rights of the Restigouche and Western Ry. (now known as the International Ry. of New Brunswick), to build a railway bridge across the St. John River at St. Leonards, N.B. (May, pg. 220.)

Western Dominion Dr.—Press reports

7 33 1913

service
C., to
about
that
into

question of the depression of the T. H. and B. Ry. tracks was to be discussed with the Chief Engineer of the Board of Railway Commissioners. W. F. Tye, Toronto, is consulting engineer for the city council in connection with the matter. (June, 1914, pg. 267.)

Pro-
ted to
rip of
end.

Van Buren Bridge Co.—The Dominion Parliament is being asked to authorize the company to subject its property and assets constructed or acquired in Canada to the lien or charge of a mortgage dated Sept. 1, 1914, to secure its bonds to the amount of \$250,000; to confirm and declare valid such mortgage to the United States Mortgage and Trust Co., and to authorize the registration of the mortgage in Canada. The company is building a railway and general traffic bridge between St. Leonards, N.B., and Van Buren, Maine. The bridge was originally projected to be built by the International Ry. of New Brunswick, which is now part of the Intercolonial Ry. system. (Oct., 1914, pg. 468.)

re of
Ry. is
of the
entre-
is run
eville
a.m.,
4.30

The
oper-
Gage-
pro-
on by
The

Vancouver Terminal Ry.—The Dominion

Two Railways Bought for the Intercolonial.

The Department of Railways took over at midnight, July 31, two railways in New Brunswick, and is operating them as branches of the Intercolonial. The purchase of these lines is part of the Government's general policy to acquire as feeders for the I.R.C. some, if not all, of the small, independent and not particularly profitable lines in Quebec, New Brunswick and Nova Scotia, which connect with the I.R.C. This policy took shape during the closing years of the late administration, and while there is no enactment authorizing the Government to acquire the lines, the general policy is to acquire from time to time such lines as may be useful, subject to the subsequent ratification of Parliament. In connection with the development of this policy, the Department of Railways acquired the line formerly operated by the Nova Scotia Steel Co., in the vicinity of New Glasgow, N.S., and undertook the construction of the line from Dartmouth, N.S., through the Musquodoboit River Valley, which private interests had been trying to finance for many years. The additional lines now purchased are the International Ry. of New Brunswick, and the New Brunswick and Prince Edward Island Ry.

International Railway of New Brunswick.

The history of this line starts with the passing by the New Brunswick Legislature in 1897 of an Act incorporating the Resti-

freight earnings, \$69,137; gross earnings, including miscellaneous earnings, \$111,932; Expenditure—maintenance of way and structures, \$19,462; maintenance of equipment, \$11,049; traffic and transportation expenses, \$43,589; general expenses, \$4,996; total, \$79,096. Passengers carried, 32,143; freight carried, 106,632 tons. Revenue train mileage, 124,042 miles. The company owned 3 passenger and 3 freight locomotives, 2 first class, 1 second class and 2 combination passenger cars; 1 baggage express and postal car; 6 box cars; 85 flat cars; 1 official car; 2 cabooses and 1 other company car.

The officers and staff of the line were:—President and General Manager, T. Malcolm; Secretary, A. B. McKnight; Purchasing Agent, E. H. Anderson; Car Accountant and Traffic Manager, A. A. Andrew; Freight and Passenger Agent, R. B. Humphrey, St. John, N.B.; Mechanical Superintendent, C. C. Johnson; Roadmaster, Jas. Bury; Storekeeper, G. McRae. With the exception specially mentioned, all these had their headquarters at Campbellton, N.B.

The line is now being operated as part of district 2, I.R.C., under the jurisdiction of Evan Price, Superintendent at Campbellton. Jas. Bury has been retained as Roadmaster, and C. C. Johnson, heretofore Mechanical Superintendent, has returned

September 1914

International Railway of New Brunswick.

The history of this line starts with the passing by the New Brunswick Legislature in 1897 of an Act incorporating the Restigouche and Western Ry. Co. to build a railway from Campbellton to the St. John River, at some point between Grand Falls and Edmundston, N.B.. Three years later the company was granted authority by the Dominion Parliament, subject to the necessary authorization by the United States being obtained, to build a bridge across the St. John River, at whatever point was selected as the western terminus of the line, such bridge to be considered to be a work for the general advantage of Canada. Subsequently, authority was obtained from the Quebec Legislature and from the Dominion Parliament to build a bridge across the Restigouche River at the eastern end of the line so as to connect it with the line to Gaspé, Que. The N. B. Legislature and the Dominion Parliament voted subsidies in aid of the line, and construction was started at Campbellton by T. Malcolm, the promoter and general contractor. In 1905 the International Ry. of New Brunswick was incorporated under the N.B. Companies Act to carry on the work. In 1906 the Legislature passed an Act ratifying the incorporation of the International Ry., and providing that in the event of the R. and W. Ry. not redeeming \$150,000 of debentures within three months the 10 miles of line built would become vested in the International. This was subsequently done, and construction proceeded. The guarantee of bonds by the N.B. Legislature, which stood at \$5,000 a mile, was increased to \$8,000 a mile in 1907. The line from Campbellton to St. Leonards, on the St. John River, was completed and put in operation Dec., 1910. The Dominion Government does not acquire

September
1914

line so as to connect it with the line to Gaspe, Que. The N. B. Legislature and the Dominion Parliament voted subsidies in aid of the line, and construction was started at Campbellton by T. Malcolm, the promoter and general contractor. In 1905 the International Ry. of New Brunswick was incorporated under the N.B. Companies Act to carry on the work. In 1906 the Legislature passed an Act ratifying the incorporation of the International Ry., and providing that in the event of the R. and W. Ry. not redeeming \$150,000 of debentures within three months the 10 miles of line built would become vested in the International. This was subsequently done, and construction proceeded. The guarantee of bonds by the N.B. Legislature, which stood at \$5,000 a mile, was increased to \$8,000 a mile in 1907. The line from Campbellton to St. Leonards, on the St. John River, was completed and put in operation Dec., 1910. The Dominion Government does not acquire the rights of the Restigouche and Western Ry. to build a bridge across the St. John River, these having been transferred under an Act passed last session to the Van Buren Bridge Co.

