

THE  
RAILWAYS  
OF  
THE  
GASPE.

C. H. RIFF



LD.

Nov., 1901.]

adding references to Acts of Parliament to show that the 20 miles of line seized did not constitute a section of the road.

November 1901

**Atlantic and Lake Superior.** A contract has been entered into between the Dominion Government and the trustees of the bondholders to complete the line to the 400th mile, i.e., 2 miles beyond New Carlisle, Que., and to put the whole line in thorough order from the 70th mile. This includes the replacing of the wooden bridges and trestles with iron. The iron bridge over the big Bonaventure river has been completed, and the ironwork for those over the little Bonaventure and Rosseau le Blanc rivers is on the ground. The bridges are to be finished by Jan. 1, and the whole work completed by July 1, 1902. C. R. Scoles, New Carlisle, is the contractor. (Nov., pg. 332.)

December 1901

**Atlantic & Lake Superior Ry.**—The big steel bridge over the Bonaventure river has been completed and approved of by the Dominion engineers, and the masonry for the abutments and pedestals of the steel trestle at Rosseau is contemplated. The erection of the steel superstructure will be commenced at once. The trestle work is about 350 ft. in length and 60 ft. high. The steel work for the remaining two bridges is on the ground, and the work of construction, finishing up the line to the 100th mile, 2 miles beyond New Carlisle, is being pushed. C. R. Scoles is the contractor as well as General Manager of the Co. (Dec., 1901, pg. 354.)

The Trustees of the bondholders give notice that application will be made to the Dominion Parliament, at its ensuing session, for an act to extend the time for the completion of the Co.'s undertakings.

February 1902

P55

**Atlantic and Lake Superior Ry.**—The grading to the 100th mile, together with the bridges were expected to be completed by the end of Oct. Two steam shovels have been engaged in ballasting, and the whole work was expected to be completed by the middle of Nov. The work has been very heavy, par-

November 1902

# THE RAILWAY AND SHIPPING WORLD.

[Nov., 1902]

ticularly the rock work. One mile of bank has had to be cribbed up, and the cribbing filled with rock to prevent inroads of the sea. The work has been done in a very thorough manner. We were advised Oct. 23, that it was expected to have the rails laid to the

100th mile by Oct. 25, and that 40,000 yards of ballast had been put out. (Aug., pg. 262.)

In connection with the practical completion of this line to the 100th mile, near New Carlisle, Que., it may be interesting to note that although labor has been scarce and hard

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Nov., 1902.]

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to get on almost all construction work, at all times, C. R. Scoles, the contractor, has had a good supply. The men have been paid weekly, Mr. Scoles believing that by paying weekly a much better service can be got out of the men than by the ordinary monthly payment. The plan has worked well, the men are well satisfied, and Mr. Scoles says that certainly a much better and greater quantity of work has been done for the same money than under the ordinary system of paying monthly.

November 1902



JAN., 1903.]

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London offices are at 120 Bishopsgate st. Within. Sir Douglass Fox & Partners are consulting engineers. The solicitors in Canada are Gouin, Lemieux & Brassard, Montreal. The London officials of the Co. state that surveys will be commenced early in Jan., and the line, about 140 miles, will be completed in two years.

An application for an act to construct a line from Gaspé basin, to a junction with the I.C.R. at Fraserville, Que., was made at the last session of the Dominion Parliament on behalf of W. Barwick, Toronto; J. B. R. Fiset, Rimouski; O. E. Talbot, Quebec; J. A. Ross, St. Flavie; C. A. Gauvreau, Isle Verte; M. Connelly and J. Q. Perrin, Montreal; A. Colby, New York city. The application met with considerable opposition from the Minister of Railways, the bondholders of the Atlantic and Lake Superior Ry., and a number of private members and was abandoned.

**Bangor and Aroostook Rd.**—An extension of 52 miles from Ashland to Fort Kent, Me., has been completed and was put in operation Dec. 8. This extension brings the B. and A. Rd. to the St. John river, opposite Fort Kent, N.B., on the St. Francis Branch of the Temiscouata Ry. A. E. Trites, of Salisbury, N.B., had charge of the whole work, and C. Le B. Miles and J. Stewart had contracts for grading 7 miles and a number of sidings on the line.

January 1903

**Atlantic, Quebec and Western Ry.**—An order-in-council has been passed by the Quebec Government, bringing into effect an act passed by the Legislature in 1901, on the application of H. Higgins, A. W. Carpenter, C. E. Preston-Hillary, of London, Eng., and J. X. Lavoie, of Perce, Que., which authorizes the construction of a railway from Gaspé basin, through the centre of Gaspé county to a junction with the Intercolonial Ry. between Lake Metapédia and Causapscal, Que. Considerable opposition to the passing of the act was shown by the residents along the Baie des Chaleurs, which is served by the Atlantic and Lake Superior Ry., extending from Metapédia, on the I.C.R., to the 100th mile, 2 miles beyond New Carlisle. The A. and L. S. Ry. has power to construct a line along the coast line to Gaspé basin. A company has recently been formed in London, Eng., under the title of the New Canadian Co., with a capital of £100,000, of which £50,207 has been subscribed and 25% paid up, to take over the A., Q. and W. charter and construct the line. It is stated that the Co. will apply for a Dominion act at the ensuing session of Parliament, but no notice of such intention had been given to Dec. 20. The directors of the Co. are W. Griffiths, J. Mellows and S. Lee, of London, Eng., and C. B. K. Carpenter, of Gaspé. The Secretary is E. S. Elvey, and the

January 1903

**Atlantic and Lake Superior Ry.**—Application will be made next session of the Dominion Parliament for an act fixing the time for the completion of the line, authorizing the construction of branches, and for authority to lease the line to or to amalgamate with other companies. The A. and L.S.R. Co. has 100 miles of line constructed from Metapedia to 2 miles beyond New Carlisle, Que., and has authority to construct a line along the shore to Gaspé, Que. The extension to the 100th mile was completed early in Dec. In the event of subsidies being voted, it is intended to extend the line to Port Daniel during the year. (Nov., 1902, pg. 380.)

February 1903

**Atlantic, Quebec and Western Ry.—**

Application will be made next session of the Dominion Parliament for an act incorporating the A.Q. and W. Ry. Co., now incorporated by the Quebec Legislature, as a Dominion company with additional powers; to extend the projected line from the proposed terminus at Causapscah, on the I.C.R., south-westerly to Edmundston, N.B., where the C.P.R. and the Temiscouata Ry. now effect a junction, and to construct a line from Gaspé Basin to join the Atlantic and Lake Superior Ry. at Paspébiac, Que., along the shore line. (Jan., pg. 18.)

**The Bangor and Aroostook Ry.**

February 1903

## **Projected Lines, Surveys, Construction, Betterments, Etc.**

Atlantic, Quebec and Western Ry.—Some track has been laid on the line constructed from the Atlantic and Lake Superior Ry. at Paspébiac, Que., towards Gaspé, and it is hoped to have the first 15 miles completed this year. (Sept., pg. 405).

December 1905

## **Railway Finance, Meetings, etc.**

**Atlantic and Lake Superior Ry.**—In the case of the A. and L.S. Ry to recover \$1,500,000 from the Dominion Government for damages alleged to have been sustained, the Exchequer Court has ordered the company to furnish \$500 security for costs, and to produce its books. In the event of this not being done the case will probably be dismissed for failure to prosecute.

**Bale des Chaleurs Ry.**—The Quebec Courts have given a decision to the effect, that Hon. J. R. Thibadeau is not qualified to act as President, as he did not hold any stock in the company at the time of his election in May. C. N. Armstrong was elected Vice-President at the same meeting.

