

CANADA
ATLANTIC
RAILWAY

C. H. RIFF

1882-1892 - 1902-1904

The G.T.R. and the Canada Atlantic Ry.

At the half-yearly meeting of the G.T.R. shareholders in London, Eng., Sept. 26, a resolution was passed authorizing that company to enter into an agreement providing for the purchase of the franchise, property and assets of the Canada Atlantic Ry., and particularly for a guarantee by the G.T.R. of the principal and interest on the bonds proposed to be issued by the C.A. Ry. Co.; and also authorizing the application to the Dominion Parliament for an act to legalize the agreement. The report presented to the shareholders contained a reference to the proposal to acquire the line, and stated that the consideration to be given by the G.T.R. Co. is a guarantee of the principal and interest of a total mortgage of \$16,000,000 4% 50-year gold bonds, of which a proportion will be reserved for future capital expenditure. Sir C. Rivers Wilson (President) presented the resolution to the meeting, and a somewhat heated discussion ensued, an amendment to

pair of cars, \$95,034.34; general operating expenses, \$370,450; total, \$1,216,035.26; net earnings, \$691,000.27. The financial statement June 30, showed: common stock, authorized and subscribed, \$6,200,000; paid up, \$6,100,100; preference stock, subscribed and paid up, \$1,000,000; 5% bonds, issued and paid up, \$4,450,000; bonuses - Dominion, \$1,214,867.20; Ontario, \$847,326.06; Quebec, \$162,000; Ontario municipal bonuses, \$152,000; bonds subscribed for by municipalities, \$32,000. The cost of the railway and rolling stock to that date was \$20,281,328.51. The bonds are due Jan. 5, 1909. The Central Counties Ry. was leased for 99 years from Jan. 1, 1892, the rental payable being an amount equal to the interest on the company's bonds, which in 1901 2 amounted to \$10,000. The Pembroke Southern Ry. was leased to the C.A. Ry. Co. Sept. 1, 1896 and a press report states that this lease has expired. The franchises, etc., of the P.S. Ry. were claimed as being part of the assets of the Dominion Securities Co., a New York company which in 1902 secured an option on the C.A. Ry., but which failed to carry out its bargain, and

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1844. He was educated at Belview Academy, Aberdeen, and Wimbleton School, Surrey, Eng., and came to Canada in 1861, was admitted a provincial land surveyor for Ontario in Jan., 1866, and remained in active practice as such up to 1876. He was elected Reeve of the Township of Eldon, and President of the Eldon Agricultural Society in 1870. In 1867 he obtained a Military School certificate and was gazetted a lieutenant in the 34th Batt. Was elected a member of the Institute of Civil Engineers, Eng., in 1885, a member of the Canadian Society of Civil Engineers in 1887, and for several years was a member of the council of the latter body. He has had a long and varied experience as an engineer commencing in Oct., 1870, when he was in charge of the location of the northward portion of the Toronto and Nipissing Rys. under E. Wragge, C.E., since which date he has been almost constantly employed in the location or construction of railways, amongst others the location of portions of the Credit Valley Rys., Toronto, Grey and Bruce Rys., Northern Rys., Georgian Bay branch C.P.R., etc., the location and construction of the Ontario and Quebec Rys., Toronto to Perth; the C.P.R. at Smith's Falls, Ont., to Woodstock, Que.; St. John's to Lévisville, Que.; and Hobart to Matiawankag, Me.; Supervising Engineer of the location and construction of the Qu'Appelle, Long Lake and Saskatchewan Rys., and Calgary and Edmonton Rys., in the Northwest Territories; the C.P.R., from Ile Gaud to Ottawa; the Crow's Nest Pass Rys., Leethbridge to Kootenay Landing, and numerous branches of the C.P.R. in other portions of the Dominion. In Aug., 1864, he was appointed Chief Engineer of the National Transcontinental Railway. He was married on Oct., 1885, to Mary Frederica, only daughter of J. W. G. Whitemy of Toronto. He resides at 68 Homewood Ave., Toronto, his summer residence being Buctonuc, Orillia, Ont. He is a member of the Toronto Club, and of the Rideau Club, Ottawa. He is a brother of General Sir Peter Lamson, who was with Lord Roberts in the march to Kandahar.

