THE NEWFOUNDLAND RAILWAY DIARY I

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N. Wfoundland Northern & Western.

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BEGINNING THE YEAR

R. G. Regel, owner of the Newfoundland A Wastern Ry, has let a contract for the buildmy in Glasgion of 5 istellass steel screw Management. They will be built with a view to the farme development of the services & not to the existing conditions. They are all to be an Alexagranuth like the Bruce, both in their Altered to the will be will be was with fortified to resist ice; they will have the very latest devices in machinery, & their equipment will include electric search-lights. above will have a carrying caracity of 1,100 tions grows a is introded for the Labrador service. She will be profit hearly the same size as the Bruce, have recommodation for 50 first days & 100 second-class passengers, & will make fortugully remain ups between St. I simes, XIII., & the Labrador coast. The o cally are will be of about two tens cach, being isstantalized for the different buys, such as Notre Proper Tradity, Benevista, Placentia, the west reserved the Galt of St. Lawrence, connecting with the realway at they of Islands, & along the mount excess, from Parentia to Port aux Resignation the western terminals of the railway

R. G. Reid, owner of the Newfoundland & Western Ry, has let a contract for the building in Glasgon of 7 1st-class steel screw speakers. They will be built with a view to the feature development of the services & not to the existing conditions. They are all to be finished exactly like the Brace, both in their structure & interior fittings. They will be specialic fortified to resist ice; they will have the year latest devices in ma innerv. & their equipment will include electric search-lights. the will have a carrying caracity of 1,100 tions gross, A is intended for the Labrador service. She will be pretty nearly the same wire as the Bruce, have a commodation for 50 first school & non-second class passengers, & will make fortnightly countries between St. John's, Nild., & the Labrador coast. The ti collects will be at about two tens can't, being subsended for the different bays, such as Notre Dame, Transe, Remarista, Placentia, the west great in the Gulf of St. Lawrence, connecting emails the radius of the of Islands, & along one south coast, from Placentia to Port aux Basques, the western terminus of the railway

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April 1900 P115

especially adapted to tourist accommodation Total Service of the a from age of 200 ft., & a depth of 80 ft.

MAY 1900 P 115

Reid to have the samethon of the Newfound-Being interviewed in

Juny 1900

over all his belongings, rights & franchises, & say that Mr. Reid is endeavouring to float a Sale of coo.coo.res capitalisms and coo.coo.res Tonomine of the prosition part of the minerals in the electric railway in St. John's, & has a of the colony. He has exclusive lumber areas Halifax despatch of towether with the fleet of coastal steamers & TON SENSE TO MONEY SOUNDS OF THE WAY which is owned & controlled by R. G. Reid May 17 said - "The Newfoundland Ry.

St. John's, Nfld., Electric Rallway.

By R. F. Markill.

Newfoundland abounds with small & large fresh-water ponds, many of which are so situated that, with very little expense, they can be turned into valuable sources of power. About eight miles from St. John's, high in the hills which form the rugged coast line of the island, are a number of these ponds, emptying into the sea at a small fishing village called Petty Harbor, & here it is that R. G. Reid, of Montreal, the proprietor of the Newfoundland Ry., has built the power-house for the electric transmission plant that, on May 1, 1900, began to supply energy for the operation of the St. John's Electric Ry.

At present only two lakes have been dammed, one having an area of 25,000,000 sq. ft. & the other 1,000,000 sq. ft., making a total of 26,000,000 sq. ft. Besides these two reservoirs now in use, there are two others within close proximity having areas of 9,000,ooo, & 31,000,000 sq. ft., respectively. A dam & gate are at the mouth of the larger lake to regulate the flow of water, as is required, so

that there may be no waste.

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From the mouth of the smaller lake a wooden flume 3,468 ft. in length, carried along the side of the hill, conducts the water to a point 187 ft. above the power-house. It is constructed of native spruce 8 ft. x 8 ft. framed timbers on 3 ft. centers, planked on

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& gate are at the mouth of the larger take to regulate the flow of water, as is required, so

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From the mouth of the smaller lake a wooden flume 3,468 ft. in length, carried along the side of the hill, conducts the water to a point 187 ft. above the power-house. It is constructed of native spruce 8 ft. x 8 ft. framed timbers on 3 ft. centers, planked on the bottom with 21/2 in. & sides 2 in. The flume practically ends in a rock tunnel 368 ft. long, cemented at the junction. Not any lining is used inside, the rock being sufficiently water tight. At the other end are located the pen-stock & gate. From here a pipe 318 ft. long, 6 ft. 6 ins. in diameter, brings the water into the power-house below. This pipe is made of steel plates 36 of an in. thick, anchored to 22 concrete pillars, embedded in solid rock. Two anchor bolts 5 ft. long, riveted to the sides of the pipe, run through the basin & are bolted to timbers at the back.

The generating station is 138 ft. long by 24 ft. wide, constructed of native blue stone, with wooden roof covered with sheet iron, cemented floor. & well lighted by large windows. Only two generators & one waterwheel have been installed, but everything is ready for placing another wheel of the same capacity & also two more electrical units. The wheel is of the turbine type, having a rated capacity of 1.868 h.p. when operating under a head of 187 ft. The wheel is regular

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lated by an electrical governor. On the shaft is a o-ton fly-wheel, made up of sheet steel plates, bolted together & turned in a tathe. Two Westinghouse generators are directly connected to the water-wheel, one on either side. They are rated at 600 kilowatts each, revolving armature, 3-phase type, running at 237 revolutions a minute, & delivering 500 volts at 60 periods a second. Two exciters furnish the field current for generators & lights for the station. They are directly connected to a 50 h.p. turbine, one on either side of the wheel, arranged in the same manner as generators. They have a capacity of 15 kilowatts each, 4 pole, 110 volts, 605 revolutions a minute.

