

MARATIME  
RAILWAY  
AND  
COAL  
COMPANY

## Maritime (Joggins) Railway (1887 - 1961)

The Maritime Railway was a 12 mile steam powered line which operated in Nova Scotia from 1887 until 1961. The line ran between the coal mines in Joggins and the I.R.C mainline at Maccan. The line began operation as the Joggins Railway, being incorporated in 1883, and opened for operation on November 3, 1887.

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With the completion of the Intercolonial Railway of Canada through Nova Scotia in 1872 the major coal producing areas of Nova Scotia had an avenue opened for them to ship their product to markets in other parts of Canada. The Pictou coal fields were already served by rail and the Springhill mines were beginning to out produce the mines of Joggins, due in part to the completion of the Spring Hill and Parrsboro Railway. If the Joggins mines were to become more productive a railway would have to be constructed to connect with the I.R.C. It would take another decade before funding would be put into place to begin construction of the railway.

Construction of the line posed few engineering obstacles, the only ones being the two bridges and trestles that had to be constructed. These bridges were needed to cross the River Hebert, and Maccan River, both of which were flooded twice daily with up to 30 feet of water from the Bay of Fundy tides. The Maccan bridge consisted of two spans of 125 feet each and the River Hebert crossing was a single 150 foot span. Both bridges were Howe truss style. There were also two trestles constructed, the first being the 180 foot Lawrence Mine trestle at Maccan and the other being the 300 foot long Little River trestle at the Hillcrest between Joggins and River Hebert. Despite these obstacles the line opened on time with all structures completed including the stations, and freight sheds at Joggins and River Hebert, and the engine facilities at Joggins.

Less than two years after it opened the Joggins Railway Co. and the Joggins Coal Co. amalgamated to form the Joggins Coal and Railway Co. The mines and railway would remain under joint ownership for the remainder of their existence, although under different corporate names. At this time the tracks at Joggins were extended approximately one mile to a new terminus and engine shed located on lower Main St.

In 1892 the mines and railway were sold to the Canada Coal and Railway Co., although the railway remained known as the Joggins Railway. The Canada Coal and Railway Co. sold to American interests in 1904 and the name of the new company became the Canada Coals & Railroad Company. The major difference being the term Railroad in place of Railway to reflect the US influence in the line. In 1907 the line changed hands for the last time when it was sold to the Patrick and David Mitchell owners of the Maritime Coal Railway and Power Company of Chignecto. The line became known as the Maritime Railway. Under this merger one company could now produce, transport and use the coal from the mines of Joggins as the MCR&P Co. also owned and operated an electric generating plant at Chignecto. In 1931 the company built a new generating plant at Maccan and abandoned the Chignecto plant and five mile rail line to Chignecto in 1934.

The railway at one time boasted of having about 25 miles of track which included the original 12 miles of the Joggins line along with the five miles into Chignecto and the five mile Minudie branch they acquired from the Minudie Coal and Railway Co. At one time there was also a one mile spur up the east bank of the River Hebert to Young's Mill and a gravel pit which was also owned by the company as well as a one and a half mile spur into the Maple Leaf mines between Joggins and River Hebert.

The MCR&P Co. continued to operate the line until September 23, 1961 when it ceased operations for good. Two of the company's last three locomotives were sold for scrap and # 5 a ten wheeler was sold to the Canadian Railway Museum at Delson, Quebec where it remains to this day.

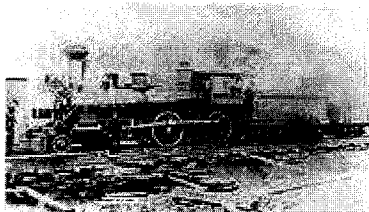
## Locomotives of the Joggins Railway

No.	Type	Disposition
1	4-4-0 17X24 cylinders 60"drivers	Scrapped prior to 1923
2	4-4-0 16X24 cylinders 66"drivers	Destroyed in collision at Maccan 1904
70	4-4-0 16X24 cylinders 66"drivers	Wrecked on snow plow train at Hardscrabble Hill 1908
4(1st)	2-6-0 18X24 cylinders 54"drivers	Scrapped 1918
4(2nd)	4-4-0	Scrapped 1920
4(3rd)	4-6-0 18X24 cylinders 57"drivers	Scrapped 1930
5(1st)	2-8-0	Scrapped 1914
5(2nd)	4-6-0 18X24 cylinders 50"drivers	Retired 1961 Canadian Railway Museum Delson, Quebec
6	2-8-0 20X24 cylinders 40"drivers	Fell into Maccan River 1919 Scrapped 1952
8	2-8-0 20X24 cylinders 50"drivers	Scrapped August 1940
9	2-6-0 19X26 cylinders 50"drivers	Retired 1961 Scrapped 1961
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Distance from Maccan miles	Elev. above mean sea level feet	Maritime Coal, Railway & Power Co.	Distance from Maccan km
0.00	31	Maccan switch at junction with ICR	0.00
0.34	34	Maccan River bridge rail 6 feet 2m above high tide	0.55
3.20	216	Summit	5.15
7.00	27	Bridge over River Hebert, rail 9 feet above high tide	11.26
7.15	29	River Hebert station	11.50
10.20	191	Summit	16.41
11.60	58	Joggins station	18.66

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## Locomotives owned by the Joggins Railway