December 1905

**Atlantic, Quebec and Western Ry.**—  
Application will be made next session  
of the Quebec Legislature for an ex-  
tension of time, for a further period of  
two years, for the completion of the  
authorized lines, and for other pur-  
poses. The Company will also apply  
next session of the Dominion Parlia-  
ment for an act extending the time  
within which it may complete its pro-  
jected railways. (Dec., 1905, pg. 561)

February 1906

## **Projected Lines, Surveys, Construction, Betterments, Etc.**

**Atlantic, Quebec and Western Ry.**—A meeting of shareholders was held in London, Eng., June 18, for the purpose of electing directors, etc. The company's line between Gaspé and Paspébiac, Que., is under construction. At the recent session of the Quebec Legislature an act was passed authorizing a further extension of time for two years for the commencement and seven years for the completion of the company's lines. (Feb., pg. 61).

July 1906  
P379



Atlantic, Quebec and Western Ry. The prospectus of an issue of bonds in London, Eng., states that a considerable amount of work has already been carried out, a short length of line is ready for tracklaying, and that construction is being proceeded with. The company is offering for subscription at £95 per £100 bond, £750,000 of 5% first mortgage bonds, payable in 1935; unless previously redeemed according to the terms of the trust deed, at £115 at six months' notice after 1915. The directors named in the prospectus are: Viscount Templetown, Earl of Ranfurly, W. Moffatt, E. B. Read, J. M. Sing, in Great Britain; C. Brien and J. Lavoie, of Gaspé, Que. The secretary is E. S. Elyce, the offices being at 87 Strand, London, W.C. (July, pg. 379).

August 1906  
p 449

# **RAILWAY AND MARINE WORK**

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## **RAILWAY DEVELOPMENT.**

### **Projected Lines, Surveys, Construction, Betterments, Etc.**

**Atlantic, Quebec and Western Ry.**—We have been advised that grading has been completed for 13 miles on the first 20 miles of the shore line from Paspébiac, Que., easterly, and it is expected to complete this 20 miles this year. Track has been laid for  $1\frac{3}{4}$  miles easterly, and it is expected to lay about 15 or 20 miles of track this year. With the completion of this 20 miles, rail connection will be given to Port Daniel. (Aug., pg. 449.)

September 1906  
p 527

**Atlantic, Quebec and Western Ry.**—The New Canadian Co., which is engaged in the construction of this line from Paspébiac towards Gaspé, Que., is selling off the horses it has had on the work since May last. Work for the season has apparently been suspended.

November 1906

p 639

**Quebec Oriental Ry.**—Application will be made at the current session of the Dominion Parliament for an act confirming the charter granted by the Quebec Legislature in 1903 to this company; to declare its undertaking to be one for the general advantage of Canada; to grant an extension of time for the construction of the projected railway, and to authorize the company to enter into agreements with other railway companies.

December 1906

3 715

**Atlantic, Quebec and Western Ry.**—By amendments to the act passed last session of the Dominion Parliament it is provided that \$50,000 is to be appropriated to be expended by a Government commissioner in liquidating the debts incurred by the company or its predecessors; and the company is bound to maintain a bridge at Cascapedia relieving the municipalities of the bonus. The company is authorized to take over the Baie des Chaleur Ry., the only portion of the Atlantic and Lake Superior Ry. being operated; and to construct a branch from Metapedia to the G.T. Pacific Ry. either at Grand Falls or Edmundston, N.B. It is also given five years within which to complete its lines. (Feb., pg. 87).

MAY 1907

323

**Atlantic and Lake Superior Ry.** A scheme of arrangement between the A. and L. S. Ry., and the Baie des Chaleurs Ry., and their creditors, containing provisions for raising additional share capital and settling the rights between preference and ordinary shareholders, has been filed in the Exchequer Court. Copies of the scheme of arrangement can be obtained at the offices of the companies' solicitors, 189 St. James St., Montreal. The A. and L. S. Ry. is the title of a company which was incorporated to amalgamate the B. des C. Ry., and several other short lines, and to construct the necessary connecting links so as to form a complete line from Gaspe, Que., to Lake Superior. The project never fully materialized, and the B. des C. Ry., which was being operated by the A. and L. S. Ry., was subsequently taken over by the bondholders in Great Britain and operated by them. The Dominion Parliament has before it at the current session a bill providing for the taking over of the line by the Atlantic, Quebec and Western Ry.

The newspapers report the sale of the A. and L. Ry. to the Atlantic, Quebec and Western Ry. by the bondholders, but we have been unable to obtain a verification of the statement.

**Baie des Chaleurs Ry.** See Atlantic and Lake Superior Ry.

MAY 1907  
p. 333

## Railway Finance, Meetings, etc.

**Atlantic and Lake Superior Rd.**—The petition to the Exchequer Court for the confirmation of a scheme of arrangement between the company and its creditors, and between the Baie des Chaleurs Ry. and its creditors, will be heard in the Exchequer Court, Ottawa, June 10. All opposition to the proposed arrangements was required to be filed by May 31. The scheme of arrangement in each case provides for the handing over of the existing £500,000 Atlantic and Lake Superior Ry. bonds, and £409,400 of Baie des Chaleurs Ry. bonds to the Royal Trust Co., Montreal, and the issue by that company of certificates of participation in certain proportions of preferred, ordinary and deferred, among the several parties entitled thereto. The income from the bonds surrendered will be administered by a committee of seven and distributed as provided among the different certificates. The bondholders who do not transfer their bonds to the Trust Company shall remain creditors to the extent of principal and interest, but will rank only as unsecured creditors. The principal bondholder is the banking house of Galindez Bros., London, Eng., and in answer to a question in the Court May 9, J. Galindez said the unsecured creditors could get nothing at present, and could not be in any worse position under the proposed arrangement; they might perhaps be in a better condition.

**Baie des Chaleurs Ry.** See Atlantic and Lake Superior Ry.

June 1907

P 415

## Projected Lines, Surveys, Construction, Betterments, Etc.

Atlantic, Quebec and Western Ry.—We have been advised that during 1906 the 20 miles from Paspébiac to Port Daniel, Que., were completed. Surveys for the line from Port Daniel to Gaspé have been made, and the location plans are nearly ready for submission to the Government. It is anticipated that a contract will be let for additional construction at an early date. J. V. Nimmo is Resident Engineer in charge of the work. (May, pg. 323.)

St. Lawrence Arm and Quesnel Ry.—E. Bloom-

June 1907  
7407



July, 1907]

### **Railway Finance, Meetings, etc.**

**Atlantic and Lake Superior Ry.**—An order was made June 10 by the Exchequer Court confirming the scheme of arrangement filed in March, and amended in some details by the court. In pursuance of the scheme of arrangement the bondholders of the Baie des Chaleurs Ry. one of the companies amalgamated to form the A. and L.S. Ry. are invited to transfer and deliver to the Royal Trust Co., Montreal, up to July 15, the bonds held by them. Bonds not so transferred are barred from the benefits of the special trust fund, and the holders of the same will rank as ordinary unsecured creditors. A special general meeting of the shareholders of the B. d C. Ry. Co. was called to be held in Montreal, June 15, for the purpose of declaring the forfeiture of the shares belonging to those shareholders who have made default in the payment of any call payable by them for the space of two months after the time appointed for the payment thereof, and of authorizing the directors to sell the shares so forfeited either at public auction or by private sale.

**Baie des Chaleurs Ry.** See Atlantic and Lake Superior Ry.

July 1907

P 487

The Atlantic, Quebec and Western Ry.'s application for approval of its location from Matapedia to Edmundston, N. B., has been adjourned in order to enable a new map to be submitted showing the relation of the projected route to existing lines and the approved route of the National Transcontinental Ry. The route for which approval was asked was objected to by H. D. Lumsden, Chief Engineer National Transcontinental Ry. Commission, on the ground that it would parallel the National Transcontinental Ry. route for 23 miles from near the mouth of the Grand River up the St. John River to Edmundston, N.B. (June, pg. 407).