The switch-board is the ordinary Westinghouse type, consisting of 4 white marble
panels, 2 for the generators & 2 for the exciters, with the usual number of ammeters,
Niagara-type wattmeters, volt-meters & a
Mershon compensator for loss on the line.
The current is conducted from the switchboard to the primary side of the step-up
transformers on twelve 500,000 circular mil
lead-covered tables. On each transformer is
mounted a Westinghouse 500-ampere quick
break switch for the purpose of opening the
primary side if necessary. Three Westinghouse transformers of 400 kilowatts each, oil

revolutions a minute.

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The switch-board is the ordinary Westinghouse type, consisting of 4 white marble panels, 2 for the generators & 2 for the exciters, with the usual number of ammeters, Niagara-type wattmeters, volt-meters & a Mershon compensator for loss on the line. The current is conducted from the switchboard to the primary side of the step-up transformers on twelve 500,000 circular mil lead-covered tables. On each transformer is mounted a Westinghouse 500-ampere quick break switch for the purpose of opening the primary side if necessary. Three Westinghouse transformers of 400 kilowatts each, oil cooled, raise the voltage to 15,000 volts for transmission. They are connected in delta. From the secondary side the current goes through 6 high tension pole switches & circuit breakers to the bus-bars & thence to the pole switches connected to the line circuits. The Worts lightning arrester is used. These are installed in loft at the end of the building over the high-tension switches.

Current is brought into St. John's over two pole lines, in order to insure against interruption of the service. The poles are about 125 ft. apart: three wires of no. 5 B. & S. medium drawn on each line, Locke three petticoat glass insulators & locust wood pins, boiled in paraffine wax, are used, as they are believed to give best results where there is so much fog & rain. There is one cross-arm on each pole, with a pin at either end & a pin in the

every 4 poles.

The sub-station is at the west end of the city, just beside the dry dock. In appearance it very much resembles the power-house, being constructed of the same material & having a concrete floor, etc. The dimensions are oo by 30 ft. Line wires enter the end of the building through high tension pole switches similar to the one in generating station, thence to the high-tension bus-bars & distributing switches to four 100-kilowatt Westinghouse oil-cooled transformers for 2 rotary converters. The transformers are connected Scott system, giving a 2 phase current at 400 volts. The sub-station also contains four 150 kilowatt transformers, giving 2-phase currents at 2,040 volts, used for city circuits. The hightension switches are pole switches, with fuses, each having a marble slab with an air gap of 3 ins, between slabs & a shield of asbestos 38 by 30 ins. Two rotary converters are at present installed, but foundations are ready for 2 more. These converters are rated at 200 kilowatts each, speed 720 révolutions, & 500 volts for street railway circuits. The switchboard is of white marble, 9 panels in all, 4 of which are used for the rotary converters & 1 for railway feeders, the remaining 4 for light & power, 2 panels for each. All station appliances are of standard Westinghouse types of latest forms. The remaining interesting feature of the sub-station is that the Manhatian series alternating enclosed are system will be installed immediately for the street lighting. This will necessitate the addition of one more

MARCH 1901

1961 - 1969 - 1960 - 19

areas for different purposes. It is said that the aggregate of Mr. Reid's grants makes area of the island farm, timber and mining tions within three years of its signing. Until then the Government could not grant to other parties any lands within 10 miles of the raildoubtless many other persons will be seeking way. Now that prohibition is removed, and tract called upon him to complete his selecslightly over 4,000,000 acres, and of that he has selected three-fourths, the remainder being pre-empted. The terms of his '98 conments with the colony, he acquired a right to the terms of which, and the previous arrangethe terms of the railway contract, 1898, by Land Office claims for 1,000,000 acres, being Newfoundland, - R. G. Reid, proprietor of the Newfoundland Ry., has lodged with the the balance of lands unselected by him under him owner of just one-seventh of the

The Newfoundland Rallway.

The Premier of Newfoundland has been negotiating with R. G. Reid with a view to arriving at an understanding respecting their respective rights under the several contracts as to railways, telegraphs and land entered into between the contractor and the Govern-The Premier, on behalf of the Government, asks: That the telegraphs shall go back at once to the Government; that the land grants, which include a large amount of private property, shall be readjusted so as to conserve the rights of those whose foldings have been confiscated; and that it shall be optional for the colony to take over the railways at the end of 50 years, by paying back \$1,000,000 with interest, the amount paid by Mr. Reid to the colony for the road, and a sum to be arrived at by arbitration for all improvements that may have been made on the property within the 50 years.

Mr. Reid has expressed his willingness to give back the telegraph lines, and give title to squatters located on doubtful claims, but asks \$300,000 to build stations along the line. Nothing of a definite nature was arrived at, and it is understood that the whole of the questions involved will form the subject of legislation during the coming session.

MAY 1901

at its own works, and that several locomotives Timper of box and platform cars will be built are to be added to the equipment

September 1901

Newfoundland's Railway Settlement.

The bill to give effect to the new contract between R. G. Reid and the Newfoundland Government, brought before the Legislative Assembly, July 22, was given a third reading July 27, duly passed the Legislative Council, and assent was given to it by the Governor

on Aug. 3.