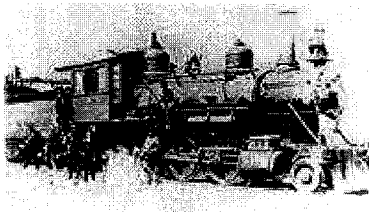
Locomotive # 1, 1887



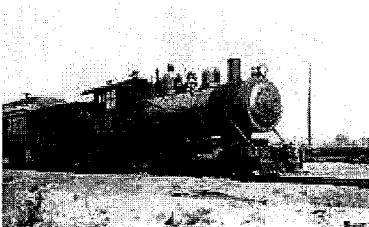
Locomotive # 2, 1888



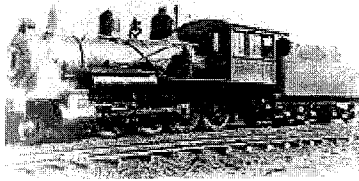
Locomotive # 4, 1907



Locomotive #5, 1920(1st)



Locomotive # 6, 1930



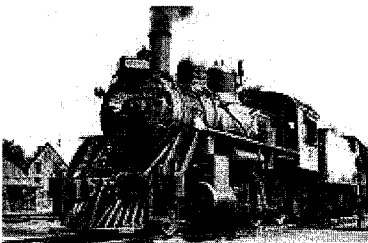
Locomotive # 8, 1940



Locomotive #5, 1950 (2nd)



Locomotive # 9, 1960



Locomotive # 10, 1960

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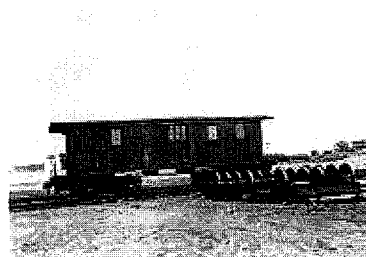
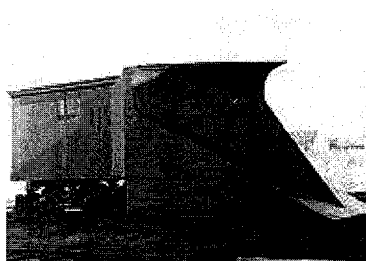
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## Rolling stock owned by the Joggins Railway



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# THE SYDNEY DAILY POST

Vol. No. 163

SYDNEY, NOVA SCOTIA, SATURDAY, JULY 12, 1919

## ON PLATE MILL TO BE STARTED RUSHED TO COMPLETION—MR.

### MARITIME EXPRESS IN ACCIDENT NEAR LEVIS

Driver and Fireman Killed and Mail Conductor Injured; Locomotive and Tender Ditched Five Cars Following Pile on Top

(Canadian Press Despatch)  
QUEBEC, July 11.—By the derailment of the eastbound Maritime express on the C.N.R. line today at 3.35 p.m., west of Durantaye, Counton, Beclie-chasse, two men were killed and one was slightly injured.

The victims were: Killed—Driver G. H. Pelletier and Fireman J. A. Leclerc, both of Riviere du Loup. Injured—Mail Conductor Oscar Belanger, Boriamaque St., Quebec.

The train, which left Montreal at 9.25 a.m., was derailed at 3.35 p.m.

The locomotive and tender were the first to be derailed, and the train came to a halt.

derail and tumbled into the ditch while the five cars which followed were also derailed and piled up on the locomotive. Fire broke out among the wreckage and the bodies of the driver and fireman were burned in the blaze.

The cars which were derailed apart from the locomotive were the baggage, the express and the mail cars, dead head diner and one first class car. The remainder of the train comprising five cars remained intact and was taken back to Levis and derailed from the track.

The cause of the wreck has not yet been ascertained. The road was clear for traffic at midnight.

### NEW ENGLAND FISH COMBINES ARE DISOLVED

Boston Fish Pier and Bay State Companies Declared Illegal

OFFICIALS SENTENCED

Heads of Bay State Company Get One Year and Heavy Fines

(Canadian Press Despatch)  
BOSTON, July 11.—Dissolution of the Boston Fish Pier Company and of the Bay State Fishing Company was ordered today by the federal court which ruled that they were combinations illegal under the Clayton anti-trust act.

The court stated in its opinion that dealers on the Boston fish pier had exercised predominant control of the fresh fish industry of the North Atlantic states.

The New England Fish Exchange was held to be operating contrary to law and was directed by the court to revise its rules and methods of operation to conform with the requirements of the government.

The court's decision was on a bill of equity brought by the government two years ago in connection with which lengthy hearings have been held. The bill aimed to prevent the companies and the exchange from "manipulating and restricting any part of the trade and commerce in fish in the North Atlantic states."

Officers of the Bay State Fishing Company, a Maine corporation comprising eight dealers, which operates a fleet of about twenty boats out of this port, were sentenced in the state court a few days ago to serve terms of two years each in a day fine of \$1,000 for conspiring to raise the price of fish in the market.

### NEW PLATE MILL PLATES BY THE STEEL PRESS

RENEWAL OF  
CONTRACT AT  
\$73.00 PER TON

Steel Co. to Get \$3.65 per 100 Pounds Instead of \$4.15

OFFICIAL STATEMENT

Arrangement Still a Highly Profitable One for Sydney Concern

Confirming the announcement in The Post of yesterday morning a Montreal despatch says that a contract for 250,000 tons of ship plates involving five years work and completion of a monster rolling plant at Sydney costing in the vicinity of five millions of dollars has been let to the Dominion Steel Corporation by the federal government.