July 1907

p 479

Atlantic, Quebec and Western Ry. The Court of Exchequer at Ottawa has confirmed the sale of the Baie des Chaleurs Ry., which has been operated as the Atlantic and Lake Superior Ry., to the A., Q. and W. Ry. This company completed during 1906 about 20 miles of line from New Carlisle, Que., the terminus of the B. des C. Ry., to Port Daniel, and is going on with the construction of its line to Gaspé, a further distance of 80 miles, which it is expected to have completed within a year. The existing line between New Carlisle and Metapédia, where a junction is effected with the Intercolonial Ry., is to be overhauled, gradients reduced and curves taken out, stronger bridges built and heavier rails laid. The company has power to extend its line from Metapédia, Que., to Edmundston, N.B., and the approval of the Dominion Government is being asked for the location plans. (July, pg. 479.)

August 1907

p 561

**Gaspesian Ry.**—The Quebec Legislature by an act passed last session incorporated a company with this title for the purpose of constructing a railway from Paspébiac through the county of Bonaventure, not further north than Causapséal, or further south than Cross Point, in the direction of Edmundston or Grand Falls, or to the boundary of the province of Quebec, in a direction between these two places, or to the boundary of the province of Quebec in the direction of the St. John River, N.B. The section extending from Metapédia to Edmundston or Grand Falls, or the St. John River, must be constructed and in operation before the company shall be allowed to run its trains between Metapédia and New Carlisle, and even afterwards the company shall not have power to stop its trains between these two points except for the taking of coal and water.

The company is given various incidental powers respecting wharves, docks, telephone and telegraph lines, steam and other vessels, the development of water powers, etc. It was given power to issue \$1,000,000 of common stock and bonds to the extent of \$15,000 per mile of railway constructed. The provisional directors are: J. N. Lavoie, Percé, Que.; W. Moffatt, A. W. Carpenter, E. B. Read, J. Mellowes, London, Eng. (Feb., pg. 87.)

August 1907

7561

**Atlantic and Lake Superior Ry.**—By an order of the Court of Exchequer, June 24, unsecured creditors of the Baie des Chaleurs Ry. were given 30 days in which to file their accounts against the company.

Another decision of the Court of Exchequer confirms the agreement of sale of the line to the Atlantic, Quebec and Western Ry. Co. This decision clears up the legal fight which has been going on for the past 10 years between the shareholders, bondholders and creditors of the A. and L.S. Ry., and enables the A.Q. and W. Ry. to obtain a clear title to the Baie des Chaleurs Ry., which is the only portion of the lines proposed to be amalgamated as the A. and L.S. Ry., which was actually operated as such. The other lines which it was proposed to amalgamate were the Great Eastern Ry., and the Ottawa Valley Ry., neither of which are being operated.

August 1907

p 577

**Atlantic, Quebec and Western Ry.**—The Court of Exchequer at Ottawa has confirmed the sale of the Baie des Chaleurs Ry., which has been operated as the Atlantic and Lake Superior Ry., to the A., Q. and W. Ry. This company completed during 1906 about 20 miles of line from New Carlisle, Que., the terminus of the B. des C. Ry., to Port Daniel, and is going on with the construction of its line to Gaspé, a further distance of 80 miles, which it is expected to have completed within a year. The existing line between New Carlisle and Metapedia, where a junction is effected with the Intercolonial Ry., is to be overhauled, gradients reduced and curves taken out, stronger bridges built and heavier rails laid. The company has power to extend its line from Metapedia, Que., to Edmundston, N.B., and the approval of the Dominion Government is being asked for the location plans. (July, pg. 479.)

August 1907

p 56/

**Railway Finance, Meetings, etc.**

**Atlantic and Lake Superior Ry.**—Bondholders who shall on or before Sept. 3 next transfer and deliver their bonds to the Royal Trust Company, together with all coupons from Sept. 1, 1895, inclusive, shall be entitled to receive, and the Royal Trust Co. shall issue to them, in exchange for the bonds thus transferred and delivered, certificates of participation in the Atlantic and Lake Superior Ry. Trust Fund in the following proportions, namely: 20% in ordinary certificates and 10% in deferred certificates, calculated on the nominal capital value of such bonds; it being an express condition that such transfer and delivery shall operate as an absolute sale assignment and transfer by the bondholders to the Royal Trust Co. and their successors in trust for the benefit of the said trust fund, of all claims against the company under the bonds thus transferred and delivered. And in pursuance of clause 6 of the scheme of arrangement the bondholders are invited to transfer and deliver under the foregoing conditions to the Royal Trust Co., the bonds held by them not later than Sept. 3, after which day no bonds will be received for the purpose of participating in the trust fund.

A general meeting of the holders of certificates of participation was held Aug. 28, at the Royal Trust Co.'s office, Montreal, for the purpose of authorizing the acquisition of the claims now held by the trustees for the bondholders of the A. and L.S. Ry., against the A. and L.S. Ry. Co. and its bondholders, and of confirming the issues of certificates of participation heretofore made by the trustees of the fund.

September 1907  
7677

The Atlantic, Quebec and Western Ry. has been completed from New Carlisle, the terminus of the Atlantic and Lake Superior Ry. which has lately been acquired by this company, to Port Daniel, Que., 23 miles. Active construction operations are in progress between Port Daniel and Gaspé Basin, 83 miles. At L'Anse au Gascon 100 men and a number of teams are at work, and active preparations are being made for starting grading at Grand River, Cape Cove and Gaspé Basin. At the Port Daniel end a tunnel about 400 ft. long will be cut through Hell's Cape. It is expected that by the spring

September 1907  
7 665



Atlantic, Quebec and Western Ry. The recently completed line between Paspébiac and Port Daniel, Que., was opened for traffic Sept. 1. We are advised that while the company is doing certain work at three different points between Port Daniel and Gaspé, no contract covering the construction of that portion of the line has been let. (Sept. 1, pg. 165)

October 1907

P 741

Nov., 1907]

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### **Railway Finance, Meetings, etc.**

**Bale des Chaleurs Ry.**—The Exchequer Court has ordered the sale upon a date and conditions to be hereafter settled, of the B. de C. Ry., upon the application of the Royal Trust Co., of Montreal, as representatives of Gallindez Bros., bankers, London, Eng., creditors to the amount of £217,400. This railway has had a very chequered financial history, and this decision will enable the tangle to be cleared up.

November 1907

p837

**Atlantic, Quebec and Western Ry.**—About 500 men are engaged in the construction of the extension of this line from Port Daniel to Gaspé, Que. There is considerable difficulty, however, in getting a sufficient number of men on the work and the completion of the hundred miles from Paspébiac to Gaspé is not expected for a couple of years. C. B. K. Carpenter, Managing Director of the English construction company which is carrying out the work, has been inspecting the work done. (Oct., pg. 741).

December 1907

P 889

**Atlantic and Lake Superior Ry.**—A special meeting of the holders of certificates of participation in the A. and L.S. Ry. Trust Fund, was held in Montreal, Nov. 6, for the execution of the agreements prepared by the management for the acquisition of certain claims against the Baie des Chaleurs Ry., and the A. and L.S. Ry., and to issue certificates of participation as may be stipulated in such agreements.

December 1907

7893

Atlantic, Quebec and Western Ry.—No additional track was laid during 1907. A contract has been entered into with the New Canadian Co., for the construction of an extension from Port Daniel to Gaspé, Que., 82½ miles. The headquarters of the construction company are at Paspébiac, Que., the chief offices being in London, Eng. (Dec., pg. 889).

February 1908

297

...as a branch of the International Ry.  
**Bale des Chaleurs Ry.**—Another suit has  
been instituted in the Exchequer Court, arising  
out of the settlement of claims. Galen-  
dez Bros., of London, Eng., and the Royal  
Trust Co., of Montreal, are seeking to arrive  
at the amount of the privileged claims. The  
total amount of the claims is about \$1,000,000  
and it is expected that it will take a consider-  
able time to arrange them.