The financial statement at June 30, 1913, shows:—Capital stock outstanding, \$1,320,000; bonds outstanding, \$896,000; total, \$2,216,000. The Dominion Government subsidy paid was \$725,288.07; the New Brunswick subsidy was \$275,000, and there was a municipal subsidy of \$5,000. The operating statistics for the year ended June 30, 1913, showed:—Passenger earnings, \$42,117;

September
1914

for the Intercolonial.

freight earnings, \$69,137; gross earnings, including miscellaneous earnings, \$111,932; Expenditure—maintenance of way and structures, \$19,462; maintenance of equipment, \$11,049; traffic and transportation expenses, \$43,589; general expenses, \$4,996; total, \$79,096. Passengers carried, 32,143; freight carried, 106,632 tons. Revenue train mileage, 124,042 miles. The company owned 3 passenger and 3 freight locomotives, 2 first class, 1 second class and 2 combination passenger cars; 1 baggage express and postal car; 6 box cars; 85 flat cars; 1 official car; 2 cabooses and 1 other company car.

The officers and staff of the line were:—President and General Manager, T. Malcolm; Secretary, A. B. McKnight; Purchasing Agent, E. H. Anderson; Car Accountant and Traffic Manager, A. A. Andrew; Freight and Passenger Agent, R. B. Humphrey, St. John, N.B.; Mechanical Superintendent, C. C. Johnson; Roadmaster, Jas. Bury; Storekeeper, G. McRae. With the exception specially mentioned, all these had their headquarters at Campbellton, N.B.

The line is now being operated as part of district 2, I.R.C., under the jurisdiction of Evan Price, Superintendent at Campbellton. Jas. Bury has been retained as Roadmaster, and C. C. Johnson, heretofore Mechanical Superintendent, has returned

September
1914

to his former position as locomotive driver. G. McRae, heretofore Storekeeper, has been given a location temporarily in the freight shed at Campbellton, and the others have retired from the service.

New Brunswick and P.E.I. Railway.
The N.B. and P.E.I. Ry. extends from Sack

September 1914

...from the service.

New Brunswick and P.E.I. Railway.

The N.B. and P.E.I. Ry. extends from Sackville, N.B., on the Intercolonial Ry., 38 miles east of Moncton, to Cape Tormentine, on Northumberland Strait, 36 miles. The predominant cause for its purchase is the approaching completion of the car ferry terminals at Cape Tormentine and at Carleton Point, P.E.I., between which will be operated a car ferry, to give rail connection between the I.R.C. and the P.E.I. Ry. The company was incorporated in 1873, and the line was completed and put in operation at the close of 1887. It was for some years practically owned by Hon. Josiah Wood, and was sold by him on his appointment as Lieutenant Governor of New Brunswick, in 1910, to C. W. Fawcett, a manufacturer at Sackville; M. G. Siddall, a farmer of Port Elgin, N.B., and the late T. D. Picard. The first board of directors consisted of:—President, C. W. Fawcett, Sackville; Manager and Treasurer, F. C. Harris, Sackville; C. Picard, M. G. Siddall, F. B. Black, H. E. Fawcett, H. M. Wood. The secretary was T. D. Picard, Sackville.

The financial statement at June 30, 1913, shows:—Capital stock, \$214,850; bonds,

September 1914

\$96,000; total, \$310,850. The Dominion subsidy paid was \$113,440; the New Brunswick subsidy, \$99,708.90. The operating statistics for the year ended June 30, 1913, show:— Passenger earnings, \$12,717; freight earnings, \$30,636; gross earnings, including miscellaneous items, \$43,394. Expenditures— maintenance of way and structures, \$7,340; maintenance of equipment, \$9,176; traffic and transportation expenses, \$16,937; general expenses, \$2,700; total, \$36,153. Passengers carried, 22,292; freight carried, 49,793 tons; revenue train mileage, 56,810 miles. The company owned 3 locomotives, 2 second class and 1 combination passenger cars, 4 box cars, and 41 flat cars.

The line is in a poor physical condition, notwithstanding the fact that certain work was done on it during 1913 under the direction of Intercolonial officials. It has been decided to do a good deal of betterment work this year. A good deal of the right of way will have to be cleared up, as outside the actual track it is covered with a scrub growth. About 600 ties per mile of track will be put in, and about 18 miles will be relaid with 56 lb. rails, and a lift of ballast will be put on over the whole line. In a year or two the line will be relaid with heavier steel to provide for the increased traffic which will result from the operation of the car ferry.

The line is being operated as part of district 3, I.R.C., under J. T. Hallisey, Superintendent, with headquarters at Truro, N.S. F. C. Harris, who was Manager and Treasurer, is being retained as an agent in the meantime, reporting to Mr. Hallisey.

September
1914

ht for the Intercolonial:

September 1914

freight earnings, \$69,137; gross earnings, including miscellaneous earnings, \$111,932; Expenditure—maintenance of way and structures, \$19,462; maintenance of equipment, \$11,049; traffic and transportation expenses \$43,589; general expenses, \$4,996; total, \$79,096. Passengers carried, 32,143; freight carried, 106,632 tons. Revenue train mileage, 124,042 miles. The company owned 3 passenger and 3 freight locomotives, 2 first class, 1 second class and 2 combination passenger cars; 1 baggage express and postal car; 6 box cars; 85 flat cars; 1 official car; 2 cabooses and 1 other company car.

