

CPR-QCR

SHERBROOKE

August, 1925

Canadian Pacific

Sherbrooke Bridge. — We are advised officially that the bridge at mile 0.7 of the C.P.R. connection with the Quebec Central Ry. at Sherbrooke, Que., is to be renewed. The existing bridge consists of a Howe truss span, and is to be replaced by a 55 ft. half deck plate girder span on pile abutments. The work will be done by the company's forces.

Fort William, Ont., Freight Shed. — A fire at freight shed 3, July 7, caused considerable damage to the structure and its contents. About 50 box cars on

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station on the main line between the
city. (May. pg. 222.)

Quebec Central Ry. has ordered from British Empire Steel Corporation sufficient 85 lb. section steel rails with angle bars, etc., amounting in all to about 1,500 tons, to lay 10 miles of track continuously on the main line, from mile 71, three miles north of Thetford Mines, to mile 81, two miles north of Leeds station. The usual track maintenance, and repairs to bridges, buildings, etc., will be done during the year.

Quebec Extension Ry.—A press report of May 19 states that the Interstate Commerce Commission has given the company permission to build a railway from Washburn, Me., for about 112 miles to the international boundary between Maine and Quebec, at an estimated cost of \$3,621,000. Canadian Railway and Marine World for April had, on page 162, an article giving full particulars of this project from its inception to the date of application to the Interstate Commerce Commission.

Thurso and Nation Valley Ry.—A press

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German bidders. (Dec. 1924, pg. 611.)

Quebec Extension Ry. Co. is reported to have been incorporated and to be controlled by the Aroostook Valley Rd. Co., to build about 112 miles of electric railway, from Washburn, Me., to the Canadian border, to develop about 1,200,000 acres of virgin timber in northern Maine. The Bangor and Aroostook Ry. was reported on Feb. 2 to have filed with the Interstate Commerce Commission a protest against the construction of the projected line, alleging that the prospects of developing traffic along it are not sufficient to justify the Commission in declaring that the line is necessary in the interests of public convenience, and further that it would virtually be controlled by the Canadian Pacific Ry.

Quebec Great Northern Ry.—Notice is

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damage to the building is estimated at \$50,000, the principal contents being saved. The second fire was discovered about 8 p.m., in the pattern shop, which had been closed for the previous three days. Considerable damage was done to the building, but the principal loss was the patterns stored there. Following the fires, there was a local report that the company's divisional offices would be moved to the western border of Ontario. D. W. Donahue, Superintendent, Canadian Division, is reported to have stated that they will remain at St. Thomas. The clearing up of the burned premises and the repair work were started immediately. (Dec. 1924, pg. 617.)

Montreal Central Terminal Co.—Notice is given of application to the Quebec Legislature for authority to build railway tunnels under the St. Lawrence River, opposite Montreal, and to connect them with the railways on either side of the river.

The company made a similar application to the Quebec Legislature in 1924, but withdrew it, and later applied to the Dominion Parliament for an extension of time for construction, but this was not granted. An application to the Dominion Parliament for an extension of time for construction was withdrawn in 1919, following the Minister of Railway's refusal to approve of the company's plans, since, when the company has been seeking a renewal of its powers. (May 1924, pg. 236.)

The Newfoundland Government Ry. Commission is reported to have decided to relay the track from St. John's to Clarendville, 132 miles, using 70 lb. rails in place of the present 50 lb. ones, and negotiations for the purchase of 10,000 tons of rails are said to be in progress. It is stated that the work will be started in the spring. A St. John's press dispatch of Feb. 15 says that the Newfoundland Government has awarded an issue of \$4,000,000 securities to English financial interests, and that an agreement has been made with the Trade Facilities Board, whereby a portion of the money will be utilized in the purchase in England of 10,000 tons of steel rails, resulting in the undercutting of Belgian and German bidders. (Dec. 1924, pg. 617.)

Quebec Extension Ry. Co. is reported to have been incorporated and to be controlled by the Aroostook Valley Rd. Co., to build about 112 miles of electric railway, from Washburn, Me., to the Canadian border, to develop about 1,200,000 acres of virgin timber in northern Maine. The Bangor and Aroostook Ry. was reported on Feb. 2 to have filed with the Interstate Commerce Commission a protest against the construction of the projected line, alleging that the prospects of developing traffic along it are not sufficient to justify the Commission in declaring that the line is necessary in the interests of public convenience, and further that it would virtually be controlled by the Canadian Pacific Ry.