Hon. O. O. Ballantyne, minister of marine, in making the announcement, said the contract was accepted by the company at fifty cents per hundred pounds lower than the price in the original contract. The new price will be \$6.65 per hundred pounds. The announcement of the letting of

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(Canadian Press Despatch)  
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(Canadian Press Despatch)  
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### AIRSHIP R-34 GOING STRONG LAST REPORT

Had Covered 1400 Miles up to 2.30 Friday Afternoon

ONE ENGINE DISABLED

At Dark Last Evening was 4,000 Feet Above the Clouds

### TEMPORARY WOODEN BOW FOR GRAMPAN

(Canadian Press Despatch)  
ST. JOHN'S, Nfld., July 11.—One body was recovered today from the ruins of the bow of the Allen liner Grampian which arrived here yesterday after its collision with an iceberg near Cape Race on Wednesday night. A wooden bow is being constructed on the Grampian to enable her to reach a port where permanent repairs can be made.

MEETING OF THE  
SYDNEY ASSOCIATION

incorporating the Quebec Eastern Ry. Co., a section specially authorizes the L. and M.R. Co. to sell its line to that company.

**Maritime Coal, Ry. and Power Co.**—At a meeting of shareholders in Montreal, May 29, a resolution was passed ratifying the purchase of the property and undertaking of the Canada Coal and Rd. Co. By this purchase the M.C.R. and P. Co. becomes the owner of an additional area of over 17 square miles of coal-bearing lands, together with 12 miles of railway, terminal facilities and rolling stock. The railway extends from Maccan, N.S., through the coal lands to the coal docks on the Bay of Fundy. Possession of the property was taken June 1, and the new owners propose to open up some new mining areas and to pursue an aggressive policy of development. Senator Mitchell is President of the company.

The Canada Coal and Rd. Co. was incorporated under the Nova Scotia Companies' Act, with a capital of \$600,000 in common and preferred stock, of which \$300,000 of common stock had been issued, and \$150,000

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altogether not exceeding 38 miles. (May, pg. 325.)

**Maritime Coal, Ry. and Power Co.**—The railway line operated by the company, prior to its absorption of the Canada Coal and Rd. Co., extended from Chignecto to Maccan, N.S., about three miles. The additional line acquired extends from Maccan to the Bay of Fundy. The company is building new bridges across the rivers Maccan and Hebert. A survey is being made for a branch from the main line at Fundy to the new slope which is being opened up there, a distance of about one mile. The company has charter powers to construct a line to a port on Northumberland Strait, and we are advised that the port which will probably be used is Tidnish. (July, pg. 479.)

**Metaboucheau Pulp Co.**—By an act of the Legislature of the Quebec Province

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with the main line of the Atlantic, Quebec and Western Ry. (Aug., pg. 563).

Maritime Coal, Ry. and Power Co.—The branch line from Fundy Mine on the main line down to the new slope which has been opened by the company, a distance of 1.25 miles, is under construction, and considerable progress has been made. The contractors are Wheaton Bros.

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The company has completed the installation of a power plant at Chignecto, N.S., which started delivering electric energy at Amherst, July 31. The power house is situated near the mouth of the colliery, and the fuel used for the generation of the power is the screenings and waste coal formerly of practically no value. The plant consists of a Robb cross-compound, vertical, enclosed, self-oiling engine of 800 h.p., and four return tubular high pressure boilers supplied by the Robb Engineering Works, Amherst. The engine is directly connected to a Canadian Westinghouse alternating generator of 100 k.w. capacity. The power line is 6½ miles long to the transforming station at Amherst, and is carried across the Nappan River and the Intercolonial Ry. by a cable. The company has installed a telephone line along its power line. One of the principal users of the power in Amherst is Rhodes, Curry & Co. Ltd. (Aug., pg. 563).

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## RAILWAY DEVELOPMENT.

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

**Algonia Central and Hudson's Bay Ry.**—The Superior Copper Co. proposes to construct a spur line from mileage 38.4 on the A.C. and H.B.R. main line, known as Superior Mine station, to its mining property, 14.9 miles. J. F. Wilde was reported recently to be making a survey, and it was stated that the Government would be asked to grant a right of way. The Lake Superior Corporation, owning the A.C. and H.B.R., it was stated, had consented to supply all labor and equipment, and to do all the work under the supervision of the directors for a percentage of the cost of the road. It is expected the road will be completed and in operation by Sept. 1, and will cost \$75,000. We were advised June 19 that it had not been decided who would undertake the work of constructing the line, but that it was quite likely that it would be done by the A.C. and H.B.R.

**The Atlantic, Quebec and Western Ry.'s** application for approval of its location from Minneapolis to Edmundston, N. B., has been admitted 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.

A steel bridge with trestle approaches giving a total length of over 800 ft. has been completed over the Assiniboine River at Portage la Prairie. Grading is in progress upon a line from Walbulla, N.D., to Morden, Man., 21 miles, under the charter of the M. Ry. of Manitoba, and it is expected that track laying will be commenced at an early date.

F. H. McGuigan, Vice-President G.N.R., was in Winnipeg, June 4, on a trip of inspection, and in company with F. E. Thurn, Chief Engineer, in charge of Manitoba construction, went over the Portage la Prairie and Brandon lines. Mr. McGuigan stated his business was to get acquainted with the company's lines, and he could not say anything as to the prospects of the construction of a line into Winnipeg, nor as to the layout of the terminals there. (June, pg. 407).