The officers and staff of the line were:—President and General Manager, T. Malcolm; Secretary, A. B. McKnight; Purchasing Agent, E. H. Anderson; Car Accountant and Traffic Manager, A. A. Andrew; Freight and Passenger Agent, R. B. Humphrey, St. John, N.B.; Mechanical Superintendent, C. C. Johnson; Roadmaster, Jas. Bury; Storekeeper, G. McRae. With the exception specially mentioned, all these had their headquarters at Campbellton, N.B.

The line is now being operated as part of district 2, I.R.C., under the jurisdiction of Evan Price, Superintendent at Campbellton. Jas. Bury has been retained as Roadmaster, and C. C. Johnson, heretofore Mechanical Superintendent, has returned

will be started at once. (July, pg. 324.)

Van Buren Bridge Co.—The Board of Railway Commissioners has approved of location plans for the line for this company from the terminus of the International Ry of New Brunswick, in St. Leonard, N. B., to the International Boundary, in the middle of the St. John River, one mile. The State of Maine has approved of the location plans for the bridge and approach on the Maine side of the river in Van Buren, and for its connection with the Bangor and Aroostook Rd. R. Payson, 120 Exchange St., Portland, Me., is President. (Sept., pg. 419.)

Western Dominion Ry.—A start is now

October 1914

Sherwood for the erection of a station at Elk Lake. (May, pg. 215.)

The Van Buren Bridge Co. has deposited with the Secretary of State, at Ottawa, certified copy of its charter granted by the State of Maine; certified copy of the Act of Congress of Mar. 4, 1913; and a transfer of the rights of the Restigouche and Western Ry. to build a bridge across the St. John River at St. Leonards, N.B., to Van Buren, Me. The object is to provide a railway connection in the United States for the line from Campbellton to St. Leonards. The principal promoters of the railway, which has just been taken over by the Dominion Government as a branch of the Intercolonial Ry., was T. Malcolm, who is also the principal promoter of the Van Buren Bridge Co.

The Minister of Railways has approved route plan of the line from the International Ry. of New Brunswick, in St. Leonards, N.B., to the International boundary at the centre of the St. John River.

The Act of the Dominion Parliament vesting the charter rights of the Restigouche and Western Ry., so far as its rights to build this bridge are concerned, was brought into effect by proclamation, July 13. (July, 1913, pg. 333.)

of the trust deed of Feb. 8, 1911.

International Ry. of New Brunswick.—
The New Brunswick Legislature is being asked to authorize the conveyance of the line to the Dominion Government. The transfer of the property was arranged in July, 1914, and the line has been operated since Aug. 1, as a branch of the Intercolonial Ry.

MARCH 1915 P95

report quotes the Premier of New Brunswick as stating that borings for the proposed bridge at The Mistake would be started immediately at Gordon's Bluff. (June, pg. 212).

Van Buren Bridge.—The bridge across the St. John River between St. Leonards, N.B., and Van Buren, Me., together with its railway connections in Canada and Maine, has been taken over for operation by the Bangor and Aroostook Rd., and the jurisdiction of the officials of that company has been extended over it in their respective departments. (July, pg. 257).

p 341

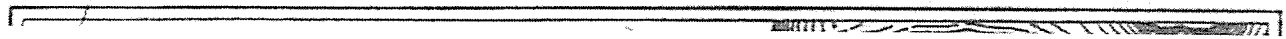
1915,

29.85	68.19	107.895.272	4.911.928	46.702.280	3 089.04
-------	-------	-------------	-----------	-------	------------	----------

The Bridging of the St. John River between St. Leonard, N.B., and Van Buren, Me.

An article on the bridge which has been built recently across the St. John River to connect the Bangor and Aroostook Rd. with the Intercolonial Ry. and the National Transcontinental Ry., and which was published in Canadian Railway and Marine

As stated in our May issue, the connecting line which has been built is 1.36 miles long, of which 1.19 miles is the property of the VanBuren Bridge Co., extending from the United States bank of the St. John River to a connection with and crossing of the



The connection between New Brunswick and Northern Maine by the VanBuren Bridge.

World for May was received such a short time before publication date that it was impossible to have illustrations made to accompany it. We therefore give herewith plans showing the location of the bridge and the connecting railways.

National Transcontinental Ry., thence to a crossing of a C. P. R. branch line, and thence to a junction with the International Branch of the Intercolonial Ry., the two grade railway crossings being protected by electric power interlocking signals controlled from

May, 1915.]

CANADIAN RAILWAY AND MARINE WORLD.

167

lighter ballasts such as gravel, cinders, granulated slag, etc., hasten the rail cutting on the top of the tie by the finer particles working under the rail. The coarser and heavier ballasts, such as crushed stone and slag, bruise and cut into the bottom and the sides of the ties largely under tamping. Comparatively few ties are destroyed from this latter cause, while many more are removed from track on account of the former.

A substantial, well drained roadbed, and a clean, hard ballast, free from fine particles and coarse enough to insure against holding water, affords the best foundation for the tie, one that will hold to a minimum the wave motion of the rail which, aided by the abrasive agent, the fine gritty bal-

last, so rapidly cuts into the ties, and one that will hold the surface of the track, eliminate the sinks and slides, pumping joints with the attendant pounding of the ties into the ballast, and lastly the excessive tamping up.