The Premier, in referring to the new contract, said in the Legislature: Mr. Reid has met the public demand in a manly manner, he has respected the vox populi, he therefore is entitled to justice, respect and honor at the hands of the public. He relinquishes his title to the railway for what he paid for it; he might have insisted upon compensation for the loss of its prospective value. He hands back the lands obtained under the 1898 contract for the value that the Government places upon its public lands; he might have insisted upon their value being fixed by arbitration. He does this in the interest of peace and good-will, and in order to secure the cooperation of the Government and of the

Sepkmber 1901

back the lands obtained under the 1898 contract for the value that the Government places upon its public lands; he might have insisted upon their value being fixed by arbitration. He does this in the interest of peace and good-will, and in order to secure the cooperation of the Government and of the people of this colony in making his enterprises a success. Unless I am mistaken as to the character of the people of Newfoundland, he shall receive that co-operation; and if the spirit of sentiment that I have just expressed is caught up by this House and applied, we may look forward to a great and striking and permanent improvement in this colony before many years shall have rolled away.

Under the new contract Mr. Reid re-sells and re-conveys to the Government the Newfoundland railway and system as sold and conveyed to him under the contract of 1898, the Government repaying him the \$1,000,000 which he then paid to secure ownership of the line, with interest at the rate of 6° a year. Mr. Reid agrees to operate the railway for a period of 50 years from Aug. 1, 1901, on the terms mentioned in the agreement of 1898. At the end of this term the Government has

September 1901

OLD SERIES, NO. 126. NEW SERIES, NO. 44.

TORONTO, CANADA, OCTOBER,

The Reid Newfoundland Co., Ltd.

This Co. was formally organized at a meetthe following directors were elected: R. G.
Reid, President: T. G. Shanghnessy, R. G.
Reid, Jr., W. D. Reid, and H. D. Reid. The
Co. is chartered under a special act of the
Colonial Legislature, with a capital of \$25,
coc.coo in shares of \$100 for the purpose of
acquiring and carrying on all the Reid interears in Newfoundland. The interests acquired
by the Co. are: the agreement or contract

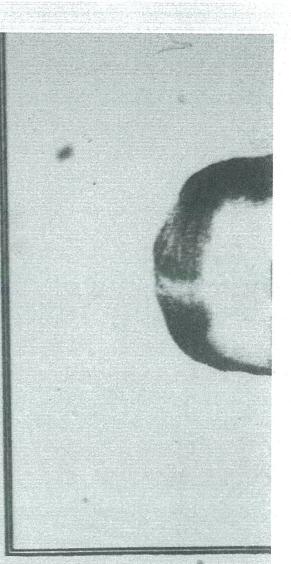
R. G. Read, as amended and finally settled by the Act passed at the last session of the Legislature (Scott, pg. 166); inc. Read Lands Co., (Ltd.); inc. Read Steamship Co., (Ltd.); and the St. John's Street Ry. Co. (Including the electric highting), with all their franchises, property and interests, the consideration being the allotters, of the St. American being the allotters of the St. Co., has been given the fulless powers for the purpose of car-

evine on and extending the various

G.T.R. and C.P.R. Results.

The half-yearly dividend of the G.T.R. is announced at the rate of 5% per annum on the first preference stock. This is after putting £10,000 aside for bridge renewals, which was not done a year ago, and we believe this result is practically a record for the G.T.R. in the first half of the year, and certainly is a remurkable improvement on recent achievements. In view of the fact that a year ago only 3% per annum was paid on the first pre-

October 1901



their franchises, property and interests, the consideration being the allotment to Mr. Reid and his associates of \$15,000,000 in the shares of the The Co. has been given the fullest powers for the purpose of carrying on and extending the various businesses acquired, and to sell or dispose of any or all of the undertakings either in whole or in part. The number of directors shall not be less than five or more than nine. Power is given to issue bonds and debentures, to increase the capital stock, and to issue shares at a discount. Under this clause a by-law has been adopted authorizing the issue of \$500,000 of shares at the discretion of the directors to applicants within the island. It is not proposed to offer any shares at present for public subscription. A clause in the charter provides that the stock, dividends, bonds, debentures, debenture stock, mortgages and other securities of the Co. shall be exempt from taxation.

The Co. took over on Sept. 1, from Mr. Reid, the railway contract and the subsidies attaching thereto; the nine steamers with their mail subsidies; 2,6x0,000 acres of land, with the mills and all improvements thereon; the dry dock at St. John's; and the St. John's Street Rv., with the

Cetober 1901

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The Co. took over on Sept. 1, from Mr. Reid, the railway contract and the subsidies attaching thereto; the nine steamers with their mail subsidies; 2,650,000 acres of land, with the mills and all improvements thereon; the dry dock at St. John's; and the St. John's Street Ry., with the contract for the lighting of the city.

The Co. does not propose to enter into any new contracts for extension of the railway or steamship services at present but will devote all its energies to thoroughly organizing the services already in operation and consolidating all the various interests into harmony with the new contract.

The Maritime Board of Trade, in view of the loss of life last year especially in New Oakland 1901

RAILWAY

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October 1901

November 1901 p 289

The commenced on the contank, have been erected at Burnt bay. Track-New Commentation Rys. - A contract shed carried of containing too tons of coal, and a water master Steel had charge of the work.

December 1901

357

E RAILWAY AND SHIPPING WOR

Railway Equipment Notes.

The C.P.R. cars composing the Royal train are being stored at Owen Sound for the winter.

The Newfoundland Ry, will probably be in the market for some mail cars in the near future.

The Cape Breton Ry. Extension Co. has received a locomotive from the New York Central Rd.

The Mount Sicker Ry., Vancouver Island, B.C., has placed an order for another locomotive.

The White Pass & Yukon Ry, equipment will, it is said, be increased by a number of additional locomotives.