**Hulifax and Southwestern Ry.**—A contract has been let to the Lindsay Construction Co. for the erection of a steel bridge at the Dutch Village Road, just outside Halifax, N.S. The bridge will be erected on concrete abutments. (May, pg. 325).

**Instal to Rocky Mountain House.**—Capt. B. J. Saunders reached Edmonton, Alta., June 6, and is reported to have stated that the object of his five weeks' trip was to ascertain the feasibility of the construction of a railway running north and south, between the C.P.R. Pacific Ry. and the main line of the C.P.R. He was not at liberty, he said, to state who was projecting the new railway, but he could state that the result of his explorations showed that such a line could be constructed

between a second track between Moncton and Paines Jet, N.B., eight miles.

**Kingston, Smith's Falls and Ottawa Ry.**

Upon the hearing of the company's application for approval of its route between Kingston and Ottawa, Ont., May 28, M. K. Cowan, K.C., stated that the C.P.R. was interested in the company, and if a proper location was given would construct the line. The location plans are under consideration by the Board of Railway Commissioners.

**London and Port Stanley Ry.**—The Pere Marquette Rd. Lessee of the L. and P.S.R. is constructing the abutments of a new bridge over the Thames just south of London, Ont. It is proposed to undertake the reconstruction of the bridge over Kettle Creek, St. Thomas, as soon as they over the Thames is completed.

The question of the liability of the city of London, the virtual owner of the line, for the cost of the bridges is to be fought out, probably in the courts. The present bridges are too high for the traffic, and the lessee asked that they be reconstructed, but the city refused to do anything, whereupon the General Manager of the P.M.R. notified the company that it would do the work and charge the cost to the city. (May, pg. 325).

**Maritime Coal Ry. and Power Co.**—This company took over June 1 the mining property and railway of the Canada Coal and Rd. Co., formerly known as the Joggins Ry., in Nova Scotia. The M.C. Ry. and P. Co. also owns the Chignecto coal mines and the railway connecting them with the Intercolonial Ry. The additional line acquired extends from

of W. A. Hendry, J. J. Taylor and L. Whitman respectively. The work of locating the line was carried on during the whole season, the following routes being surveyed: Sunny Brae to County Harbor, via East River, St. Mary's, 50.8 miles; Cross Roads, Country Harbor to Guysboro, via Gunn's Brook and Salmon River, 28.8 miles; Dartmouth to junction with line from Sunny Brae to County Harbor at Cameron Lake, via Conist to Musquodoboit Harbor, Crawford's Falls, Balene Lake, Caledonia, East River and St. Mary's, 128 miles; Crawford's Falls to Sloan Lake, via North Side, Musquodoboit River, 42.9 miles, south side to north side Musquodoboit River, connecting line at Upper Musquodoboit, 0.75 miles; junction with first mentioned line at Lowmoor to Dartmouth-County Harbor line at Barron Brook mouth, via Barron Brook, 11.1 miles; New Glasgow to Sunny Brae via McLehlan and Glencoe Brook, 10.3 miles; Stellarton to Sunny Brae, via I.C.R., Ferona Jet, and Nova Scotia Steel Co.'s railway, 15.7 miles; Stellarton to Island Bridge, via east side East River and Nova Scotia Steel Co.'s railway, 0.2 miles; New Glasgow to McLehlan, via Vale Railway, Thorburn, and McPherson's Mills, 12 miles; Cross Roads, Country Harbor to County Harbor mouth, via Westside harbor, 15 miles. The field work was completed by the end of Nov., and the parties called into the office to complete plans and estimates. In the meantime the Provincial Engineer's Department placed a party in the field with the object of obtaining some additional information, and to roughly check some of the routes. The company completed its estimates at the end of the year and submitted the same to the Government. (April, pg. 243.)

**Halifax and South-Western Ry.**—The report of the Provincial Engineer of Nova Scotia for 1906 records the completion of the line between Halifax and Yarmouth, Dec. 14, 1906, on which day the last rail was laid near Barrington passage, connecting with the old Halifax and Yarmouth Ry. The first passenger train passed over the whole line Dec. 19, and the line was opened for traffic Dec. 22, a tri-weekly service to be maintained in operation. (Owing to the

fairly good shape, and when ballasting is completed should have a good roadbed. While a much lighter line to construct than the main line, the soil is of such a nature as to give a poor roadbed, and one which will be more difficult to maintain. Like all parts of the province along the Bay of Fundy, foundations for masonry structures could not be obtained at reasonable cost, and so wood had to be used. (Feb., pg. 87.)