The desired roadbed condition must usually be made with the materials available, aided by tiling and trench drains. The ballast, however, may be selected. A hard, durable stone, crushed in angular fragments, in size from one inch to three inches, screened free from all dust and dirt, is the ballast that will least affect the mechanical life of the tie.

This paper was read before the American Wood Preservers' Association in Chicago recently.

The Bridging of the St. John River Between St. Leonard, N. B., and VanBuren, Me.

An event of international importance is expected to take place on May 1, when a new gateway will be opened for traffic between Canada and the northernmost tip of the eastern United States, where the Van

dian supply of raw materials, and will be in closer touch with the grain, flour and provision supplies of the west, as the distance from Chicago to the VanBuren gateway, via the C.T.R. and the National Transcontinental Ry. is identical with the distance via the old route to the southern end of the Bangor and Aroostook system at Northern Maine Jet. The opening of the VanBuren bridge route promises much for the people of both countries, heretofore separated for some 350 miles along the International Boundary neighboring the St. John River."

Rail should be laid as early in the spring as possible, weather permitting, and should be delivered, when possible, on flat cars, the full length rails being loaded separately from the short lengths.

A camp for tourist accommodation will be operated in Jasper National Park on the line of the Grand Trunk Pacific Ry. in British Columbia next summer. It will be run on hotel lines at from \$2.50 a day up.

Sir Percy Girouard, has, according to a London cablegram, resigned as a director of Sir W. G. Armstrong Whitworth & Co., Ltd.

MAY
1915
P167

the wave motion of the rail which, aided by the abrasive agent, the fine gritty bal-

can Wood Preservers' Association in Chicago recently.

The Bridging of the St. John River Between St. Leonard, N. B., and VanBuren, Me.

An event of international importance is expected to take place on May 1, when a new gateway will be opened for traffic between Canada and the northernmost tip of the eastern United States, where the Van Buren Bridge Co. has just completed the building of its short line of railway, including a bridge over the St. John River, between the Bangor and Aroostook Rd. system in VanBuren, Maine, and the National Transcontinental Ry. and Intercolonial Ry. in St. Leonards, N.B.

The length of the new line is 1.36 miles, of which 1.19 miles is the property of the bridge company, extending from the United States bank of the St. John River to a connection with and crossing of the National Transcontinental Ry., thence to a crossing of a branch line of the C.P.R., and thence to a junction with the International Branch of the Intercolonial Ry., the two grade railway crossings being protected by electric power interlocking signals controlled from a signal tower at the N.T.R.

The river, which at this point measures from bank to bank 970 ft., is crossed by a

specifications of the American Railway Engineering Association.

Perhaps the most marked feature of this work has been the rapidity of its construction, 7½ months only having elapsed from its commencement to its completion. Started in the middle of Sept., 1914, excavation and the laying of concrete were vigorously prosecuted throughout the winter, although the temperature usually hovered around zero, and at times very much lower. This was made possible by enclosing the piers in housings, heated with steam pipes and salamanders, so as to afford the concrete an opportunity to become thoroughly set prior to exposure to low temperatures. Steel erection from the Canadian shore was started in January, and followed closely on the heels of the substructure, the last pier, on the U.S. side, having been finished early in April. Through the employment of the cantilever method of erection, all risk of serious damage or interruption from a premature breakup in the river was obviated.

The principal contractors were Cyr Brothers Co. of Waterville, Me. for the sub-

MAY 167
1915

s specifications of the American Railway En-
a gineering Association.

Perhaps the most marked feature of this
work has been the rapidity of its construc-
tion, 7½ months only having elapsed from
its commencement to its completion. Start-
ed in the middle of Sept., 1914, excavation
and the laying of concrete were vigorously
prosecuted throughout the winter, although
the temperature usually hovered around
zero, and at times very much lower. This
was made possible by enclosing the piers
in housings, heated with steam pipes and
salamanders, so as to afford the concrete
an opportunity to become thoroughly set
prior to exposure to low temperatures.
Steel erection from the Canadian shore was
started in January, and followed closely on
the heels of the substructure, the last pier,
on the U.S. side, having been finished early
in April. Through the employment of the
cantilever method of erection, all risk of
serious damage or interruption from a pre-
mature breakup in the river was obviated.

The principal contractors were Cyr
Brothers Co. of Waterville, Me., for the sub-
structure; the Dominion Bridge Co., Mont-
real, for the superstructure; Hill & Ham-
mond, Woodstock, N.B., for the roadbed,
tracklaying, ballasting, fencing and tele-
phone line, and the General Railway Signal
Company of Canada, Lachine, for the inter-
locking plant.

Percy R. Todd, of Bangor, Me., President
of the Bangor and Aroostook Rd., is also
President of the VanBuren Bridge Com-
pany; W. J. Wilgus, New York, was con-
sulting engineer, and T. A. Lang, Resident
Engineer, on the bridge construction.

The VanBuren Bridge Co. has given out
the following statement: "The establishing
of this route will mean a great deal to a
large section of New Brunswick and Que-
bec, and to the portion of northern Maine
known as Aroostook County, embracing an
area nearly as great as the entire State of
Massachusetts. New Brunswick will be
benefited by having a new and direct line

May

1915

p 167

Transcontinental Ry., thence to a crossing of a branch line of the C.P.R., and thence to a junction with the International Branch of the Intercolonial Ry., the two grade railway crossings being protected by electric power interlocking signals controlled from a signal tower at the N.T.R.