F. B. Wade, K.C., who has been appointed Chairman of the Commissioners of the Transcontinental Rys., and whose biography appears on page 357, was born at Granville, N.S., Sept. 9, 1852. He is descended from Jonathan Wade who emigrated from Norfolk, Eng., to Massachusetts in 1632, and more immediately from John Wade, a great-grandson

of ours who gave us access upon his manors indebtedness. Foreclosure proceedings were commenced, and he was appointed Receiver and Manager by the Supreme Court of Nova Scotia, a position he held for six years, and until the road was sold to the Central Ry. Co.

It may be mentioned, as an incident, that he was not asked to, and did not give, any security while he held this position. He was one of the most active promoters of the Halifax and Southwestern Ry. He promoted and organized the Middleton and Victoria Beach Ry. Co., and subsequently negotiated a sale of that road to MacKenzie, Mann & Co. He was leading counsel for the South Shore Ry. Co. in its struggle with the Narrows Gauge Ry. Co., and for the Yarmouth Steamship Co. in its long fight with the Dominion Atlantic Ry. Co. He represented Annapolis in the Dominion Parliament from 1891. He has been an active supporter of the Liberal party since 1878 when he was chosen organizer for the Lunenburg County, and in that year contested that county for the Local Legislature. In 1890 he was nominated against J. B. Miles, the Conservative member in Annapolis, who had held that county for 14 years, and was elected by 150 majority. He has spoken freely, both in the debates of the House and in the committee discussions. He married in 1877 Florence L., daughter of Capt. R. P. Tidby, Bridgewater.

The G.T.R. and the Canada Atlantic Ry.

At the half-yearly meeting of the G.T.R. shareholders in London, Eng., Sept. 29, a resolution was passed authorizing that company to enter into an agreement providing for the purchase of the franchise, property and assets of the Canada Atlantic Ry., and particularly for a guarantee by the G.T.R. of the principal and interest on the bonds proposed to be issued by the C.A.R. Co. and also authorizing the application to the Dominion Parliament for an act to legalize the agreement. The report presented to the shareholders contained a reference to the proposal to acquire the line, and stated that the consideration to be given by the G.T.R. Co. is a guarantee of the principal and interest of a total mortgage of \$16,000,000 for 4^½ 50-year gold bonds, of which a proportion will be reserved for future capital expenditure. Sir Rivers Wilson (President) presented the resolution to the meeting, and a somewhat heated discussion ensued, an amendment to

rules operated under trackage rights, and 4^½ miles run over under traffic agreements, in all 500. On the owned and leased lines there are 97.30 miles of sidings, the lines and sidings being laid with steel rails, 56 lbs., 72 lbs., 73 lbs., and 75 lbs. There are 13 level crossings of no junctions with other railways and three junctions with branch lines. The heaviest gradient is 60 ft. to the mile, and the radius of the sharpest curve is 055 ft. On June 30, 1903, its equipment consisted of 60 locomotives owned, and four hired; two official cars, three drawing room cars, 20 first-class cars, 11 second-class and immigrant cars, seven baggage, mail and express cars, 945 box cars owned, 1,080 box cars hired, 27 refrigerator cars, 442 platform cars (including one gas tank car), 87 coal and dump cars, 39 conductors' vans, nine tool cars, five snow plows and ro shangers. Its operations for the year ended June 30, 1903, showed train-mileage passenger 433,040; freight, 752,536; mixed, 146,912; total, 1,333,307; total engine mileage, 1,782,215 miles. Passengers carried, 372,779; freight carried, 6,164,800 tons. Earnings passengers, \$307,554.84; freight, \$1,514,570.90; mail and express, \$30,525.41; other sources, \$550,055.32; total, \$1,008,025.¹

53. Operating expenses—maintenance of line, building, etc., \$2,30,016.90; working and repair of engines, \$510,070.21; working and repair of cars, \$95,034.34; general operating expenses, \$570,450; total, \$1,216,035.20; net earnings, \$801,000.27. The financial statement June 30, showed: common stock, authorized and subscribed, \$6,200,000; paid up \$6,100,100; preference stock, subscribed and paid up, \$1,000,000; 5% bonds, issued and paid up, \$4,440,000; bonuses, Dominion, \$1,124,867.26; Ontario, \$847,326.62; Quebec, \$692,000; Ontario municipal bonuses, \$152,700; bonds subscribed for by municipalities \$32,000. The cost of the railway and rolling stock to that date was \$20,481,328.51. The bonds are due Jan. 5, 1909. The Central Counties Ry. was leased for 99 years from Jan. 1, 1892, the rental payable being an amount equal to the interest on the company's franchises, etc., of the P.S. Ry., were claimed as being part of the assets of the Dominion Securities Co., a New York company which in 1902 secured an option on the C.A. Ry., but which failed to carry out its bargain and

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adjourn the matter to the next half-yearly meeting being proposed. Sir C. Rivers Wilson stated that the resolution re the acquisition must be voted on at the present meeting, as an answer was required within 20 days. He regretted he had been unable to take the shareholders into his confidence, as he would have liked to do; but if the acquisition were postponed it meant abandoning the idea altogether. Finally the resolution was put and carried.