**Hudson Bay Railway.**—Speaking in the House of Commons recently upon the Dominion Land Bill, the Minister of the Interior said the Government was fully convinced of the propriety of giving the Northwest an additional railway outlet by way of Hudson Bay at the earliest possible date. With the increase in the production of the West, such an additional outlet will be urgently needed as soon as a railway can be built, even if it were commenced at once. At the same time the Government realized that public opinion throughout Canada could scarcely be expected at the moment, in view of the great obligations incurred in connection with railway enterprises, to sanction the additional obligation that would be incurred by providing immediately for the construction of a railway to Hudson Bay, unless special provision were made to meet that obligation. It believed, however, there would be no objection from any quarter if the funds accruing from the disposal of pre-emptions in the three prairie provinces, under the terms of the proposed land bill, should be considered as a provision in place of the land grant stated in the act, to meet the burden upon the credit of the Dominion as a whole, that must be assumed at an early date—if not immediately—if a railway is to be in operation to Hudson Bay in time to meet the urgent need that is now in plain sight for an additional and shorter railway route from the prairies to tidewater. The land grant in the act referred to is contained in sec. 76 of the bill to amend the acts respecting public lands, which authorizes the Governor-in-Council to make a free grant of land, not exceeding 6,400 acres for each mile of railway within Manitoba, and not exceeding 12,800 acres for each mile outside Manitoba, in aid of the construction of a railway from some point

Thunder Bay, Lac Seul, and other points in the Northwest, to the Bay of Fundy, and to the Atlantic coast. (Feb., pg. 87.)

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

**Kettle Valley Lines.**—There is under contract an extension from Grand Forks, B.C., up the north fork of Kettle River, to Lynch creek, 19 miles. It was expected to have this completed by May 1. Nothing definite has been arranged as to any further extension.

**Kootenay Southern Ry.**—The British Columbia Legislature is being asked at the current session to incorporate a company with this title to construct a railway through the Kootenay country. B. C. Corbin is the principal promoter.

**London and Port Stanley Ry.**—Notice was received April 7 from the Rev. Margarette Rd., owning the Lake Erie and Detroit River Ry., which operates the L. and P.S. Ry. under lease, that it proposes to rebuild the bridges over the Thames at London, and over Kettle Creek, St. Thomas, and that it would look to the city for reimbursement. The estimated cost of the bridges is \$30,000. The city of London, which practically owns the line, denies its liability to provide new bridges to carry extra heavy traffic whenever the lessee demands them. (Feb., pg. 85.)

**Margaree Canal and Ry. Co.**—Plans of the railway proposed to be constructed by this company between Whyteconagh, and a junction with the Intercolonial Ry. at Orangevale, N.S., have been filed with the Provincial Engineer of Nova Scotia. Nothing further has been done, and no information has been given to the Government when construction is likely to be commenced.

**Ministère Ry.**—The Provincial Engineer of Nova Scotia states that work on the construction of this railway was prosecuted vigorously during 1906. When he made an official inspection the line was well advanced to completion. The grading, track-

MAY

1907

August  
1919

could be made with some other railway company or experienced railway operators. (July, pg. 331).

**Maritime Coal Ry. and Power Co.—**  
A coal train running on this company's railway between Joggins Mines and Maccan, N. B., is reported to have dropped into the Maccan River, through the bridge, on July 13. The company

August  
1919

432

CANADA

applied recently for approval of plans  
for new piers for this bidge, and had  
invited tenders for the work. (June,  
pg., 313).  
Montreal Central Terminal Co.—The  
Department of Public Works is reported to

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that it would do the work and charge the cost to the city. (May, pg. 325).

**Maritime Coal Ry. and Power Co.**—This company took over June 1 the mining property and railway of the Canada Coal and Rd. Co., formerly known as the Joggins Ry., in Nova Scotia. The M.C. Ry. and P. Co. also owns the Chignecto coal mines and the railway connecting them with the Intercolonial Ry. The additional line acquired extends from Macran to a shipping port on the Bay of Fundy, but it is proposed to extend the system to Northumberland Strait, thereby securing a shipping port that will put the company in close touch with the coal markets of the St. Lawrence River.

**Michigan Central Rd.**—The last section of the second track on the Canada Southern Ry., leased by the M.C.R., was completed June 4.

July 1907

section specially authorizes the L. and P. Co. to sell its line to that company.

**Maritime Coal, Ry. and Power Co.** - At a meeting of shareholders in Montreal, May 29, a resolution was passed ratifying the purchase of the property and undertaking of the Canada Coal and Rd. Co. By this purchase the M. C. R. and P. Co. becomes the owner of an additional area of over 17 square miles of coal-bearing lands, together with 12 miles of railway, terminal facilities and rolling stock. The railway extends from Maccan, N.S., through the coal lands to the coal docks on the Bay of Fundy. Possession of the property was taken June 1, and the new owners propose to open up some new mining areas and to pursue an aggressive policy of development. Senator Mitchell is President of the company.

The Canada Coal and Rd. Co. was incorporated under the Nova Scotia Companies' Act, with a capital of \$600,000 in common and preferred stock, of which \$300,000 of common stock had been issued, and \$150,000

July 1907

with the main line of the Atlantic, Quebec and Western Ry. (Aug., pg. 563).

**Maritime Coal, Ry. and Power Co.**—The branch line from Fundy Mine on the main line down to the new slope which has been opened by the company, a distance of 1.25 miles, is under construction, and considerable progress has been made. The contractors are Wheaton Bros.

The company has completed the installation of a power plant at Chignecto, N.S., which started delivering electric energy at Amherst, July 31. The power house is situated near the mouth of the colliery, and the fuel used for the generation of the power is the screenings and waste coal formerly of practically no value. The plant consists of a Robb cross-compound, vertical, enclosed self-acting engine of 800 h.p., and four return tubular high pressure boilers supplied by the Robb Engineering Works, Amherst. The engine is directly connected to a Canadian Westinghouse alternating generator of 100 kw capacity. The power line is 6 1/2 miles long to the transforming station at Amherst, and is carried across the Nappan River and the Intercolonial Ry. by a cable. The company has installed a telephone line along its power line. One of the principal users of the power in Amherst is Rhodes, Curry & Co. Ltd. (Aug., pg. 563).