The river, which at this point measures from bank to bank 970 ft., is crossed by a bridge consisting of 5 single track steel riveted lattice through spans of 160 ft. each (skew 77°), supported on two concrete abutments and four concrete piers, with approach embankments thoroughly protected by riprap. The distance from base of rail to extreme high water is 9.7 ft., and to low water 45.7 ft., the range between these two water stages being 36 ft. The depth of water at normal stage in the thread of the stream varies from 15 to 20 ft. The abutments are of the usual splay-wing type, placed on concrete piles, 20 to 23 ft. long, driven with considerable resistance in a soil consisting of clay mixed with sand and gravel. The piers are built with rounded downstream ends and moulded inclined starkwaters, the bridge seat or upper of the two top courses being 8 ft. wide and 31 ft. long, and the width under the corbel course $6\frac{1}{2}$ ft. The batter of the sides and downstream ends is $\frac{3}{4}$ in. per foot, and of the upstream end or starkwater 4 ins. per foot. Two of the piers are 52 ft. and the other two 48 ft. from the bottom of footing course to top of the bridge seat. The piers are each founded on from 104 to 106 spruce piles, approximately 20 ft. long below cutoff, driven in the hard, gravelly clay that underlies the bed of the stream. All piers have their bases well protected with riprap. The spans are designed for E-50 Cooper loading (2 consolidated locomotives, with 50,000 lbs. on each driving axle, followed by a trainload of 5,000 lbs. per lineal foot), equivalent to the "heavy" class loading prescribed in the specifications of the Department of Railways and Canals of Canada, and complying with the requirements of the 1911 bridge

started in January, and followed closely on the heels of the substructure, the last pier, on the U.S. side, having been finished early in April. Through the employment of the cantilever method of erection, all risk of serious damage or interruption from a premature breakup in the river was obviated.

The principal contractors were Cyr Brothers Co. of Waterville, Me., for the substructure; the Dominion Bridge Co., Montreal, for the superstructure; Hill & Hammond, Woodstock, N.B., for the roadbed, tracklaying, ballasting, fencing and telephone line, and the General Railway Signal Company of Canada, Lachine, for the interlocking plant.

Percy R. Todd, of Bangor, Me., President of the Bangor and Aroostook Rd., is also President of the VanBuren Bridge Company; W. J. Wilgus, New York, was consulting engineer, and T. A. Lang, Resident Engineer, on the bridge construction.

The VanBuren Bridge Co. has given out the following statement: "The establishing of this route will mean a great deal to a large section of New Brunswick and Quebec, and to the portion of northern Maine known as Aroostook County, embracing an area nearly as great as the entire State of Massachusetts. New Brunswick will be benefited by having a new and direct line to the markets of central and southern New England, the distance to Boston from the timber lands, lumber mills, fisheries and pleasure resorts centring at Campbellton, on the Bay of Chaleur, being over 200 miles shorter than via the old routes through Levis and Sherbrooke. Towns and shipping points located upon the portion of the National Transcontinental Ry. between Moncton, N.B., and Levis, Que., will profit by this short line to the same New England territory, and another outlet will be offered to the products of the virgin country tributary to the recently completed National Transcontinental Ry. west of Quebec. Viewed from the other standpoint, Aroostook County will be able to tap the Cana-

MAY 1915

P167

Company of Canada, Lachine, for the interlocking plant.

Percy R. Todd, of Bangor, Me., President of the Bangor and Aroostook Rd., is also President of the VanBuren Bridge Company; W. J. Wilgus, New York, was consulting engineer, and T. A. Lang, Resident Engineer, on the bridge construction.

The VanBuren Bridge Co. has given out the following statement: "The establishing of this route will mean a great deal to a large section of New Brunswick and Quebec, and to the portion of northern Maine known as Aroostook County, embracing an area nearly as great as the entire State of Massachusetts. New Brunswick will be benefited by having a new and direct line to the markets of central and southern New England, the distance to Boston from the timber lands, lumber mills, fisheries and pleasure resorts centring at Campbellton, on the Bay of Chaleur, being over 200 miles shorter than via the old routes through Levis and Sherbrooke. Towns and shipping points located upon the portion of the National Transcontinental Ry. between Moncton, N.B., and Levis, Que., will profit by this short line to the same New England territory, and another outlet will be offered to the products of the virgin country tributary to the recently completed National Transcontinental Ry. west of Quebec. Viewed from the other standpoint, Aroostook County will be able to tap the Cana-

MAY 1915 P 167

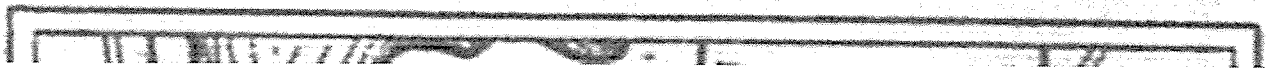
dian supply of raw materials, and will be in closer touch with the grain, flour and provision supplies of the west, as the distance from Chicago to the VanBuren gateway, via the G.T.R. and the National Transcontinental Ry. is identical with the distance via the old route to the southern end of the Bangor and Aroostook system at Northern Maine Jct. The opening of the VanBuren bridge route promises much for the people of both countries, heretofore separated for some 350 miles along the International Boundary neighboring the St. John River."