The Canada Atlantic Ry. Co. was formed in 1890 by the consolidation of the U.A. Ry. and the Ottawa, Arnprior and Parry Sound Ry. The line extends from Depot Harbor, Ont., to the International boundary at Laclede, Que., 400.3 miles; it operates under lease, 31 miles on the Vermont and Province Line from the International boundary to Aldburgh Jct., Me.; 37.4 miles of the Central Counties Ry.; from Hawkesbury to Glen Robertson, Ont., 21 miles, and from South Indian to Rockland, Ont., 16.4 miles; 200 miles of the Pembroke Southern Ry. from Pembroke to Golden Lake, Ont. It has also trackage rights on the Central Vermont Ry. from Aldburgh Jct. to Swanton, Vt., 6.7 miles, and has traffic agreements with the G.T.R., by which it uses the latter's tracks between Laclede and Rouse's Point, N.Y., 4 miles, and between Coleau and Montreal. This makes a total of 400.3 miles owned, 111.4 miles leased, 6.7 miles operated under trackage rights, and 41 miles run over under traffic agreements, in all 500.4. On the owned and leased lines there are 07.30 miles of sidings, the lines and sidings being laid with steel rails, 56 lbs., 72 lbs., 73 lbs. and 75 lbs. There are 13 level crossings of 10 junctions with other railways and three junctions with branch lines. The heaviest gradient is 66 ft. to the mile, and the radius of the sharpest curve is 055 ft. On June 30, 1903, its equipment consisted of 60 locomotives owned, and four hired; two official cars, three drawing room cars, 20 first-class cars, i.e. second-class and immigrant cars, seven baggage, mail and express cars, 945 box cars owned, 1,080 box cars hired, 27 refrigerator cars, 442 platform cars (including one gas tank car), 87 coal and damp cars, 20 conductors' vans, nine tool cars, five snow plows and 10 flangers. Its operations for the year ended June 30, 1903, showed: train mileage passenger, 433,047; freight, 752,530; mixed, 145,612; total, 1,333,307; total engine mileage, 1,782,272 miles. Passengers carried, 377,779; freight earned, 1,494,809 tons. Earnings passenger, \$307,854.82; freight, \$1,514,570.09; mail and express, \$30,525.41; other sources, \$35,075.12; total, \$1,608,023. 53. Operating expenses—maintenance of line, buildings, etc., \$230,010.96; working and repair of engines, \$510,030.21; working and repair of cars, \$95,034.34; general operating expenses, \$370,450; total, \$1,216,035.26; net earnings, \$601,000.27. The financial statement June 30, showed: common stock, authorized and subscribed, \$6,200,000, paid up, \$6,100,100; preference stock, subscribed and paid up, \$1,000,000; bonds, \$1,000,000.

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subsequently there was a sensational fall in its stock. W. S. Webb, President of the Rutland Rd., who was the President of the D. S. Co., has been in Ottawa since the agreement with the G.T.R. has been made, and had an interview with J. R. Booth, but its object has not transpired.

The C.A. Ry. obtained an amendment to its charter in 1903 authorizing the construction of a line from some point on its line near Whitney, to Sault Ste. Marie. It has also an agreement with the city of Ottawa by which it has to erect a central railway station there. The company also owns the Canada Atlantic Transit Co., which operates steamers on the upper lakes, and two elevators.

At the annual meeting held Sept. 27 a report for the year ended June 30, 1904, was presented, but has not yet been issued. The officers and directors for the current year are: President, C. J. Booth; other directors: J. F. Booth, J. Christie, W. Anderson, N. MacIntosh, G. W. Mitchell. Secretary-Treasurer, A. W. Fleck.