Quebec Great Northern Ry.—Notice is given of application to Quebec Legislature to incorporate a company under this title to build a railway from Quebec to Chicoutimi, and thence to the boundary of the province at or near Hamilton In-

for completing the construction of 5 miles of railway between Richmond and Melbourne, and St. Francis du Lac. This company was incorporated originally as the L'Avenir and Melbourne Ry. Co. to build a line from the International boundary, near Stanstead, to Sorel, with a branch from Cherry Valley to Granby. In 1919, the Quebec Legislature voted a land subsidy for a line from Stanstead to St. Francis du Lac, 95 miles, and from near St. Bonaventure on the St. Francis River to Sorel, 25 miles. In 1923, the company obtained an extension of time to Dec. 21, 1924, for the construction of the line from Richmond or Melbourne to St. Francis du Lac, and to Dec. 21, 1928, for the rest of the line. (Jan. 1923, pg. 9.)

Thurso and Nation Valley Ry. Co.—A bill has been introduced in the Quebec Legislature for the incorporation of a company with this title to build a railway from Thurso, Que., 91 miles from Montreal, on the Canadian Pacific Ry's Montreal-Ottawa line, for 35 miles northerly in Labelle County, and also branch lines. The applicants are:—Sir Douglas Alexander, Stamford, Conn.; F. A. Park, New York; W. A. Davidson, Elizabeth, N.J.; Andrew McCutcheon, Iberville, Que.; R. C. McMichael, K.C., Montreal; T. F. Elmitt and P. D. Bougert, Hull, Que. The promoters are the Singer Manufacturing Co., which proposes to establish a woodworking plant, in connection with its enterprise, at Thurso, and desires the railway principally for hauling logs to the plant, and taking in its employees' supplies, etc., to its camps. The cost of the railway is estimated at \$2,000,000. A deputation from the area which it would serve waited upon the Quebec Premier recently to urge that provision should be made in the bill for the line to carry on a general freight and passenger business, in order to promote the development of the district.

Toronto, Hamilton and Buffalo Ry.—The branch line for the construction of which the company is asking authority from the Dominion Parliament is to start from the main line near Coyle, Crowland Tp., Welland County, and run generally easterly and southerly through Humberstone Village and Port Colborne to the north shore of Lake Erie west of the Welland Canal.

The construction work done at Vine-mont during 1924 will, it is said, be continued during this year. A press report states it forms part of a construction programme which will have its final outcome in the completion of a double track line between Hamilton and Welland. (Jan. pg. 13.)

Freight Car Condition and Supply.—The Railway Association of Canada reports that on Feb. 1 there were 191,809 freight cars on Canadian lines, compared with 193,384 on Jan. 1, of which 13,321, or 7.2%, were in bad order, compared with 13,808, or 7.1%, on Jan. 1, and that there were 27,481 surplus cars on hand, compared with 25,587. The American Railway Association's Car Service Division reports that on Jan. 15 there were 2,295,034 freight cars on U.S. class 1 lines, of which 187,310, or 8.2%, were awaiting or undergoing repairs. Out of 1,054,029

The Motor Vehicle as a Common Carrier.

R. A. C. Henry, Director, Bureau of Economics, Canadian National Ry., addressed the Engineering Institute of Canada's Montreal Branch recently on "Factors to be considered in assigning the motor vehicle its proper field as a common carrier transportation facility." He said in part: "In the last decade, the rapidly increasing importance of the motor vehicle has been one of the outstanding characteristics of transportation development. Concurrently, many problems have arisen, and upon their successful solution the efficient co-ordination of all transportation facilities depends. A study of the subject indicates the function of the motor vehicle to be complementary to that of the steam and electric railway and not directly competitive. It appears that its most efficient and economic utilization is to be sought in the provision of short haul and urban services, rather than of long hauls. Its field lies in the work of relieving congested terminals, hauling perishables, radial operations from large centers, and in providing facilities where no other is to be found. The evolution of motor transportation has been so rapid that a consensus of public opinion has forced state regulation upon it, as in the case of steam railways. With its increasing importance, however, it seems certain that some such action will be necessary in the near future. At present, it is difficult to compare the motor vehicle with the railway from the point of view of economic service to the community. The railway permanent way represents a large capital expenditure, and fixed charges, together with maintenance, impose on them a burden which the motor is not called upon to bear. Obviously, before any equitable comparison between the economies of steam and motor transportation can be made, a reasonable proportion of the cost of highway construction and maintenance should, by taxation or otherwise, be imposed on the motor transport."

Mr. Henry also pointed out that it would be economically sound, in many cases, to replace steam or electric service on branch lines of low traffic density by motor vehicles, and also that "the possibility of the utilization of the motor vehicle as a means of supplying transportation requirements should be looked into before any expenditure made for the provision of other more costly means." His subject, as the title indicates, was dealt with wholly from an economic point of view, viz., with a view to determining in just what services the use of motor vehicles is economical justified, and he classified the character of traffic suitable for motor vehicle operation as follows:—1. Freight: (a) haulage of commodities from the farmer, the rail or water shipping point; (b) relieving congested terminals; (c) radial operations from large cities in the delivery of L.C.L. merchandise and materials; (d) in the haulage of perishable farm and dairy products; (e) where no other transportation facilities are provided. 2. Passenger: (a) to replace