MAY 1915 p167

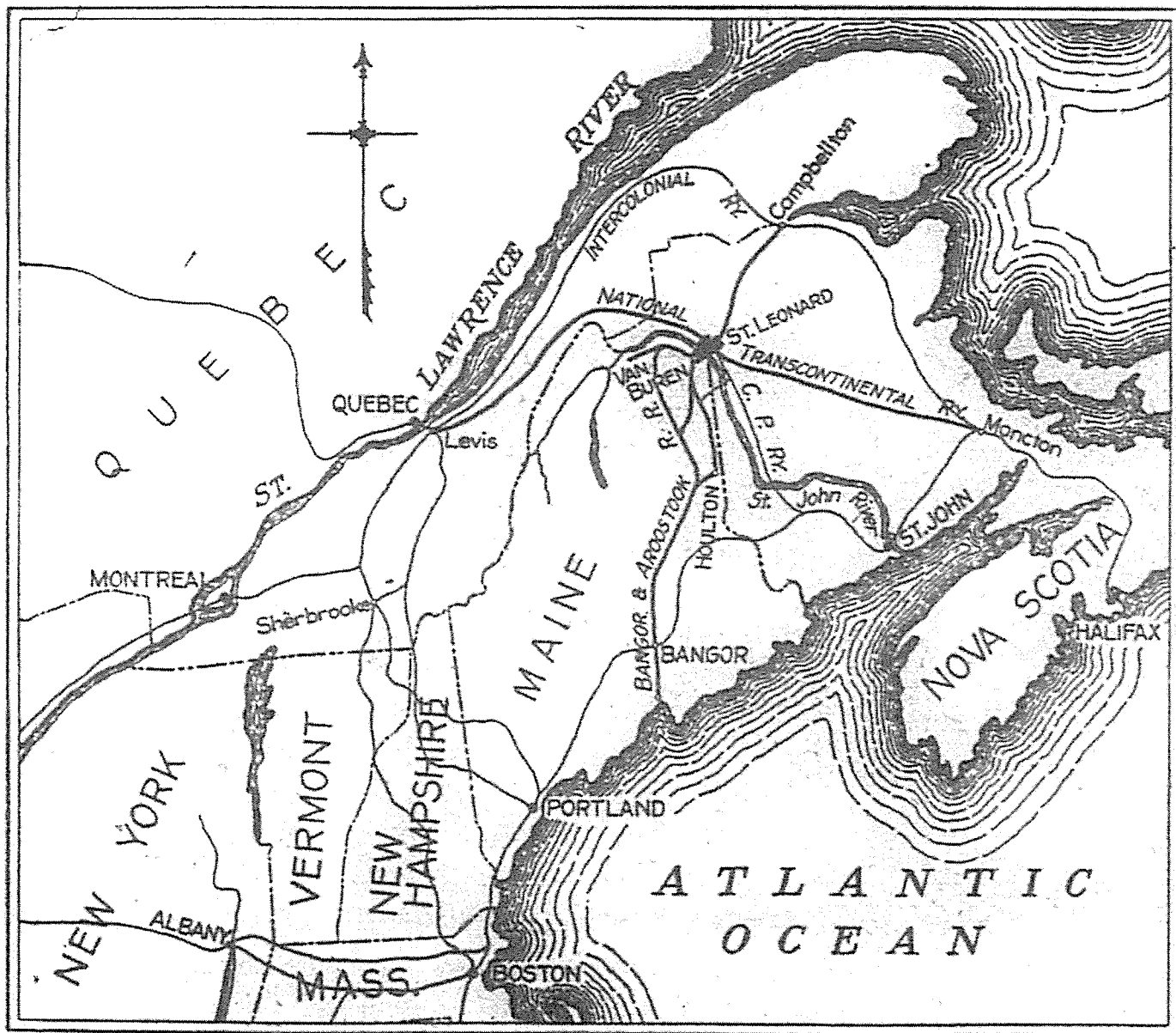
d a signal tower at the N. T. R.

t- The river, which measures from bank to
is bank 970 ft., is crossed by a bridge consist-
of ing of 5 single track steel riveted lattice
n through spans of 160 ft. each (skew 77°),
r supported on two concrete abutments and
e four concrete piers, with approach embank-
ments thoroughly protected by riprap.

n The railway shown on the larger of the
r two accompanying plans as extending from
e St. Leonard to Campbellton, N. B., was built