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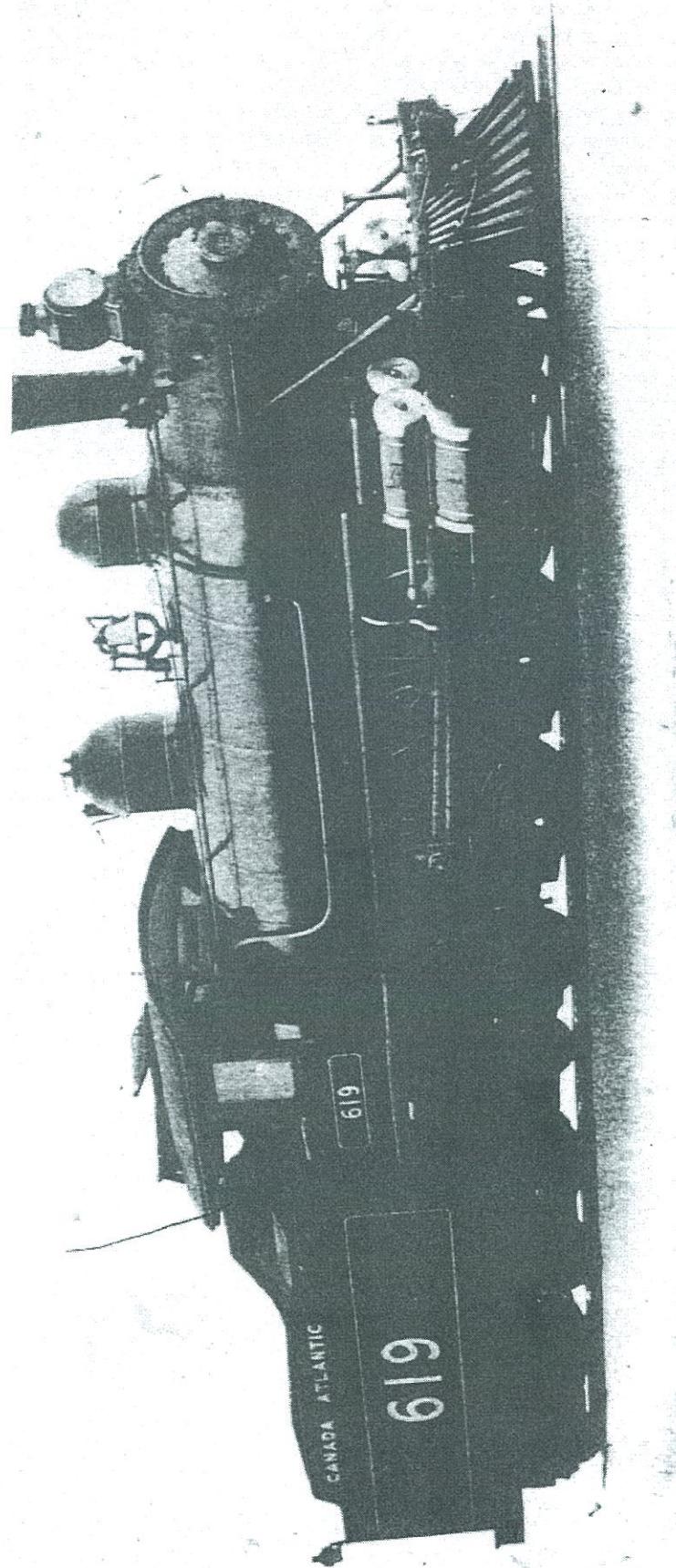
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at Cloverdale, and also the line extending from near Mud Bay southeasterly to the International boundary at Blaine, connecting there with the line of the Seattle and Montana Ry. The shareholders of the Vancouver, Westminster and Yukon Ry. have also been called to meet on the same day to sanction an agreement for the sale of its lines to the V.W. and E. Ry. and N. Co.

Canada Atlantic Ry. —The meeting of the Canada Atlantic Railway Co.'s shareholders, which was to have been held Sept. 24, was adjourned to Oct. 24. One of the purposes of the meeting is to vote on the question of amalgamating with the G.T.R. Co. Although the C.A.R. is controlled by the G.T.R., and is known as a division of the G.T.R. system, the C.A.R. Co. has still separate corporate existence, and the accounts are kept separate from the G.T.R. ones.

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BALDWIN LOCOMOTIVE FOR CANADA ATLANTIC R.R.

between the American engine and that of
the Canadian Pacific, which are being

