

INTERNATIONAL
RAILWAY OF NEW
BRUNSWICK.

to a point at or near Brown's Landing
Beersville, not exceeding 7 miles.

International Ry. Co. of New Brunswick.—
For a line in addition to and in extension of
the line of 67 miles mentioned in item 14 of
this section, to a point on the St. John river
between Grand Falls and Edmundston, not
exceeding 33 miles.

York and Carlton Ry. Co.—For a line from
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and Bates, St. John. (Oct., pg. 342.)

International Ry. of New Brunswick.—The I.Ry. of N.B. is a new name for the Restigouche and Western Ry. At the recent session of the Dominion Parliament a subsidy of \$3,200 a mile was revoted from the western end of the 10 miles completed from Campbellton towards the St. John river, between Grand Falls and Edmundston, N.B., about 67 miles, and a new subsidy for a further distance of 33 miles, making in all 100 miles. T. Malcolm, of Edmundston, N.B., is the principal promoter. (See Restigouche and Western Ry., July, pg. 241.)

Interprovincial and James Bay Ry.—A subsidy of \$3,200 a mile, with the usual provision for an increase to \$6,400 a mile, was

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way, not exceeding 34 miles,
ly granted by chapter 4 of
itition of the 25 miles subsi-
Orangedale to Broad Cove.

Victoria Beach Ry. Co.
line from Victoria Beach to
ceeding 41 miles, in lieu of
by chapter 8 of 1900, sec-
nd chapter 7 of 1901, section

a line from a point on the
River Herbert railway

lien of the subsidy granted by chapter 7 of
1901, section 2, item 19.

NEW BRUNSWICK.

International Ry. Co. of New Brunswick
(formerly the Restigouche and Western Ry.
Co.)—For a line of railway from the western
end of the ten miles of its railway, as already
constructed from Campbellton towards a point
on the St. John River between Grand Falls
and Edmundston, not exceeding 67 miles,
being a revote, and in lieu of subsidies grant-
ed by chapter 4 of 1897, chapter 7 of 1899,
item 42 of section 2, and chapter 8 of
1900, item 22 of section 2.

Shediac and Coast Ry. Co. For a

November 1903

and Bates, St. John. (Oct., pg. 342.)

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Interprovincial and James Bay Ry.—A subsidy of \$3,200 a mile, with the usual provision for an increase to \$6,400 a mile, was

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The record is as follows:

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International Ry. Co. of New Brunswick.

—Up to the end of 1903 about six miles of grading was done, which opens the line, ready for track laying to within three miles of the Upsalquitch river. Of this six miles, five was

1903

International Ry of New Brunswick

in very light earth work running about 2,000 cubic yards to the mile. The line is projected from Campbellton to the St. John river, between St. John and Edmundston, N.B. Jas. M. Shanley, C.E., Campbellton, N.B., is chief engineer. (Dec., 1903, pg. 425.)

Intercolonial Ry. Tenders are under consideration for extension to

1903-2

the Dominion Parliament for an act incorporating a company with this title to construct a railway from the C.P.R. between Port Arthur and Savanne, Ont., through or near Kashabowie on the Canadian Northern Ry., to the International Boundary near Hunter's Island, Ont. Power is also asked to operate steamers, to construct branch lines, to generate electric power, and to use the same for the operation of its line. D. Mills, Port Arthur, Ont., is solicitor for the promoters.

International Ry. Bridge Co. of New Brunswick.—Application is being made at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway bridge or a combined railway and highway bridge across the Restigouche River from Campbellton, N.B., to Mission Point, Que.; to construct a railway across the same and to effect a junction with the International Ry. of New Brunswick at Campbellton, and with the Atlantic and Lake Superior Ry. in Que. A. I. Truman, Ottawa, is solicitor for the promoters, among whom is T. Malcolm, Edmundston, N.B., the principal promoter, and the contractor for the construction of the International Ry. of New Brunswick from Campbellton to the St. John river near Woodstock.

Interprovincial and James Bay Ry.—Ap-