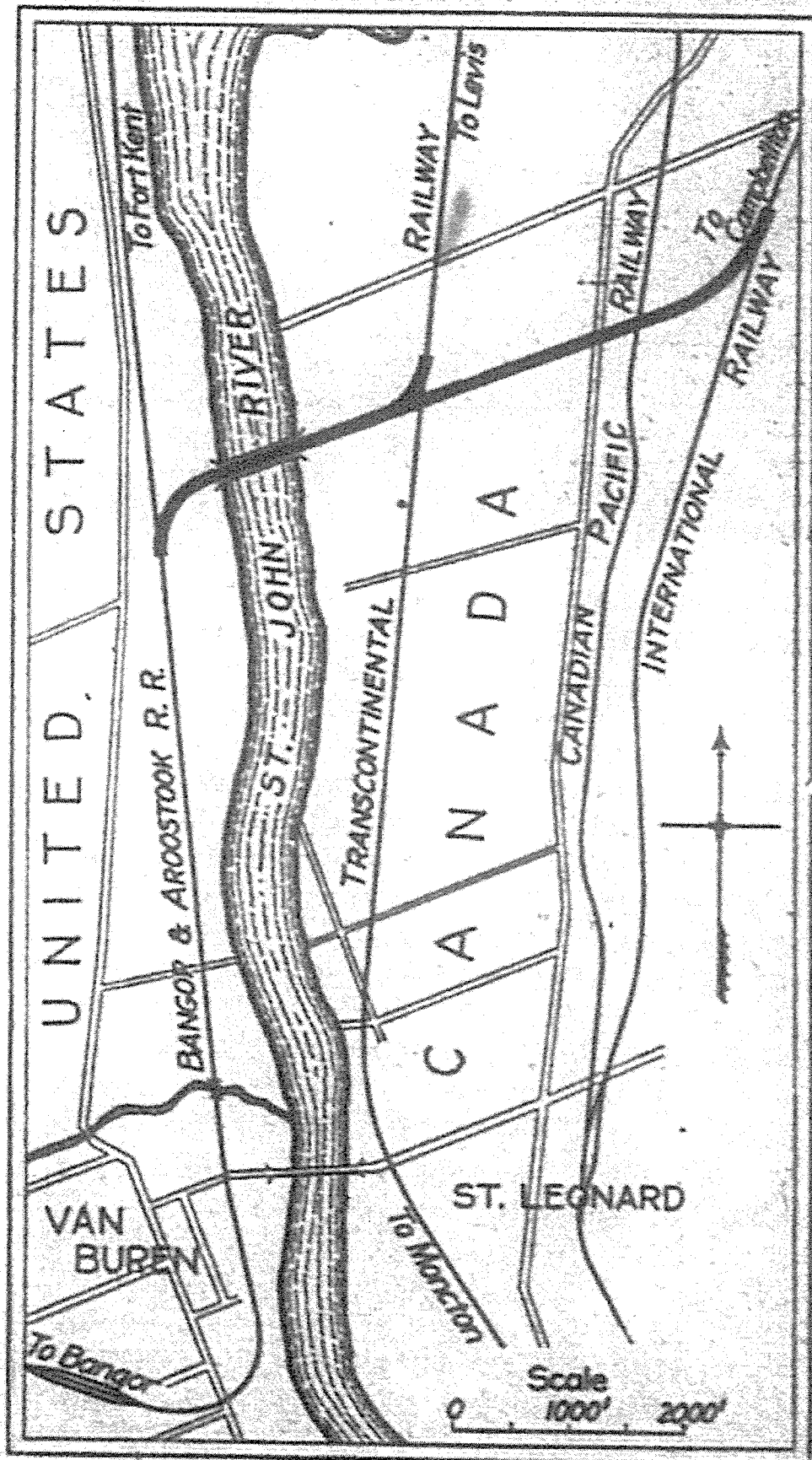


June 1915
P205



The connection between New Brunswick and Northern Maine by the VanBuren Bridge.
 World for May was received such a short National Transcontinental Dr. thence to a

JUNE 1915



June
1915
p205

Line between St. Leonard and VanBuren, showing Connections and Crossings.

Line between St. Leonard and VanBuren, showing Connections and Crossings.

as the International Ry. of New Brunswick, by Thos. Malcolm, of Campbellton. It was acquired last year by the Canadian Government Railways, and is being operated as an Intercolonial branch line.

June 1915
205



Railway Bridge Between St. Leonard, N.B., and Van Buren, Me.

This illustration shows the first passenger train crossing the bridge. A full description of the bridge appeared in *Canadian Railway and Marine World* for May, pg. 167, and plans showing its location, etc., were given in the June issue, pg. 205.



New Brunswick Railway Museum
Hillsborough, New Brunswick



[Gallery](#) [Thumbnail Gallery](#) [Stories](#) [Contact Us](#) [Search](#)

Riding the Rails
22 - International Railway

1 In 1897 the Restigouche and Western Railway Company was incorporated to build a line from Campbellton to Saint Leonard. The 111 mile long line would not only open up the timber resources of the area but would provide a connection between the Intercolonial Railway line at Campbellton with the New Brunswick Railway line at Saint Leonard. This would give manufacturers in Northeastern New Brunswick a faster way to ship goods into the United States via a connection with the Bangor & Aroostook Railway at Van Buren, Maine. Construction of the line, which passed through vast tracks of woodland and over difficult terrain, was started in 1898. The difficult terrain delayed construction and required the company to request additional subsidies. The International Railway Company of New Brunswick took over the line in 1906 and secured more money from the Provincial Government to finish construction. Finally the line was completed and opened in 1910. Four years later the Dominion of Canada purchased the money-losing line for \$2.7 million. The Intercolonial Railway then operated the line until the line was merged into the Canadian National system in 1919. Canadian National continued to operate the line until it was abandoned in 1989.