That CR private car No. 109, which was

JANUARY 1902 p/2

The new arrangement provides that Mr. Reid Hollow oco, opens of the Sago, oco which of Tologooo, 18 of to Holling of the State o The chilling 0000'005': \$ 01 \$1 mounts to \$2,300,000

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JANUARY 1902

strongly against becoming responsible for the Several miles of smow fencing have been will have to do the work. The matter, press when it mosts, when both sides will fight reports say, will come before the Legislature opinion between the Covernment and the Read Newformaliand Co. as to which of them considerable improvements will have to be on the railway. (Jan., pg. 4.)

process alongside the track on the Topsails Pool of Alexa States and Alexander Total Street Trackment of the Street Like is reported to be in excellent condition. (Sec. 1801: 187)

February 1902

are asking that a second water-wheel be not up and the lines operated.

Tebruary 1902 pb1

's given that application will be made at the

Railway Equipment Notes.

PAMY 1902 . . P/69

Mer for Nov. delivery. The same Company SI TIONIE SOMEONIONO MANAGEMENTE SERVICE TOO STATE WILLIAM LOCOTTON ON THE WORK STATE The Cars in the U.S.

July 1902

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Newfoundland Railway Arbitration.

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September 1902 19317 St. John's, Md. The arbitrators are the Hon. Alfred Lymeton, K.C., M.P., for Warwick, Eng., in behalf of the Government, C. C. Gregory, K.C., of Antigonish, for the contractor, and P. S. Archibald, ex-Chief Engineer of the Intercolonial Ry., third arbitrafor, appointed by the Supreme Court. The claimant is the Reid Newfoundland Co., successor to R. G. Reid, contractor, of Montreal. The claim arises out of a number of contracts made between the Newfoundland Government and Mr. Reid since 1890. The first contract was for an extension of the railway north from near St. John's to Hall's bay, about 250 miles. Before this contract was completed the Government changed its policy and decided to stop this extension at the River Exploits and build west across the island to Part-aux-Basques, and another construction contract was entered into in 1803 for this extension of about 280 miles. In the same year a third contract was entered into with Mr. Reid for the operation and maintenance of the completed portions of the road, and also for the operation of the extensions then under construction, for a period of ten years. In the operating contract a provision was made that the contractor should provide, if the demands of the traffic warranted it, additional rolling stock, equipment, accommodation, etc., and upon the termination of this contract the Government was to take over this rolling stock, etc., and pay for it at a fair valuation. Under the construction contract of the same year the contractor was to build stations, piers, wharves, fences, etc., for La was to be paid over and above his

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gille Berry Soptember 1902

A claim amounting to \$2,000,000 against the Newfoundland Government in connection with the building and operation of this railway is now before a board of arbitrators at St. John's, Nild. The arbitrators are the Hon. Alfred Lyttleton, K.C., M.P., for Warwick, Eng., in behalf of the Government, C. C. Gregory, K.C., of Antigonish, for the contractor, and P. S. Archibald, ex-Chief Engineer of the Intercolonial Ry., third arbitrator, appointed by the Supreme Court. The claimant is the Reid Newfoundland Co., successor to R. G. Roid, contractor, of Montreal. The claim arises out of a number of contracts made between the Newfoundland Government and Mr. Reid since 1890. The first contract was for an extension of the railway north from near St. John's to Hall's bay, about 250 miles. Before this contract was completed the Government changed its policy and deeided to stop this extension at the River Exploits and build west across the island to Port-aux-Basques, and another construction contract was entered into in 1803 for this extension of about 280 miles. In the same year a third contract was entered into with Mr. Reid for the operation and maintenance of the completed portions of the road, and also for the operation of the extensions then under construction, for a period of ten years. In the operating contract a provision was made that the contractor should provide, if the demands of the traffic warranted it, additional rolling stock, equipment, accommodation, etc., and upon the termination of this contract the Government was to take over this rolling stock, etc., and pay for it at a fair valuation. Under the construction contract of the same year the contractor was to build stations, piers, wharves, fences, etc., for which he was to be paid over and above his contract price per mile. For the next four or five years Mr. Reid continued to operate the completed portions of the railway and finished the projected extensions. In 1894 a panie overtook the colony, and within a few months every bank on the Island had closed its doors. For the next three or four years there was great financial stringency throughout the Island. So severe was it that the salaries of the judges of the Supreme Court and all other government officials were reduced about 20%. In the meantime Mr. Reid went on with the construction of the railway and completed the main line across the Island, together with a number of branches, making in all a system of about 650 miles, and costing the colony about \$10,000,000. In 1898, the Government having changed in the meant me, a feeling had got abroad that the road when completed would not pay the expenses of operation and maintenance, and that in addition to the interest

on the cost of construction, the colony would be further burdened with taxes to meet the deficit between the earnings and expenses at the expiry of Mr. Reid's operating contract for the 10 year period ending in 1903. At this stage, the Government being in financial straits, Mr. Reid offered, in consideration of further land grants and liberal annual subsidies, to secure steamers which he would furnish at his own cost to ply between outports all over the Island and points on the railway, and also other important concessions in connection with the dry dock and street railway in St. John's, to take over and operate the road for fifty years. He was to gurantee efficient operation for that period, and to pay the Government \$1,000,000 in cash. At the end of 50 years the road was to be his. The Government accepted his offer, a new arrangement was entered into, and an Act was passed by the Legislature confirming it. Shortly after this Mr. Reid made application to the Legis-

September 1902

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lature for the incorporation of a company to which he proposed to transfer all his interest in the colony. This was refused by a new Government that had come in subsequent to 1898. An appeal was made by the Government to the country in 1900, and the action of the Government was sustained by the popular vote. After negotiations extending over a year an agreement was reached between the contractor and the present Covernment whereby a new company was incorporated under the title of the Reid Newfoundland Co. The Government repays the \$1,000,000 with interest and also takes back about one-half the lands granted under old contracts for which it pays \$850,000 cash. The Government also agreed to refer the claims arising out of the operating and construction contracts of 1893 to arbitration. The contractor agreed to re-sell the road to the Government, and entered into a contract to efficiently operate and maintain it for 50 years. At the end of that period the Government will own the road.