February 1908

7109

## **Railway Finance, Meetings, etc.**

**Atlantic and Lake Superior Ry.**—The question of winding up the affairs of the A. and L. S. Ry., and of the Baie des Chaleurs Ry., the only part of the line in operation, came before the Exchequer Court at Montreal, Feb. 13. The application is being made in order that Galindez Bros., bankers, of London, Eng., may obtain a clear title to the line, which has been sold to the Atlantic, Quebec and Western Ry. The latter company is constructing an extension of the line from Paspébiac to Gaspé.

MARCH 1908

7167

**Atlantic, Quebec and Western Ry.** An inspection of the work completed and in progress on this line has been made by Earl Ranfurly, Vice-President, who returned to London, Eng., Mar. 1. J. N. Lavoie, the Canadian Vice-President, stated, in an interview at Montreal, that the A., Q. and W. Ry. Co. had given Galindez Bros., the London bankers, \$2,000,000 for the old Baie des Chaleurs Ry., and expected to get a clear title to the line by May. It was, however, expected that it would cost about \$1,000,000 to put the line so bought into good shape. The company had already constructed 20 miles of an extension towards Gaspe, and had an additional 80 miles under contract. About 850 men have been employed, and this number is to be increased at once. One of the most important features of the work is the piercing of a tunnel at Cap l'Enfer, some 850 ft. through a limestone rock. About one-third of this rock work is already completed, and it is expected that the whole will be concluded some time in June. The right-of-way is almost cut away right through to Gaspe, and the whole line is down for completion.

April 1908

7243



some time during the fall of 1909. There are about 26 bridges on the lower section of the line, and all of these are to be built of concrete and steel. The terminal arrangements for Gaspé are of a very formidable nature, as the promoters are sanguine of being able to give to the Province of Quebec another winter port. The passenger station at Gaspé Basin will be located at the foot of Fort Ramsey, but the freight terminals are to be at Sandy Beach, about four miles from the town, where there are excellent facilities for a first-class port. Wharves can be built that will give 40 feet of water, with good shelter at all times. The company also proposes to erect a number of hotels on the route with the object of developing the tourist traffic. The question of a steamship line to Europe is also discussed, notwithstanding the non-success of previous attempts to establish one. (Feb., pg. 97.)

April 1908

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JUNE, 1908]

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### **Railway Finance, Meetings, etc.**

**Atlantic, Quebec and Western Ry.**—The Dominion Parliament at its current session has passed an act confirming the right of the company to purchase the Atlantic and Lake Superior Ry. (the old Baie des Chaleurs Ry.), and authorizing it to issue bonds to the extent of \$45,000 a mile. It is provided that the present legislation will not affect the creditors of the Baie des Chaleurs Ry., and further that municipalities shall not be held liable for subsidies which were voted to that railway, and which have since lapsed.

June 1908

Atlantic, Quebec and Western Ry. Subsidies at the rate of 4,000 acres of land per mile, not convertible into money, were voted last session of the Quebec Legislature, to aid in the construction of the first 10 miles of the projected railway from Gaspé Basin, passing through the interior of Gaspé Peninsula, towards Causapscau, a station on the I.C.R.; and for the construction of 10 miles of line, following the shore as nearly as possible, to Gaspé Basin. These subsidies are in lieu of those voted in 1906. In connection with the latter, the subsidy voted was for a line of 100 miles from Paspebiac to the terminal point of the old Baie des Chaleurs Ry. (Atlantic and Lake Superior Ry.), which has recently been acquired by the A.Q. and W. Ry. to Gaspé Basin, to which line there has been constructed

June 1908

P401

The Quebec Oriental Ry. Co. is applying to the Dominion Parliament for an act amending former acts respecting the company, by extending the time within which construction of the authorized lines may be commenced and completed, and by authorizing it to construct and operate a railway from its authorized line near Rivière du Loup, Que., thence southeasterly through Temiscouata county to a junction with the National Transcontinental Ry. near the boundary between Temiscouata and Kamouraska counties, and to empower the company to buy from the Royal Trust Co., or the owners for the time being, the railway lines from Metapedia to Caplin, and from Caplin to Paspébiac, heretofore known as the Baie des Chaleurs section of the Atlantic and Lake Superior Ry.

Power is also being asked to provide that the head office may be either in Canada or England; and for authority to fix the number of directors, which shall not be less than three

February 1909

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FEB., 1909]

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more than seven; to change the date of the annual meeting to the last Wednesday of each year, and to increase the borrowing powers of the company to \$45,000.

The Q.O.R. Co. was originally incorporated in 1903, by the Quebec Legislature. The act was amended in 1905, and the company was granted a Dominion charter in 1906. Power was granted to construct a railway from Rivière du Loup, Que., on the Intercolonial Ry., to a point on the same railway near Metapedia, passing through Compton and Rimouski counties, the southern part of New Brunswick, Bonaventure county and along the Metapedia River to St. Laurent de Metapedia, and the time within which the construction of the line was to commence and be completed was extended to 1909 and 1912 respectively. Provision was also made, in the event of the company desiring to purchase the Baie des Chaleurs Ry., as to the conditions on which such transfer should be made.

February 1909

Quebec Oriental Ry.—A meeting of the shareholders was held in London, Eng., July 22, for the purpose of passing resolutions approving an agreement for the purchase of the railways from Mata-pedia to Caplin, and Caplin to Paspébiac, Que., known as the Baie des Chaleurs section of the Atlantic and Lake Superior Ry., to change the location of the head office from Montreal to London, Eng., to fix the remuneration of directors; to appoint an auditor; and to authorize the directors to issue bonds or other securities to the extent of \$45,000 a mile, and to execute the necessary security for such bond issue.

August 1909

p 583

Atlantic and Lake Superior Ry.—The  
Hon. Eng. Chancery Court has ap-  
pointed the Royal Trust Co., Montreal,  
receiver for a quarter of the whole  
ference stock, with liberty to apply  
generally. The order was made on a  
motion in the action of Derenzy against  
Indez Brothers.

There has been litigation going on in  
connection with this railway almost con-  
tinually since its incorporation, but it  
is thought that all differences had been  
settled by the arrangements entered into  
in 1907. It would appear, from the  
present action, however, that the end  
has not yet come.

Canadian Pacific Ry.—Application is

August  
1909

7583

**The Atlantic, Quebec and Western Ry.,** Co. entered into a contract with the Dominion Government Oct. 30, 1909, in respect of the construction of 26 bridges on the line from Paspébiac to Gaspé, Que. During 1909, 36 miles of track was laid as follows:—from Port Daniel to Grand Pabos, 20 miles; from Grand Pabos to Grand River, 10 miles; and from Gaspé to Douglastown, six miles. The portion of the line between Grand River and Douglastown, 46 miles, is under construction, the contractor being the New Canadian Co., Gaspé, Que. W. L. Browne is Chief Engineer in charge of construction.

We were advised Dec. 11 that a further two sections of this line had been inspected by the Dominion Government engineers and it was expected to have them open for traffic by Dec. 31. The temporary terminal station will be Newport, mileage 37, for passenger, and Pabos, mileage 42, for freight traffic. The work which will be carried on during the winter will be the erection of the different steel superstructures, the one for the crossing of Grand Pabos River being the first taken in hand. The steel is being manufactured by the Dominion Bridge Co.

January 1910

7 19



**Atlantic, Quebec and Western Ry.—**  
Application is being made to the Board of Railway Commissioners for permission to construct a branch line of half a mile from near the terminal station at Gaspé to the wharf proposed to be constructed by the Department of Public Works at Adam's Bluff, Gaspé. (Jan., pg. 19.)

**British Columbia and Manitoba Ry.—**  
See Northern Empire Ry.

February 1910  
P109

canals.