2 International Railway line
20th Century
New Brunswick, Canada



Credits:
New Brunswick Railway Museum

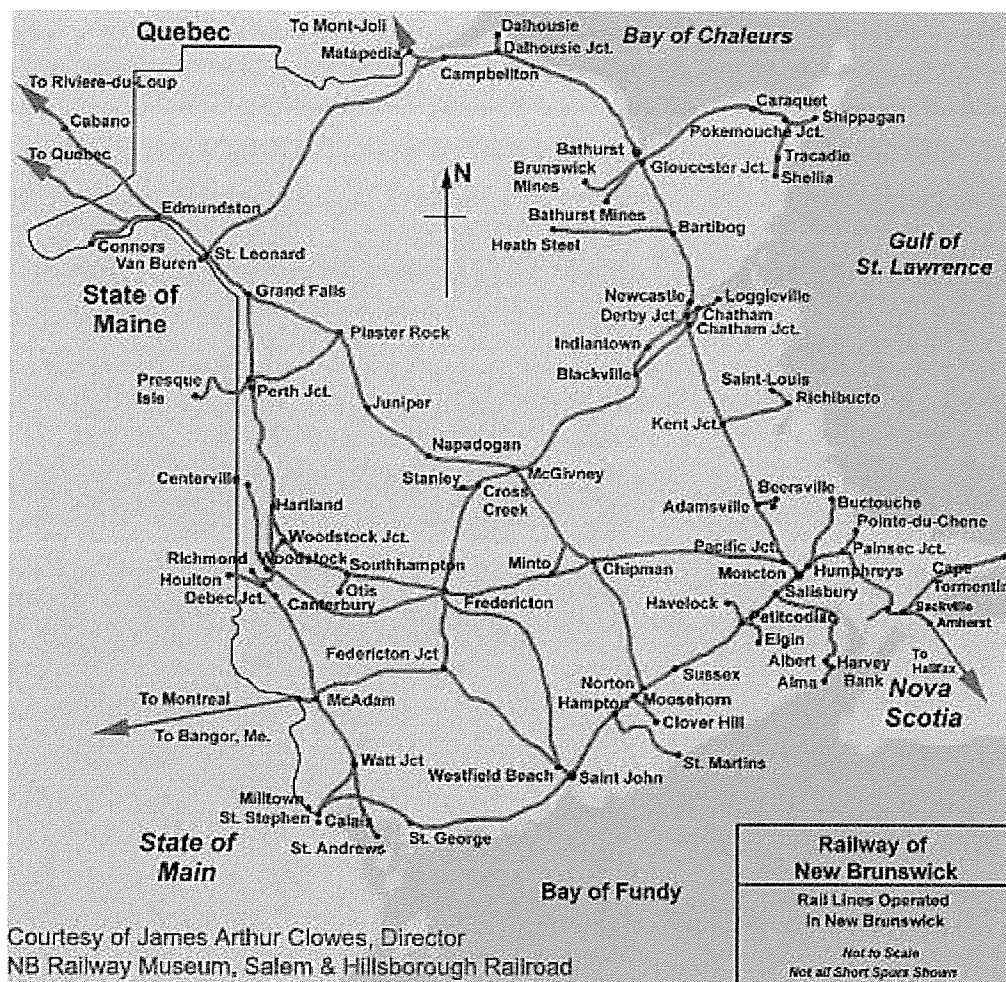
Important Notices



© 2016 All Rights Reserved

New Brunswick Railway

The New Brunswick Railway was initiated by Alexander 'Boss' Gibson of Nashwaak, N.B. Alexander Gibson owned extensive woodlands on the Nashwaak and was looking for a better means of transporting timber. In 1866, Gibson promoted a survey from the Nashwaak to Edmundston with a branch to Woodstock. The survey report was favourable, and in 1870 the New Brunswick Land and Railway Company was formed to carry out construction of railway lines. The company commenced immediately by building two lines, namely the Newburg Junction to Gibson line which opened in 1873, and Aroostook to the International Boundary which opened in 1876.



In 1878, the New Brunswick Railway completed the Woodstock to Edmundston line, and also leased the Tinker, N.B., to Caribou, Maine, line of the Aroostook River Railroad which had been built in 1876. In 1882, the New Brunswick Railway took over the New Brunswick and Canada Railroad, and through this subsidiary company acquired the lease of a line between the International Boundary and Houlton, Maine, in 1883. In the same year, the New Brunswick Railway took control of the Saint John and Maine Railway Company. In 1885, the Aroostook River Railroad leased the line it had built from Caribou to Presque Isle, Maine, in 1881 to The New Brunswick Railway.

In 1890, the Canadian Pacific Railway had reached the Maritime Provinces and negotiated the lease of all of The New Brunswick Railway lines; the New Brunswick Railway's final acquisition was the lease of the Fredericton Railway in 1892.



Informations:	CAC Calendar Chronicles News Search Weather Obituaries	French
Tourism:	Festivals Towns Park	Home
Services:	Chat Forums Free email Classified Ads	

Sketches of the Restigouche



Farewell to the IRN
by Doc Berthelot

On April 6, 1885, the Restigouche and Victoria Colonization Railway Company was incorporated for the purpose of constructing and maintaining a rail line from Campbellton to St. Leonard.

That rail line, which would become known as the IRN, had a rich history here - a history that ended with the abandonment of the line by the federal government and the drawing up of the last spike last month - 81 years after the first spike was driven into the ground.

Although the original railway company handling the line was formed in 1885, it would take 15 years and numerous company changes before actual construction would begin.

In 1896, the word "Colonization" was dropped from the company name. In 1897, the Restigouche and Western Railway Company was incorporated to take over the original Restigouche and Victoria Railway.

In 1900, the railway company was given further authority to construct a bridge across the St. John River from St. Leonard providing the U.S. government and the State of Maine passed the proper legislation to go along with the project.

Financial problems beset the Restigouche and Western Railway Company. After only 10 miles of line had been constructed from Campbellton, the railway company, \$150,000 in debt, was vested over to the International Railway Company on June 22, 1906.

Between 1900 and 1911, different portions of the line were completed and opened for traffic:

1900 Campbellton to Felix Gulch 10 miles, total 10 miles
 1903 Campbellton to Felix Gulch 11 miles total 11 miles
 1904 Campbellton to Upsalquitch 7 miles total 18 miles
 1905 Campbellton to Napier 2 miles total 20 miles
 1907 Campbellton to Millerville 9 miles total 29 miles
 1908 Campbellton to Robinson 14 miles total 43 miles
 1909 Campbellton to Jardine Brook 37 miles total 80 miles
 1911 Campbellton to Old INR Jct., 31.4 miles total 111.4 miles

The issue of the bridge from St Leonard into Maine was settled in 1913. The railway company handed over the project to the Van Buren Bridge Company, a new incorporated Maine company that same year. This company was given the authority to construct the bridge across the St. John River.

In 1914, an agreement was made to see the International Railway Company, all its assets and property to the federal government. The selling price: \$2.7 million. The government had five years to make the sale final. In the meantime, the government would lease the property at an annual rental of \$90,000.

On May 20, 1916, the Dominion Government of Canada took title of the International Railway Company of New Brunswick.

In 1919-20, the government dismantled the old INR line from Campbellton to Christopher Brook, a distance of 7.4 miles.

The Canadian Government Railways built a new connection from Tide Head on the Intercolonial Railway to Christopher Brook - 2.66 miles.