Both parties are to be congratulated on the

Soptember 1902

Mr. Reid for the vivinion. of the completed portions of the road, and also for the operation of the extensions then under construction, for a period of ten years. In the operating contract a provision was made that the contractor should provide, if the demands of the traffic warranted it, additional rolling stock, equipment, accommodation, etc., and upon the termination of this contract the Government was to take over this rolling stock, etc., and pay for it at a fair valuation. Under the construction contract of the same year the contractor was to build stations, piers, wharves, fences, etc., for which he was to be paid over and above his contract price per mile. For the next four or five years Mr. Reid continued to operate the completed portions of the railway and finished the projected extensions. In 1894 a panic overrook the colony, and within a few months every bank on the Island had closed its doors. For the next three or four years there was great financial stringency throughout the Island. So severe was it that the salaries of the judges of the Supreme Court and all other government officials were reduced about 20%. In the meantine Mr. Reid went on with the construction of the railway and completed the main line across the Island, together with a number of branches, making in all a system of about 650 miles, and costing the colony about \$10,000,000. In 1898, the Government having changed in the meant me, a feeling had got abroad that the road when completed would not pay the expenses of operation and maintenance, and that in addition to the interest

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lature for the incorporation of a company to which he proposed to transfer all his interest in the colony. This was refused by a new Government that had come in subsequent to 1898. An appeal was made by the Government to the country in 1900, and the action of the Government was sustained by the popular vote. After negotiations extending over a year an agreement was reached between the contractor and the present Government whereby a new company was incorporated under the title of the Reid Newfoundland Co. The Government repays the \$1,000,000 with interest and also takes back about one-half the lands granted under old contracts for which it pays \$850,000 cash. The Government also agreed to refer the claims arising out of the operating and construction contracts of 1893 to arbitration. The contractor agreed to re-sell the road to the Government, and entered into a contract to efficiently operate and maintain it for 50 years. At the end of that period the Government will own the road.

Both parties are to be congratulated on the

solution of this much-vexed question.

Nevember 1902

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Lumbering on the Newfoundland Ry

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move its plant and outfit form sweden o of one of the decided at one of experienced timber cruiters to go out to the colony and examine the areas in question. A for months later a most favorable report was Miller immediately deputed one of his most advised him there was ample field for large operations in the almost unknown and unprietor of the Newfoundand Ry., Mr. Reid tion. Happening to meet in Scotland R. C. explored imperares of Newformuland. Mr. past 25 years been operating in the spruce and pine forests of Sweden. Two years ago M. M. Counce that his transfer into your about exhausted in Sweden and that he would have to look about for a new field for opera-Reid, a family connection and then the proby John Miller, a Scotchman, who has for the impense impetus has been given to the traffic of this road in the past year by the establishment on a very targe scale of a saw mill plant us the following interesting information: An A correspondent at St. John's, Nfld., sends

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Newfoundland. Inside of a year from that date he had three large saw mills erected, some 25 miles of branch railways and sidings built, and the largest lumber wharf in the colony constructed at Lewisport, on Notre Dame Bay on the east coast. His shipments this year it is expected will reach 25,000,000 ft.; already some 700 men are employed in the woods cutting logs and operating the mills. It is expected that after this year the average cut will not be less than 40,000,000 fi. As all this lumber is hauled from 50 to 75 miles on the Newfoundland Ry., it can be seen that a great impetus must be given to its The lumber is somewhat limited traffic. principally spruce, but a considerable quantity of excellent white pine and tamarac is also turned off the limits. The striking feature of this great plant, says one who has recently seen it, is "that practically nothing is wasted except a surplus of bark and small clippings in excess of that required for the boilers." Most of the machinery is of the most modern type and of Canadian make. The largest mill is built on the Red Indian lake, on a branch line 21 miles off the trunk-line of the Newfoundland Ry., and almost in the centre of the colony, a village of dwellings, on a branch line 21 miles off the trunk-line of the Newfoundland Ry., and almost in the centre of the colony, a village of dwellings, school house, church, and large stables for horses employed in the lumber woods (and all beautifully whitewashed) are grouped about this great mill that runs day and night. Over 300 people are employed here. Mr. Miller brought over about 70 Swedes with him, but most of them have gone home or to the west, and the employes now are, with few exceptions, natives of the colony. are said to make excellent operators in all lines, after a few months' training under the experienced managers who have long been in Mr. Miller's employ in Sweden. The largest portion of the cut is deals. Material not large enough for deals is cut into pickets, box shooks, laths, and a variety of other small dimension stuff Mr. Miller claims that barring fires he has limits that will yield a yearly cut of 40,000,000 ft. for 50 years. The Red Indian lake on which the mill is situated is over 40 miles long and about an average of three-quarters of a mile wide. Outside Mr. Miller's people there is not a habitation or a settler within many miles. He already has one steamer plying on this lake and another one about ready to launch. Much of the lumber is cut on the borders of the lake and towed to the mill by these steamers. Large rivers also discharge into the lake. After a time these rivers will be utilized for driving logs from the interior of the country to the lake and mill. November 1902

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The Newfoundland Railway Award.

The arbitrators appointed to decide on the amount due to the Reid Newfoundland Co. came to a unanimous finding, after an exhaustive hearing, their award being that the Government should pay to the Co. \$291,927, in respect of stations, piers and wharves, fences and snow-tences, and \$562,203 in respect of the difference in value of the equipment; each party to pay its own costs. The Government is to retain \$48,550 out of the first sum until title is given to certain properties, and \$100,000 out of the second amount as security for the completion of certain works by Sept. 1, 1903.