**Atlantic, Quebec and Western Ry.—**  
The House of Commons has voted \$50,000 towards the construction of a deep water wharf at Gaspé, Qué., at the Atlantic, Quebec and Western Ry.'s terminal. The wharf will be 1,000 ft. long, 95 feet wide at the top, and will run out to 45 or 50 ft. of water. It will be of ordinary cribwork faced, and will cost about \$300,000. The railway will have three tracks on the wharf, which it is said will be used in connection with a proposed line of trans-Atlantic steamers. (Feb., pg. 109.)

**Bow River Collieries Co.—**Application has been made to the Alberta Legislature for an act authorizing the company to construct an extension of its projected line from the present proposed terminus to Taber, and southerly to the International boundary at Coutts, Alta. An extension of time for the construction of the previously authorized line is also asked. Simmons and Shepherd, Lethbridge, Alta., are solicitors for the company. (May, 1908, pg. 329.)

April 1910  
CP 271

## E RAILWAY AND MARINE WORLD

**Atlantic, Quebec and Western Ry.—**  
The Minister of Railway stated in the House of Commons recently that the audit department was making a complete audit of the company's books to ascertain the exact amount of money spent upon construction, and the chief engineer was making an inspection of the line in order to see how far it had been constructed. From papers which had been previously brought down it appeared that the total cost to date was reported to the Government to have been \$2,451,550, and that a further sum of \$769,902 was required to complete the 102 miles. The subsidy, amounting to \$396,902 had been paid to the Bank of Montreal which held a power of attorney from the company. Of the 102 miles, 56 had been completed and considerable work had been done on the remaining 46 miles. The operations on the portions of the line opened to June 30, 1910, showed a deficit of \$9,872. (Feb., pg. 109.)

April 1910  
P 319

Atlantic, Quebec and Western Ry.—  
The Dominion Parliament has voted a  
subsidy to aid in building a line from  
Paspébrae, as near the shore as practi-  
cable, to Gaspe, Que., not to exceed 102  
miles.

An inspection of the line between Port  
Daniel and Pabos, has been made by the  
inspecting engineer of the Department of  
Railways and Canals, and the section  
passed for traffic. A regular train ser-  
vice will be put on, and it is expected  
that a further section between Pabos and  
Grand River will be ready for traffic by  
the end of July. Instructions have been  
received from the director of the com-  
pany in England to push forward the  
completion of the line to Gaspe, as fast  
as possible. (April, pg. 271).

June 1910

7447

**Atlantic, Quebec and Western Ry.—**

We are advised that a lot of work is being done towards the completion of the line from Paspébiac to Gaspé, Que. Track has been laid upon 23 miles; the steel trestle at Anse a Beau Fils and the three span bridge over Barachois River have been completed. A steel trestle is being completed at Bois Brule, 15 miles from Gaspé. This leaves to be erected a large trestle at L'Anse a Brilliant, and the large bridge at Douglastown to complete the line into Gaspé. It is expected to have the steel work completed by the end of Aug., and to complete the entire line during Oct. A large force of men is at work, and the plan includes three steam shovels. (July no. 645.)

August 1910  
p 733

**Atlantic, Quebec and Western Ry.—**  
Construction is being proceeded with and during July the steel work has been placed across the Big and Little Pabos Rivers, and track is laid and ballasted as far as Grand River, Que. From that point to Gaspé, work is being actively pushed and it is expected that the grading and trestle work and most, if not all, of the bridge work will be completed by the end of the season.

When we were advised, July 30, the Atlantic and Lake Superior Ry. was still being operated as a separate line, but trains were being run through from Matapédia to Newport on the Atlantic, Quebec and Western Ry., the officials in charge of the line are, Atlantic and Lake Superior Ry.: General Manager, C. R. Scoles; Roadmaster, B. Robinson. Atlantic, Quebec and Western Ry.: General Manager, A. Lemieux, Montreal; Superintendent, F. C. Bouvier; Auditor, J. S. Gordon; Chief Engineer, W. L. Browne. New Canadian Co., (operating the A., Q. and W. Ry., until completion): Managing Director, C. B. K. Carpenter, Montreal; General Manager in charge of construction, C. R. Scoles; Accountant, W. H. Gfroux. Except where otherwise stated, the headquarters of these officials are at New Carlisle, Que.

September 1910

p 725

## RAILWAY AND MARINE WORLD

The A. and L. S. Ry. has, since the above was written, been transferred to the Quebec Oriental Ry., which is a provincial company, the charter of which is held by the Atlantic, Quebec and West-ery Ry. (June, pg. 447.)

September  
1910

P 725

**Atlantic, Quebec and Western Ry.—**A receiver has been appointed for the Charing Cross Bank, London, Eng. The assets were stated in a recent report to be £1,607,000, with liabilities to depositors at about £1,000,000. The bank was owned by a private partnership, a Mr. Carpenter being the principal owner. The Carpenters have large interests in the Gaspé peninsula, of which the most important is the A., Q. and W. Ry., now under construction by the New Canadian Co. The Managing Director of this company is C. B. K. Carpenter, and its head offices are in Montreal.

A London cablegram of Oct. 18<sup>x</sup> says that Carpenter, who filed his own petition, denies insolvency and says he took the step in consequence of threats of certain persons to institute criminal proceedings against him in relation to the investment of the bank's money in a Canadian railway scheme.

November 1910

7909



**Atlantic Quebec and Western Railway.**

The financial prospects of the Atlantic, Quebec and Western Ry., operating and building a line in the Gaspé Peninsula of Quebec, are involved in the failure of A. W. Carpenter, carrying on business in London, and elsewhere in the United Kingdom and the Isle of Man, as the Charing Cross Bank. A receiving order was made Oct. 17 in the London Bankruptcy Court, upon the debtor's own petition, and the order of adjudication was made the same day. The debtor denies insolvency and says he filed his petition in consequence of threats of criminal proceedings against him in relation to the investment of the bank's funds in a Canadian railway. A statement of affairs, prepared by the debtor, was filed Oct. 24, showing liabilities of about £2,500,000, almost entirely due to about 25,000 depositors, with assets of £133,000 in cash, £60,000 in book debts, and properties valued at £156,000. The latter include shares in various properties; 40,000 acres of timber lands and other properties in the Gaspé Peninsula; but does not include shares in the New Canadian Co., which is constructing the Atlantic, Quebec and Western Ry., £300,000 of mortgage debentures, and all the common stock of the railway company. It is estimated that the bank has provided altogether about £1,250,000 for the building of the line, and the other railways owned by it. The bank has also large interests in South Africa, which are not included in the statement of affairs. A meeting of depositors was held in London Nov. 2, when it was stated that the official receiver disclaimed any responsibility for the figures in the statement of affairs, and that the value of the bulk of the Canadian assets, and of the whole of the South African assets was doubtful. Sir Clifton Robinson, who died suddenly in New York, Nov. 6, had consented, on the invitation of the creditors, to make an inspection and report of the railway properties in Canada, but had not been able to do anything at the time of his death. While nothing was done, an opinion was expressed by certain of the creditors, that it might be necessary to raise money to complete the railway. In order that the money already expended might not be entirely lost. A meeting of creditors, called by the Official Receiver, was held in London, Nov. 21, and the public examination of the debtor was fixed for Jan. 26, 1911.