**Matane and Gaspé Ry.** At the annual

September  
1907

(June, pg. 407.)

**Colchester Coal and Ry. Co.**—A contract has been entered into with the Dominion Government for a subsidy in aid of the construction of 4½ miles of line either from Debert station on the Intercolonial Ry. to Debert Coal Mine, or from the Debert Coal Mine to the northern terminus of the Londonderry Iron and Mining Co.'s railway near East Mines, N.S. The line has been inspected by E. V. Johnson, Inspecting Engineer of the Department of Railways, and opened for traffic. S. Winter, Moncton, is President of the company; J. Hayes, Parrsboro, N.S., Secretary, and A. and W. D. Wheaton were the contractors. (May, pg. 323.)

**Duluth, Rainy River and Winnipeg Ry.**—It is expected that track will have been laid to the southern shore of Rainy River, opposite Fort Frances, Ont., early in Aug. (July, pg. 479.)

**Fort William Union Station.**—J. Mills, one of the Board of Railway Commissioners, was

August  
1907

it for Jan., 1906.

s, **White Pass and Yukon Ry.**—Unconfirmed  
ie reports from White Horse and Vancouver  
ie state that the Guggenheim syndicate, which  
e has large investments in the Yukon Territory,  
ie has secured the control of this line.

er **Winnipeg and Hudson Bay Ry.**—The Pro-  
vincial Treasurer of Manitoba laid before the

MARCH 1907

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on the C.P.R. Crowsnest Pass Branch to  
the coal mine at Beaver Creek, Alta., in  
1912, (Oct., 1912, pg. 501.)

**The Maritime Ry. Power and Coal Co.**  
proposes to open a new colliery near  
Maccan, N.S., and it is reported will build  
some additional lines and sidings in con-  
nection therewith. (Sept. 1910, pg. 727.)

September 1916

# ACES

AT  
IG TRACK,  
JULY 19  
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are as follows:  
ce \$300  
ce \$300  
ce \$300  
not enough entries  
per cent. additional  
25, 15 and 10.  
ies close July 18th  
AM, Secretary

tain. (ADDON Shaford's reputation  
great. It is well known and those who  
privileged to hear him preach at  
service will long remember the nobly  
gent and helpful discourse, so time-  
and appropriate for the occasion.  
ing as his text Hebrews XII.  
e canon dealt with his subject under  
readings: (1) The power of recollec-  
(2) Freedom; (3) Patience; (4) Ob-  
e. As his hearers listened to his  
there must have come to many  
vision of life and a quickened de-  
sire to run more faithfully the  
set before them.  
a perpetual reminder of the events  
memorated by this service there was  
after the third collect a memo-  
rable tablet, suitably engraved,  
which had previously been placed on the  
wall of the church by the parishion-

the close of the service a reception  
held in the school room for the visit-  
ing brethren. At this reception the  
read a most interesting paper on  
history of St. Bartholomew's parish.  
These were made both by parishioners  
visitors, congratulations being of-  
fered by all to Archdeacon Draper and  
parish on the highly success-  
ful mission prevailing in the parish. The  
table Archdeacon has completed  
seven years of his rectorship at  
burg. He is beloved by every cler-  
gy in the deanery, all of whom look-  
ed to the most happy gathering in  
St. Bartholomew's parish.

## MARSHAL JOFFRE'S PLACE

(Canadian Press Cable)  
PARIS, July 11—An official note is-  
sued this afternoon announcing that Mar-  
shal Joffre will accompany Marshal Foch  
head of the Victory day parade on  
July 14 over the entire route through  
France. It is pointed out, will give satis-  
faction to Marshal Joffre's friends who  
regiment that his name was not on  
original official programme.

## PERSONAL

in Smith, secretary for the town  
mission, who is now at his home in  
New York, was reported to have been  
killed in the explosion. It is said that  
he was in the place.  
P. MacVie, secretary of the Y. M.  
C. A., here left yesterday for A. in an  
auto.  
D. D. Doyle, of Sacred Heart Church,  
ending the Church's Retreat at Anti-  
this week.  
Misses Esther McDonald and Ann  
McDonald, of Glace Bay, were in the city  
today.  
A. Marion Ayle, of Sydney was a  
guest at the city yesterday evening.  
Capt. G. W. Williams, of Gloucester,  
the city.  
F. J. Ryan has returned from Alaska  
after a tour of the country, where he  
has been for some time. He is now re-  
turning to his home.  
J. J. T. Ryan, of Sydney, who was  
in the city yesterday, is now in the  
city. He is now in the city.  
G. J. Ryan, of Sydney, who was  
in the city yesterday, is now in the  
city. He is now in the city.

## Had Covered 1600 Miles up to 2 30 Friday Afternoon

## ONE ENGINE DISABLED

At Dark Last Evening was 4,000 Feet Above the Clouds

(Canadian Press Cable)  
LONDON, July 11—The air ministry has received the following report from Ponta del Gada, Azores:  
"The R-34 at 8 10 Greenwich time, 6.41 p.m., New York time, is four thousand feet above the clouds and despite adverse conditions is going strong. We are just about to descend to look at the sea. All well."