The Newfoundland papers speak of the arbitration as having been most satisfactorily done, the St. John's Evening Herald stating that they were unanimous is no less creditable to the arbitrators themselves, as evidencing the liberal and impartial spirit in which

December 1902

THE RAILWAY AND SHIPPING WORLD.

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they approached their task, than it is advantageous to the colony in preventing a continuance of a costly and vexatious legal struggle." Referring to the arbitrators particularly the Herald says: - " Of Mr. Archibald, especially, it must be said that he had been placed in a somewhat trying situation, from which he has emerged in a manner that reflects the greatest credit on him. Chosen after objection had been formally made to Sir Sandford Fleming, and at a time when somewhat bitter feelings had been aroused, it is only just to Mr. Archibald to say that his conduct of affairs as chairman of the tribunal and his part in determining the award have been such as accord with what might be expected in one holding so judicial a post. Lyttleton's conspicuous ability, wide experience and force of character proved invaluable, and Mr. Gregory, an engineer and a lawyer, put his training in both respects to good use in analyzing a claim that has been reduced nearly two-thirds, even against his own principal. December 1902

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Ry, appear on the new rolling stock.

capacity, 30 flat cars same length and motive Works, 6 second-class passenger coaches, 150 flat cars, 35 ft. long, 40,000 lbs. dation locomotives from the Baldwin Locoflat cars and the mail and baggage car were its equipment, or has under order, a consoli-The Reid Nftd. Co. has recently added to capacity, and I mail and baggage car. built at the Co.'s Whitbourne car shops.

etc. of the 1,000 flat cars for which Following are general dimensions,

Lanuary 1903

Reid-Newfoundland Co. The arbitrators in the case between the R. N. Co. and the Newfoundland Government found that certain works had to be completed by Sept. 1, 1903, and directed that \$100,000 be held as security for the performance and completion

February 1903 of these works. Among the works certified as having to be done are: attention to crossings generally, and particularly of New Harbor, road for Murphy's tramway and for Fisher's tramway; the erection of a number of bridges; work at Little River and Exploits; roads destroyed by the construction of the railway to be replaced; the laying of heavier rails than the work of the yard between St. John's and Western Jct., and from Tilton, to Harbor Grace.

A branch line has been completed to the west end, where a station has been built. The offices of the Co. have been moved to the new station, a ticket office only being maintained in the city. Some additional freight sheds have been constructed at the docks, and some rearrangement of other buildings made to facilitate the handling of traffic. (Nov., 1902, pg. 385.)

February 1963

bridges will be rebuilt this year, (Nov., 1902) PK. 386.)

it is proposed to construct a railway along Newfoundland. Press reports, state that the beach from Sandy Point, Bay St. George, NEC. TO THE TRAINER

February 193

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any break-down of the power service through tween the two points so as to guard against John's and Newfoundland Co. proposes to install a spc-Petry Harbor has been resumed. The Reidcial auxiliary power transmission service be-St. John's (Nffd.) Street Ry. Service on storm or otherwise. (Feb., 1902, pg. 61.) the street railway between St.

1-ebruary 1903

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February 1903

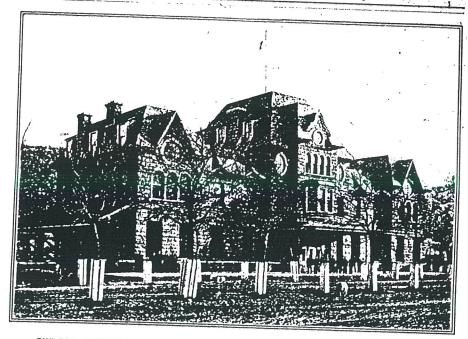
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THE REID NEWFOUNDLAND CO.'S RAILWAY STATION AND OFFICES, ST. JOHN'S, NELD.

of the new building at the west end of St. John's. The offices in the new building have been allotted as follows: General Manager, W. D. Reid: Assistant General Manager, H. D. Reid: Assistant General Manager, H. D. Reid: Superintendent, R. G. Reid, jr.; Chief Engineer, G. H. Massey; General Passenger Agent, H. A. Morine: General Freight Agent, D. Sutherland: Treasurer, H. S. Cormack; Auditor, H. M. McNeil; Paymaster, E. B. Bartlett: Assistant Superintendent, F. Rioux; Dispatching department; Superintendent of Shipping, Capt. S. Blandford; Purchasing Agent, H. Crawford; Superintendent Express department, H. R. Curtis; Solicitor, A. B. Morine: railway medical man, Dr. L. Paterson. An illustration of the building is given on this page. (Feb., pg. 46.)

MAY 1903

Reld Newfoundland Co.—It is reported that a branch line is to be constructed from a point near Holyrood to some large tale deposits that are being developed some miles distant. Capt. A. McGray, of Yarmouth, N.S., is interested in the matter.

The new station and office buildings in St. John's, to which the company's offices were recently removed, is a granite building, 125 ft. by 50 ft. The interior finish is of pine and oak; it is heated throughout by steam, has excellent waiting rooms and all the other conveniences of a first-class modern station. It is intended that all trains, which in the past have been running into the east end of St. John's, will arrive and depart at the new station. The steamship and all other parts of the Reid system will be operated within easy communication, and in the immediate vicinity