The history of railway building and operation in the Gaspé peninsula has been a chequered one. The first line to be built was the Bale Des Chaleurs Ry., which in 1897 was taken over by the Atlantic and Lake Superior Ry., an ambitious scheme promoted by C. N. Armstrong, who had been engaged in railway promotion and construction works in various parts of Ontario and Quebec. The A. and L.S. Ry. proposed to take over the Bale des Chaleurs Ry., extending from Metapédia, on the Intercolonial Ry., to New Carlisle; the Great Eastern Ry. and some other short lines in different parts of Quebec, connect them up and to extend the line to some point on Lake Superior. A steamship was put on to run between New Carlisle and Liverpool, Eng., which was unsuccessful, and the whole concern was taken over, July, 1900, by the bondholders, C. R. Scodes being appointed Manager. The Bale des Chaleurs Ry. was the only line taken over by the A. and L.S. Ry., and the bondholders, with Dominion Government aid, made improvements on the line to New Carlisle, and extended it to Paspéblac, completing this work in 1902-03. The Carpenters, who had been for years interested in oil and timber lands in the Gaspé Peninsula, subsequently became interested in the railway projects, and

when the Atlantic, Quebec and Western Ry. was given a charter by the Dominion Parliament in 1906, the New Canadian Co. was formed, with C. B. K. Carpenter, son of the proprietor of the Charing Cross Bank, as Managing Director, and entered into a contract for building the lines authorized. The capital of the New Canadian Co. was fixed at £100,000, in shares of £1 each, and of these 49,493 are fully paid up, the remaining 50,507 having 5s. each paid. Under this contract the line has been completed as far as Port Daniel, and construction is well advanced to Gaspé Harbor. Meanwhile the affairs of the Bale des Chaleurs Ry. and of the Atlantic and Lake Superior Ry. were before the courts, not only in Canada, but in England, and several suits had to be fought out before a settlement was effected in 1907, when what is known as the A. and L.S. Ry. Trust Fund was formed. In Sept., 1909, the holders of the trust fund certificates authorized the sale of the line, and an order-in-council was passed July 10, 1910, confirming the transfer to the Quebec Oriental Ry., a company chartered by the Quebec Legislature, and controlled by the A.Q. and W. Ry. The line, which is involved in the liquidation of the bank, includes therefore the following:—The original Bale des Chaleurs Ry., Metapédia to New Carlisle, 93 miles; section from New Carlisle to Paspéblac, built by the Atlantic and Lake Superior Ry., two miles, and the section from Paspéblac to Gaspé Harbor, under construction by the A.Q. and W. Ry., of which 37 miles are completed and in operation.

The A., Q. and W. Ry. is authorized to issue \$5,000,000 of common stock, and of this \$1,500,000 was to be allotted to the contractor—the New Canadian Co.—as the work progressed. The company is authorized to build a line from Gaspé Bay through the centre of the peninsula to Amqui, on the Intercolonial Ry., thence southerly to Edmundston, to a connection with the C.P.R. and the National Transcontinental Ry., and a line from Gaspé Harbor, skirting the coast to Paspéblac, on the A. and L.S. Ry., with power to take over that line. The Dominion Government has voted a subsidy, on the usual conditions, not to exceed \$6,400 a mile, and because of the unusual number of bridges on the coast route, an additional \$250,000 for bridges, while the Quebec Legislature has voted 4,000 acres of land for 150 miles of the coast line.

At a general meeting of shareholders in London, Oct. 28, the Earl of Ranfurly, President, said he hoped that at their next meeting he would be able to report the successful opening of the railway, thus placing in direct rail communication with the interior Gaspé Harbor, destined, as they believed, to become in the near future one of the great ports of the Dominion of Canada. The engineers-in-chief, Sir Douglas Fox and Partners, had certified that 78% of the work on the coast line had been completed, leaving 22% to complete at the end of Sept., since which time considerable progress had been made. Possession had been obtained of the whole of the land, and construction was being carried out in the most substantial and efficient manner. The line was in operation up to mile 37, and would be open for traffic as far as mile 61 in November, and through to Gaspé before this time next year. At Gaspé Harbor the Government were constructing a large wharf at which there would be sufficient depth of water to accommodate ocean steamers. The company had already received \$365,568 on account of cash subsidies, and was now in a position to claim a considerable further amount. It had also received official notification that it was entitled to 188,197 acres of land, and in

November, when a further 24 miles of line were open, they would have earned under the terms of the subsidy agreement a further large acreage.

December 1910

p 1049

February 1911

p155

**Atlantic, Quebec and Western Ry.—** During 1910 track was laid on 23 miles, distributed as follows: from Grand River to Anse a Beaufils, 14.5 miles; from third crossing of Anse a Beaufils to Barachols, 8.5 miles. The sections under construction, which it is expected will be completed during the current year are: from Anse a Beaufils River to third crossing of Anse a Beaufils, 4.5 miles, and from Barachols to Douglastown, 19 miles. The work is being done by the New Canadian Co., New Carlise, Que. (Jan., pg. 21.)

**Dominion Development Ry.—**The Dominion Parliament is being asked to incorporate a company with this title to build a railway from the mouth of the Naas River on the Portland Canal, east-erly along the Naas and Omineca rivers to Peace River.

The Quebec Oriental Ry. is the title under which the lines known as the Baie des Chaleurs Ry., Atlantic and Lake Superior Ry., and the Atlantic, Quebec and Western Ry. are being operated. The lines in operation start at Matapedia, on the Intercolonial Ry., and extend to Grand River, Que., 152.10 miles. This shows the completion of an additional 17.05 miles in 1910. The line is under construction to Gaspe.

Curves for

**Atlantic, Quebec and Western Ry.—**  
Quebec Oriental Ry., etc.—Notice was  
given in the House of Commons, Jan. 11,  
of a motion asking for copies of all cor-  
respondence of every description between  
the liquidators of the Charing Cross  
Bank or of A. W. Carpenter, or any one  
on their behalf, or any member of the  
government or official thereof, regarding  
the affairs of the A., Q. & W. Ry., the  
Quebec Oriental Ry., or the New Can-  
adian Co., Limited. Hon. R. Lemieux,  
Postmaster General, who returned from  
England Jan. 17, said there was no truth  
in the reports as to his connection with  
these railways, and it was his intention  
to make a statement on the subject in the  
House of Commons shortly.

February 1911  
p 119

**Atlantic, Quebec and Western Ry.—**  
The Board of Railway Commissioners having authorized the opening for traffic of the line from Grand River to Gaspé, Que., mileage 51.5 to 102.5, a passenger train service was started Aug. 1. With the opening of this section of line, there is in operation a through line from Matapédia, on the Intercolonial Ry., to Gaspé, 202.5 miles, under one management. The first section of 100 miles from Matapédia to New Carlisle is the old Atlantic and Lake Superior Ry., now the Quebec Oriental Ry. (Aug., pg. 411.)

September

1912

P-450

Atlantic, Quebec and Western Ry.—  
Track has been laid on the extension of  
this line into Gaspé, Que., and C. R.  
Scoles, the General Manager, arrived  
there Sept. 4, in his private car.. It is  
expected that a regular train service  
will be put on early in Oct. (See At-  
lantic and Lake Superior Ry., Sept., pg.  
853.)

October 1911

p 935

miles and is also under construction beyond that point to Gaspé. C. R. Scoles is General Manager of both lines, but they are entirely separate in their organization though a joint through train service is run between Matapédia and Grand River.

Mr. Scoles is also contractor for the completion of the Atlantic, Quebec and Western Railway to Gaspé, which we are officially advised will be an accomplished fact by the end of this year. (See Atlantic, Quebec and Western Ry., Aug., pg. 733.)

September

1911

Atlantic, Quebec and Western Ry.—  
Track has been laid on the extension  
of the line into Gaspé, Que., and we are  
advised that construction trains are be-  
ing run through to that point. The  
Bridge work and ballasting on the ex-  
tension are being finished, and it was ex-  
pected to have everything practically  
completed by the end of October. Oct.,  
pg. 935.)