## Engine Breaks Down

LONDON, July 11—The R-34 at 2 30 o'clock this afternoon Greenwich time (10 30 a.m. New York time) had reached 46 degrees 32 minutes north latitude 38 degrees 34 minutes west longitude according to latest advices from the dirigible.  
One of the ship's engines has completely broken down.

The above report indicates that the R-34 has covered approximately 1600 miles of her journey to Scotland. Since the last report giving the location of the R-34 the speed of the dirigible has slackened to about 43 miles an hour, due probably to the broken down engine.  
The airship's course as given in the 2 30 o'clock Greenwich time report, is about twenty miles north of that given in the previous message.

## TRAIN PLUNGES THROUGH BRIDGE

(Canadian Press. Despatch)  
MONTGOMERY, M.B., July 11—The train on the Maritime Coal and Railway Power Company's line which runs between Joggins Mines and Maccaan went through the Maccaan river bridge this evening.  
By a miracle no lives were lost. The passenger car was full of people but fortunately remained on the track.

## SHIPPING IS HELD UP

Severe Frost Stalling of all Coast-  
wise Craft from New York

NEW YORK, July 10—Several coast-  
wise steamers have been prevented from  
leaving and others due to leave tomorrow  
will be held up unless they are able to re-  
turn to the harbor. Steamers which started  
yesterday for the coast yesterday for a week  
of delay.  
The cause of the delay is the severe frost  
which has set in along the coast. The frost  
has set in so early and so severe that the  
coastwise steamers are unable to leave.  
The frost has set in so early and so severe  
that the coastwise steamers are unable to  
leave. The frost has set in so early and so  
severe that the coastwise steamers are  
unable to leave.

er its collision with an iceberg  
near Cape Race on Wednesday  
night. A wooden bow is being  
constructed on the Grampian  
to enable her to reach a port  
where permanent repairs can be  
made.

## MEETING OF THE SYDNEY DEANERY

## Anglican Clergy of Cape Breton in Regular Quarterly Session

The clergy of the Sydney Deanery (Anglican) met for their regular quarterly meeting in the parish of St. Bartholomew, Louisburg, on Tuesday and Wednesday of this week. Almost every member of the deanery was present, five new members being amongst the number.

Evangelism was held in the parish church on Tuesday, the preacher being Rev. A. C. Fenwick of St. Alban's church, Sydney, who preached a most helpful and eloquent sermon on the words "How much is a man better than a sheep?"  
The celebration of the Holy Communion on Wednesday morning was followed by an address given to the clergy by the Venerable Archdeacon Draper, the rector of the parish.

At the morning session there was read a selected passage from the Greek New Testament after which Rev. A. C. Fenwick was elected secretary of the deanery to succeed the rector of St. George's parish, who leaves for his new sphere of work in the near future. A long discussion took place in the afternoon on the Forward Movement, the Rev. E. B. Spurr, organizing diocesan secretary of the movement, ably and eloquently setting forth its purpose and aim, and pointing out the means by which success might be attained.

Many to leave the Deanery to undertake new duties in Halifax and suggested that a successor to his office should be elected at an early date at a meeting to be specifically called for this purpose. General regret was expressed by the members at the approaching departure of both rural dean and secretary, the one having been associated with the deanery for twelve years, the other for eight. The best wishes of the deanery will accompany these two members to their respective spheres of work.  
The next meeting of the deanery will be held at Fort Monien in September.

## PREPARATIONS FOR THE LIBERAL CONVENTION

Meeting of National Committee at Ottawa on July 31 to Arrange

(Canadian Press. Despatch)  
OTTAWA, July 11—The national Liberal convention is called to meet in Ottawa on July 31 to arrange the agenda for the convention which takes place next on July 3, 4 and 5.  
The convention is composed of Liberal members of the House of Commons and the Senate, and is the highest authority in the Liberal party.  
On the morning of the 31st of August the convention will meet in the House of Commons and will hold its first session.

with the requirements of the govern-  
ment. The court's decision was on a bill  
equity brought by the government 17  
years ago in connection with which let  
thy hearings have been held. The bill  
aimed to prevent the companies and re-  
exchange from "monopolizing and re-  
training any part of the trade and com-  
merce among states in the fresh fish indus-  
try of New England."

Officers of the Bay State Fishing Com-  
pany, a Maine corporation comprised  
eight dealers, which operates a fleet of  
steam strawlers out of this port, were se-  
tenced in the state court a few days ago  
to serve terms of one year each and pa-  
nalties of \$1,000 for conspiring to raise the  
price of fish in war times and for conspir-  
ing to monopolize the market.

Of the Boston Fish Co., which consist  
of twenty-eight members the court says  
"The evidence discloses that the company  
acquired the stock of twenty-five corpora-  
tions doing business in interstate com-  
merce as independent wholesale dealers  
and that thereafter it conducted the busi-  
ness of these dealers and all competition  
between them ceased."

## WORKERS OF PARIS ON 24-HOUR STRIKE

## Proposed Holiday Today Advocated as Warning to Government

(Canadian Press Cable)  
PARIS, July 11—The national council  
of the miners federation issued a manifes-  
to today asking all groups affiliated with  
the organization to observe the proposed  
24 hour general strike on July 12.  
The observance of the strike was ad-  
vocated as a warning to the authorities  
who, it was said, are doing nothing to  
prevent the cost of living from increasing  
and nothing to prevent food profiteering.