MAY 1903

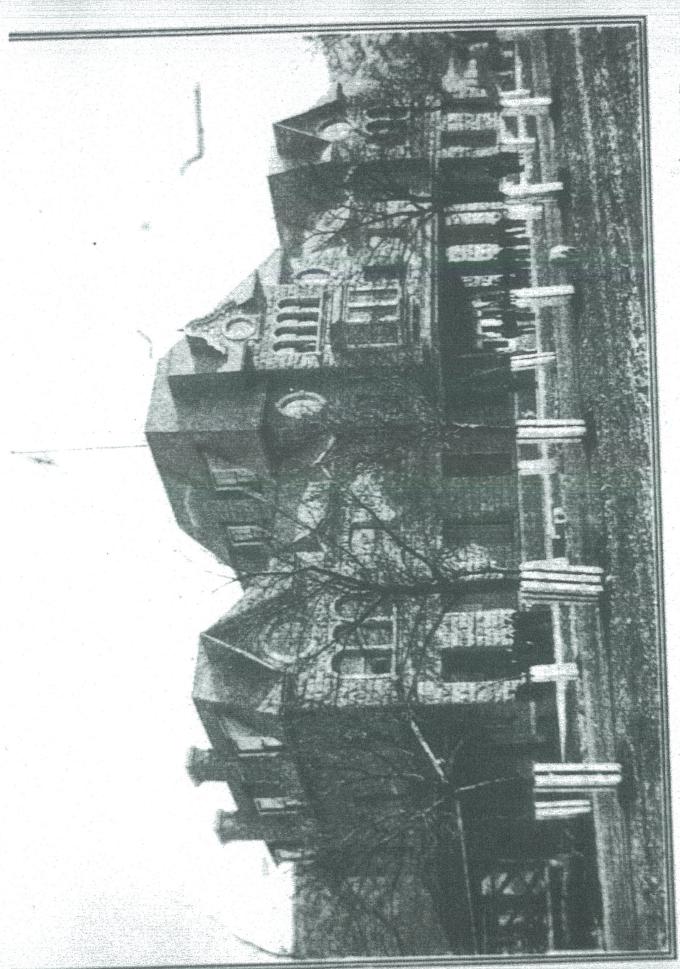
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1903



THE REID NEWPOUNDLAND CO.'S RAILWAY STATION AND OFFICES, ST. JOHN'S, NFLD.

Reld Newfoundland Co.'s Ry. A round-house is in progress of construction at the west end station, in St. John's, and a new-

freight shed is projected.

We were advised April 27 that no decision had been reached relative to the construction of a spur line to a tale deposit at Holyrood. St. John's papers of later dates report that surveys were being made for a spur line from Duff's station to the deposits; and that "the work of constructing a railway from the mine to the coast, where a pier will be built for shipping purposes, is now being started." (May, pg. 151.)

In connection with the application of the residents of the district that the projected extension of the line from Carbonear to Heart's Content, Nfld., be proceeded with, the Premier recently stated in the Newfoundand Legislature that according to the terms of the agreement of 1898 between the Government and R. G. Reid, it was provided that so soon as he proved to the government that a line was necessary in any district, and that the business interests of the public warranted it, the government had to approve of such a line; and pay for it, as built by him. In 1902 Mr. Reid showed that two trains daily to Carbonear did not pay, and it was therefore out of the question that an extension to Heart's Content would pay. A motion to construct the line was defeated by 17 to 4. (May, pg. 146.)

June 1903

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June 1903 217

I RAILWAY AND SHIPPING WORLD.

wide, and that for inwards freight will be community from the will be 200 ft. long by 35 ft. The new formitant to. The new freight

175 ft. long by 46 ft. wide; while the office building, 30 ft. by 35 ft., will be situated be

The trestle work over North river at Clark. beach, press reports state, is to be done away with, and will be replaced by a steel

July 1903

Mr JULY 1903

[JAN., 1904.

2 RAILWAY AND SHIPPING WORLD. er Enstache to St. Placide, Etc.-Subon the railway ballasting, repairing bridges and doing other work on the roadbed. Among the new buildings added has been a station the season a large number of men employed The Reld Newfoundland Co. had during at the Quarry. (Oct., 1903, pg. 345.)

Yamaska, to join the South Shore division of laume on the Montreal and Atlantic Ry, to the Quebec Southern Ry.

End, along Douglas ave., to the east end of the suspension bridge, about 1% miles; it has from the west end of the suspension The St. John, N.B.: Ry., during 1903, built a second track from Main st., North-

HAMMARY 1904

States of the state of the stat

The Reid Newfoundland Co., according to a press report, has specified copper sheathing for three passenger coaches now under construction. At present the coaches require varnishing frequently owing to the spray from the sea, and it is hoped by adopting copper sheathing to prevent this and to preserve the woodwork.

April 1904 Copper sheathed Passenger Cars

Ont. Electric Ry. - A proposal

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Desember 1904

Red Newfoundland Co .- Reports have recent been current that R. G. Reid and his less sites, who form the Reid-Newfoundland do., operating the railway system in the solony, a line of steamers from Port aux Three to Sydney, N.S., and another line ale the coast and to Labrador points; the street tailway at St. John's, and the dock there are negotiating for the sale of their mus sous interests. It was stated that the Her was made to the Newfoundland Government of the railway line, but as nothing was done private capitalists were app iched. A number of United States enjoy lists, including H. M. Whitney, of Bod n, recently visited the island and inspond the railway, with a view to acquiring the interests of the company in it. It is in terstood that the question of the purches will be decided within the course of a mouth or so.

JULY 1905

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September 1905 WE SEDBEE DOS-

* The Reid-Newfoundland Co.'s Case.