November 1911

p 1035

## Gaspe Peninsula Railways.

The following official information has been furnished to Canadian Railway and Marine World:—The Quebec Oriental Ry. extends from Matapedia to New Carlisle, Que., 100 miles, and the Atlantic, Quebec & Western Ry. extends from New Carlisle to Gaspe, 102½ miles, the two lines forming a through route from Matapedia to Gaspe, 202½ miles, under joint management, J. S. Gordon, New Carlisle, being the General Manager. For many years the Baie de Chaleur Ry., afterwards the Atlantic & Lake Superior Ry., and now the Quebec Oriental Ry., was, for want of maintenance, allowed to get into poor physical condition, but during the last 10 or 12 years, consequent upon liberal maintenance and betterments, the line has reached a good average branch line standard with an operating record as good as any other branch line in the country. On account of its condition in years gone by the line got a bad reputation which seems to be very difficult to live down. The Atlantic, Quebec & Western Ry. was built to a high branch line standard with heavy steel bridges more than adequate for its present traffic. It was completed in 1911 and has been reasonably well maintained. Some of the largest lumber companies in eastern Canada are building mills and developing their limits, and it is expected that there will be a large increase in freight traffic from 1929 onwards, which should be a source of profit to the owners.

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June 1929

p 343



## Gaspe Peninsula Railways.

For a number of years there has been much public discussion, particularly in eastern Quebec, with respect to the condition of the Quebec Oriental Ry. and the Atlantic, Quebec and Western Ry., which give a continuous line of railway from Matapedia, mile 12.81 east of Campbellton, N.B., Matapedia Subdivision, Campbellton Division, Atlantic Region, Canadian National Ry., along the shore of Gaspe peninsula, to Gaspe Basin, 202 miles. These railways, while built under separate charters, are under the same management, both having been in the hands of receivers for a number of years. Efforts have been made to improve conditions from time to time, but it has not been found possible to do anything, the bondholders declining to find any more money, and a large quantity of the stock being in hands unable or unwilling to do anything. For 10 years or more, ever since a financial institution in London, England, which had been financing the company, went into liquidation, it has been thought that the Canadian National Ry. would take over the lines, but Sir Henry Thornton, Chairman and President, did not see his way to recommend it. The Governor General's speech at the opening of the Dominion Parliament's current session stated that the Government would ask authority to take over certain railways in eastern and western Canada, which constituted potentially important feeders of the Canadian National Ry., and on Feb. 19 the Minister of Railways stated that the line to Gaspe was one of those referred to. The Quebec and Oriental Ry. extends from Matapedia to New Carlisle, Que., about 100 miles; the Atlantic, Quebec and Western Ry. extends from New Carlisle to Gaspe Basin, 102 miles.

A special meeting of Quebec and Oriental Ry. shareholders is to be held in London, England, March 19, to authorize the sale of the railway, and arrange for carrying out whatever is necessary consequent upon the sale, and, if deemed advisable, for the subsequent winding up of the company. Meetings of holders of 5% first and second mortgage (Matapedia section) gold bonds, and of holders of 5% prior lien mortgage (Matapedia section) gold bonds, are called to be held following the first-named meeting, to pass resolutions to authorize the sale of the railway, and all its property, to authorize the trustees of the bonds to grant releases of them, to co-operate, to carry through the sale, and the distribution of the proceeds of it and in the proceedings for winding up the company, if authorized.

MARCH

1929

P149

## Gaspe Peninsula Railways' Condition.

J. S. Gordon, General Manager, Quebec Oriental Ry. and Atlantic, Quebec and Western Ry., has written from New Carlisle, Que., as follows:—"In Canadian Railway and Marine World for March you published an article headed "Gaspe Peninsula Railways." The information given in this article is not in accordance with facts. Neither the Quebec Oriental nor the Atlantic, Quebec and Western Ry. is in the hands of a receiver. The money derived from the sale of subsidy lands, which was specifically pledged to the bondholders in payment of interest, was voluntarily renounced by them so that it could be applied towards operation and maintenance of the railways. This fact has been emphasized by Mr. McKeown, Chief Commissioner of the Board of Railway Commissioners, in his report, dated November 1924, and was doubtless one of the reasons why the late Hon. F. B. Carvell, at a hearing in Montreal on March 23, 1921, designated the people who were running the railways as 'a body of out and out patriots.'

"In Oct. 1924 the Board of Railway Commissioners made a very thorough and exhaustive examination of the properties, and the following is an extract from their report:—"The Assistant Chief Engineer of the Board made his first inspection of this line about 22 years ago and the Division Engineer about 14 years ago, and in that time, and more particularly within the last five years, there has been an immense improvement in track conditions, and we are of opinion that apart from matters such as farm and highway crossings and fencing, the line is in very fair condition, as good as can be expected for a line running through a country with a small population and very severe winter conditions."

"Among the repairs which have been carried out on the Quebec Oriental Ry. during recent years the following are the principal:—whole line ballasted twice; all ties renewed; the greater part of track fastenings renewed; nearly all the curves relaid with heavier rails; eighty miles of fence rebuilt; all sidings and passing tracks extended; freight sheds extended and all water tanks renewed.

"The Quebec Oriental Ry., which for a great number of years operated at a loss, is gradually improving its financial position, for the last three years the net operating revenue, after charging betterments, but exclusive of bond interest, being in the neighbourhood of \$40,000 per annum.

"Successful lumber companies, such as Fraser Companies, Ltd., John Fenderson & Co., Sayabec, and the Madawaska Corporation, Ltd., have built mills along this railway with the result that the freight traffic shows a large increase and for 1929 should be double that of any previous year. All these companies have expressed themselves as being well satisfied with the service they have received, and we have in

JRLD

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our files letters of appreciation from them bearing out this contention.

"This is the first time that we have replied to any newspaper article, most of which were written for a purpose and manifestly unfair to the railways. We, however, regard your publication as wishing to be fair in such matters and for that reason have departed from our general practice."

[Editor's note.] Mr. Gordon's letter is published with pleasure, in pursuance of Canadian Railway and Marine World's invariable policy to correct any errors which may creep into its columns. The mistake made in the article to which he refers was in saying that the roads had been "in the hands of receivers for a number of years." The word "bondholders" should have been used instead of "receivers."

April 1929

p 203

## Six Railways to be Acquired by Canadian National Railway Co.

The Canadian National Rys. Co. has been authorized by the Dominion Parliament to buy the Inverness Ry., St. John and Quebec Ry., Kent Northern Ry., Atlantic, Quebec and Western Ry., Quebec Oriental Ry., and the Quebec, Montreal and Southern Ry. Each act provides that the C.N.R. Co. may buy the properties at the prices named in the act and provides for the issue of C.N.R. securities in payment therefore. The total mileage involved in the purchases is 637.95 and the aggregate price to be paid is \$15,935,000.

Inverness Ry. extends from Inverness Jct., mile 1.48 from Point Tupper, Sydney Subdivision, New Glasgow Division, Atlantic Region, Canadian National Ry., to Inverness, N.S., 60.53 miles. The purchase price is \$375,000. The railway is declared to be a work for the general advantage of Canada. It has been operated since April 1, 1924, as the Inverness Subdivision, New Glasgow Division, C.N.R., under a lease given by Inverness Ry. and Coal Co., and the National Trust Co., as trustee for the bondholders.

St. John and Quebec Ry. extends from a junction with the Canadian Pacific Ry. at Westfield Beach, mile 14 from St. John, N.B., on the St. John Subdivision, Brownville Division, New Brunswick District, up the St. John River valley, passing through Oromocto, Fredericton and Woodstock to its terminus at Centreville, 157.8 miles. The purchase price is \$6,000,000, including the outstanding debenture stock of \$2,727,977.40 which is to be assumed by the C.N.R., and it is provided that the balance of \$3,272,022.60 shall not be paid to the Province of New Brunswick or to the St. John and Quebec Ry. Co., but shall be held by the C.N.R. and applied to the payment on maturity of the following securities:—6% debentures due 1930, \$1,000,000; 6% debentures due 1931, \$260,000; 4½% debentures due 1932, \$208,000; 5½% debentures due 1934, \$460,000; 6% debentures due 1941, \$166,000; 6½% debentures due 1945, \$818,000; and applicable in reduction of principal of the \$1,700,000 of debentures due 1958, the \$380,022.60. The railway was taken over from the original company by the Province of New Brunswick, and it has always been operated under a lease on a percentage basis by the Canadian Government Rys. and the Canadian National Rys., successively. The railway is declared to be a work for the general advantage of Canada. The N.B. Legislature at its last session, passed an act dealing with the sale of the line, and providing for the payment of the portion of the railway's securities not covered by the \$6,000,000. From the schedule to the Dominion act it would appear that the amount for which the province is liable is the balance of the \$1,700,000 of debentures due in 1958, for the reduction of principal of which the purchase price provides \$380,022.60.