## Cooks and Waiters on Strike

PARIS, July 11—Lunch was a  
struggle in Paris today as cooks and waiters  
went on strike.

ed by a strike of waiters, cooks and other  
employees of the restaurants, cafes and  
small hotels.

Only the smallest places, where the pro-  
prietor and his family furnished all the  
labor in the establishment, were able to  
operate normally.

"Delicious stores and shops selling  
cold meats and other foods did a big busi-  
ness. Many cafes opened for business to-  
day but were forced to close later when  
their employees left."

## EIGHT HOUR DAY FOR PARISIENS

Transportation and Restaurant Work-  
ers Will Strike for Peace Day

(Canadian Press Cable)  
PARIS, July 11—Restaurant, hotel  
and cafe waiters, cooks and other employ-  
ees have decided to go on strike today.

peace day and Battle day if their claims  
are not immediately satisfied.  
They demand full compensation of the  
eight hour day, a weekly day off and a sub-  
sidized day of rest for the workers.

The Parisian Federation has  
decided to go on strike July 12 if the govern-  
ment does not agree to the demands of the  
workers. The strike will be a general one  
and will include all workers in the city.  
The strike will be a general one and will  
include all workers in the city. The strike  
will be a general one and will include all  
workers in the city. The strike will be a  
general one and will include all workers in  
the city.

Sydney Post 7/11  
1919

**No More Baking Worries**

**PURITY FLOUR**

makes lighter, whiter, tastier Bread.

"More bread and better Bread, too." 78

**Order It**

**THE OLIVE OIL STORE**

**Moore's Tonic**

Is the best to use in the Spring. It will restore the strength and vigor you have lost after an attack of grip and influenza.

Sold only at

**Moore's Drug Store**

Tel. Main 47 105 Broad Street  
Service Prompt. Cor. Richmond

**THE OLIVE OIL STORE**

**NEW BOOKS**

**GREEN VALLEY**—By Katharine Reynolds. Price \$1.50

**THE BLACK OPAL**—By Maxwell Gray. Price \$1.50

**A. M. GRAY & M. G. RIGHEY,**  
89 King Street.

**SALMON**

Mackerel, Shad, Halibut, Cod, Haddock, Gaspereau, Finan Haddies, Kippers.

## TWO LIVES LOST IN RAILWAY ACCIDENT

Bridge Collapses on Line in Cumberland Co., N. S.

QUEBEC, July 11.—By the derailment of the eastbound Maritime Express on the C. N. R. line to-day at 3:35 p. m., west of La Durantaye, Bellechasse, two men were killed and one was slightly injured. The victims are Killed—Driver J. H. Pelletier and Fireman J. A. Leclerc, both of Rivier-du-Loup. Injured—Mail Conductor Oscar Belanger, Quebec.

The locomotive and tender were the first to derail and tumbled into the ditch, while the seven cars which followed were also derailed and piled up on the locomotive. Fire broke out amongst the wreckage and the bodies of the driver and fireman were burned in the blaze.

The cars which were derailed, apart from the locomotive, were the baggage, the express and the mail cars and one first class car.

The cause of the wreck has not yet been ascertained.

AMHERST, N. S., July 11.—A serious accident occurred to-night on the Maritime Coast Railway and Power Company's line, which operates between Maccan and the town of Joggins Mines, when a mixed special train of about eleven cars of coal and one passenger car full of passengers for Maccan and points on the Canadian National Railways, was passing over a bridge at Maccan. The east span, a wood structure, collapsed, and the engine and several cars fell to the muddy river below, about thirty-five feet. The tide was very low and the engine was nearing the Maccan shore. The passenger car, with two or three freight cars, remained on the track on the west shore. The crew on the locomotive jumped, only receiving slight injuries about the legs and arms.

## WILL SPEND A YEAR IN ANDOVER JAIL

For Violation of Prohibition Law—Preparing for Exhibition—Personal.

WOODSTOCK, July 10.—Ben Condon, one of the most notorious offenders against the prohibition act, who operates on the boundary line near Grand Falls, was arrested last Sunday by Constable Allan McLaughlin and Inspector R. W. Demmings, tried by the local magistrate, and is now in Andover jail for one year, convicted for selling, making and keeping for sale liquor as a beverage.

Stores Open 8.30 a.m. Close 6 p.m. —Fridays 10 p.m. Saturday

## Summertime Of Shere

An ensemble of Blouses desired. The latest arrival every whim of fashion a York and Paris models.

Blouses of Georgette Novelty Crepes, Washable dressy and tailored style sleeves, round and V neck embroidery, artful piping.

GEORGETTE CREPE BL  
CREPE-DE-CHENE BLOI  
WASHABLE JAP-BLOUSI  
NOVELTY JAP BLOUSES  
WHITE VOILE BLOUSES

It will be a pleasure to attractive Blouses—a co daintiness and beauty.



Special value in LADIES' FAN SKIRTS

Made of good ground with colors of Blue, 1 with 10 inch tucks. A mo Petticoat for an only \$2.00.

## MACAULAY BROTHERS



"La Favorite" Refrigerator

Thoroughly constructed so that the cool the heat out, thus they require less ice.

Have a circulation of pure dry air—thus kept clean, dry and sweet.

All parts are removable, which ensures with very little work.

We carry a good variety of GALVANIZED the article for the country home.

Emerson & Fils