Kent Northern Ry. extends from Kent Jct., on the Canadian National Rys., 47.1 miles west of Moncton, N.B., generally easterly to Richibucto, on Northumberland Strait, N.B., 28 miles. The purchase price is \$60,000. The railway is declared to be for the general advantage of Canada.

Quebec Oriental Ry. and Atlantic, Quebec and Western Ry.—The first-named line extends from Matapedia Jct., on the Canadian National Rys., 12.81 miles west of Campbellton, N.B., easterly along the northern shore of the Baie de Chaleur, to West Paspebiac, Que., 98.15 miles. The Atlantic, Quebec and Western Ry. extends from West Paspebiac easterly to Gaspe, 102.5 miles, the two lines being operated practically as one railway of 200.65 miles.

The purchase price is \$3,500,000. The act provides that an agreement may be entered into subject to the approval of the Governor in council settling and determining the details of the sale and purchase, including the date of transfer, the adjustments customary upon the transfer, the times and manner of payment, the removal of incumbrances, the settlement of claims, etc., and the termination of litigation. The property may be transferred by one or more transfers, and the C.N.R., for the purpose of confirming its title in detail, may survey the property and deposit a detail plan under the provisions of the Expropriation Act as applicable under the Canadian National Railways Act, sec. 17, at any time after the sale and transfer of the property each of the vendor companies may be wound up and dissolved.

Quebec, Montreal and Southern Ry. extends from St. Lambert, mile 6.16 from Montreal, St. Hyacinthe Subdivision, Portland Division, Montreal District, C.N.R., generally northeasterly to Sorel, 44.5 miles, continuing to Fortierville, a further distance of 65.5 miles, with a branch from Belleville Jct. to Noyan, 81 miles, connection being made at Fortierville and Noyan with C.N.R. lines. Its total mileage is 191. The purchase price is \$6,000,000. Particulars of the company's history were given in Canadian Railway and Marine World for April, pg. 205.

July 1929

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tically as one railway of 202.32 miles from Matapedia to Gaspé. The purchase price is \$3,500,000. Further particulars in regard to the arrangement were given in Canadian Railway and Marine World for July, pg. 488.

S. J. Hungerford, Vice President, Operation and Construction Departments, Canadian National Rys., made a general trip of inspection over the two lines on Aug. 2 and 3, accompanied by C. B. Brown, Chief Engineer of Operation; D. Crombie, Chief of Transportation, and E. P. Mallory, Director, Bureau of Statistics, from Montreal; W. U. Appleton, General Manager; A. F. Stewart, Chief Engineer; W. E. Barnes, General Superintendent, Motive Power; G. E. McCoy, General Superintendent of Car Equipment, and C. N. Palmer, Comptroller, all of the Atlantic Region, from Moncton, N.B., also J. S. Gordon, General Manager of the two lines, who met them at Matapedia.

G. N. Palmer, Comptroller, Atlantic Region, Canadian National Rys., Moncton, N.B., and W. D. Waddell, General Accountant, C.N.R., Montreal, spent some time at New Carlisle, Que., in August, going into the accounts, etc., of the two railways.

We were advised officially on Aug. 26 that some of the formalities in connection with the purchase of the properties had not been completed, but that by special arrangement with the former proprietors they have carried on the operation of the two lines on account of the C.N.R. since June 1, and that this will continue until such time as all details pertaining to the purchase have been completed. We were also advised that the plans of reorganization had not been decided upon fully but that it was probable the lines would be operated as a subdivision of the Campbellton Division, Atlantic Region, with an Assistant Superintendent located at New Carlisle. Canadian Railway and Marine World's unofficial advice is that J. S. Gordon, the present General Manager of the two lines, will probably be appointed Assistant Superintendent for the new subdivision.

### Gaspe Peninsula Railways' Transfer.

Arrangements are progressing for the taking over by the Canadian National Ry. Co. of the Quebec Oriental Ry., which extends from Matapedia Jct. on the C.N.R., 12.81 miles west of Campbellton, N.B., easterly along the northern shore of Chaleur Bay to West Paspebiac, Que., 98.15 miles, and the Atlantic, Quebec & Western Ry., which extends from West Paspebiac northwesterly to Gaspé, 104.17 miles, the two lines being operated prac-

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## **Railway Finance,**

**Atlantic, Quebec and Western Ry.—**  
The trustees of the Charing Cross Bank, London, England, which went into liquidation in 1910, with a loss of \$1,700,000 to investors and creditors, issued a statement in September as follows:—"Negotiations are proceeding for a sale to the Canadian Government of the Atlantic, Quebec and Western Ry., in which the trustees of the bankrupt estate hold a considerable interest. It cannot be stated, however, when the sale will be concluded, or the exact result which will accrue therefrom to the Charing Cross Bank creditors. The trustees hope that they will be able to issue some definite notification to the creditors before the end of the year, but a distribution within the next two or three months is extremely improbable, and the figure of 2s. 6d. in the £, which has been mentioned, cannot be relied upon."

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### Gaspe Peninsula Railways Acquired by Canadian National Ry. Co.

The Canadian National Ry. Co., under authority of an act passed at the Dominion Parliament's last session, took over on Oct. 1, at 12.01 a.m., the Quebec Oriental Ry., extending from Matapedia Jct. on the Canadian National Rys., 12.81 miles west of Campbellton, N.B., easterly along the northern shore of Chaleur Bay to West Paspebiac, Que., and the Atlantic, Quebec & Western Ry., extending from West Paspebiac to Gaspe, the two lines having been operated as practically one railway of 202.32 miles. The purchase price was \$3,500,000. The two lines, which, for convenience, farther on in this article will be referred to as the Gaspe railways, have been attached to the Campbellton Division, Atlantic Region, C.N.R., of which W. E. Robinson is Superintendent at Campbellton, N.B. The former Quebec Oriental Ry. has been named the Cascapedia Subdivision of the Campbellton Division, from mile 0 at Matapedia to mile 100, and the former Atlantic, Quebec & Western Ry. has been named the Chandler Subdivision, from mile 100 to 202.32 at Gaspe.

The following appointments and changes were made on Oct. 1.—J. S. Gordon, formerly General Manager of both the Gaspe railways, was appointed Assistant Superintendent, Cascapedia and Chandler Subdivisions, Campbellton Division, C.N.R., at his former headquarters, New Carlisle, Que.—J. B. S. Mitchell, previously General Freight & Passenger Agent of both Gaspe railways, was appointed acting District Freight & Passenger Agent, C.N.R., for the same territory, viz., from Matapedia to Gaspe.—John Nealer, who was Engineer of Maintenance of both Gaspe railways at New Carlisle, resigned.—George W. H. Perley, Division Engineer, Campbellton Division, C.N.R., at Campbellton, now has jurisdiction over the Cascapedia and Chandler Subdivisions, as well as the other subdivisions of the Campbellton Division.—C. White, who was Master Mechanic of both Gaspe railways at New Carlisle, was appointed Locomotive Foreman, for Cascapedia and Chandler Subdivisions, C.N.R., at New Carlisle.—J. H. Chatterton, who was Car Foreman for both Gaspe railways, at New Carlisle, was appointed Car Foreman, Cascapedia and Chandler Subdivisions.

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