In the charge had against the company by the Attorney-General of Newl undland, it was set forth that the company as contractor for the operation of the Newfoundhard Ry, was, and now is, under the obligation to furnish to the Newfoundland Colonial Secretary half-yearly returns for the three years prior to Jan. 4, 1907, of a goods inward; be goods outward; and geods inward and outward, at Blake town Siding on the Newfoundland Ry. The company denied that it is under any obligation to furnish such returns. The judgment, as delivered by Chief Justice Horwood, is as follows:

"Sec. 21 of the Act of 1901, e. o, entitled An Act to amend the Newfoundland Reilsway Act, 1898, and f.; other turposes, provides that the contractor shall annually prepare, to be furnished to the Colonial Sceretary, returns in accordance with schedule E to the Act, showing his capital, raffic and working expenditure; with other information indicated in the schedule. Such annual returns relate to the 12 months previous to June 30 cach year. Par. 4, 8, 21, is as follows: "1. The contractor shall also, in addition to the information required to be furnished to the Cotonial Secretary

as indicated in said schedule E. Turnish . such other information and returns as are, from time to time, required by the Colonial Secretary.' The section further provides that if the contractor makes default in furnishing returns in accordance with the section, he incurs a penalty not exceeding \$10 for every day during which such detault continues. The usual returns up to the end of June, 1906, having been furnished, the Calaid Contagnation for a 1 1007 with the Colonial Secretary on Jan. 1, 1907, required the defendants to furnish half; yearly returns' for the three years then past of (a) goods inward; (b) goods ontward; (c) passengers inward and outward a Blaketown Siding on the Newfoundland Ry. On Jan. 8, the defendants refused then to make such returns, and have not since made them. In these circumstances the At-torney General claims the penalty. The defendants content (a) that the information shows no cause of action; and (b) that they were not, on Jan. 4, or at any other time, under obligation to furnish the returns demanded. No witnesses were called, but correspondence between the Government and the defendant company was put in; and we are left to determine; on a proper construction of the Act, whether the contention of the Attorney General or that of the company is correct. In this proceeding for a penalty, the onus of establishing the affirmative lies strictly on the plaintiff. The questions for determination are: Has the company failed in any duty created by this Act? Was it incumbent on it at the time claimed in the information, to furnish these half-yearly returns for the three years preceding Jan. 4, 1907? The primary object of s. 21 is that the contractor shall prepare annual returns, to be furnished in duplicate before the end of Sept. each year. It proceeds to provide that other information in addition to, but ejusdem generis with that indicated in schedule E, may from time to time be asked for. The Imfrom time to time be asked for. The Imperial Acts 34 and 35 Vict, c. 78, and the R ilway and Canal Traffic Act of 1898, s. 324, out of which c. 6 was drafted, are instructive in the consideration of the present case. Cap. 6 omits to provide power to the Government to alter the periods at which returns are to be furnished, a power expressly given to the Board of Trade by the Imperial Act of 1888. Our statute does not declare that the additional information shall be furnished from time to time when called for The phrase from time to time require' is to be read as meaning that the Colonial Secretary shall not be limited in the number of his demands. We construe the section as requiring that the additional information is to be supplied with the next annual returns." Judgment was therefore citered for the company.

January 1908

The Reid Newfoundland Co. has recently received from the Baldwin Locomotive Works two locomotives of the 10-wheeled type, for passenger service. They will be used on the main line of the Newfoundland Ry., where grades of 2% and curves of 14° are encountered. The line is substantially built and is laid with 50-lb, rails. The track gauge is 3½ ft. In general design these locomotives closely follow standard gauge practice. The boiler is straight topped, with two rings in the barrel. The longitudinal seams are butt jointed with double welt strips. The inside firebox is of steel with crown and sides.

Juny 1908

Rotary Snow Plough for Reid Newfoundland Co.'s Railway.

The Rend Newfoundland Co. is building a rotary snow plough at its shops at St. John's, Nild, of which the following are particulars:

The engine consists of two horizontal cylinders 17 ins, bore by 22 ins, stroke each, cast with half saddle, rigidly bolted together, and to the frame. Steam is distributed to the cylinders by slide valves worked by Walschnert valve gear, and arranged so that the one engine works in the opposite direction to the other. Each engine is connected by a balanced crank disc to a cross shaft, on the end of which is a bevelled gear cast steel pinion, which meshes with the lovelled gear on the end of the rotary wheal short.

wheel shaft.

The boiler is of the straight locomotive type, length of barrel 9 ft. 6½ ins., smoke lox extension 2½ ft. diameter of barrel inside 4 ft. 10¾ ins., thickness of barrel plates 5; in., thickness of smokebox tube plate 5; in., thickness of tubes tube, steel, 202, diameter of tubes outside 2 ins., firebox (steel) length inside 7 ft. 7 ins., width inside 4 ft. 3 ins., thickness of tube plate 5; in., top. back and sides 7-16; in., heating surface firebox 131 sq. ft., tubes 1,000 sq. ft., total heating surface 1,131 sq. ft., krate area 23 sq. ft., working pressure 180 los per sq. in. Steam is supplied from the dome of the boiler to the steam chests of the engines by two 4¾ ins. inside diam, copper pipes, one on each side of the boiler. The throttle valve is inside the dome, and is 1 eperated by the engineer from the cab by a spring lever and quadrant in the usual way.

The tender is supported on two bogies, the axis baxes of which are connected with the equalizing beams. It is designed to carry be tons coal, and the tank about 3,000 gals of water. Both engine and tender are fitted with Janney couplers, and spring buffers are provided between the engine and tender.

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These scoops are also fastened to the steel plate disc which forms the back of the wheel, and in turn is bolted to the aft side of the conical hub. Each scoopies open on the front side, and through these openings the snow is taken in. The knives are hinged and so arranged that they automatically adjust themselves into cutting position. The scoops are the together at their outer ends by 4 x 1 in flats on the circumference, and have also a % in. diam. diagonal tie rod between each. This makes the front of the wheel where the cutting takes place extry where the cutting takes place extry strong, and stiffens up the scoops at the front, as the disc plate does at the back. The diameter of the scoop wheels 12 ft. The wheel is encased in a drum, with a rectangular front or hood. The knives, being slightly in front, arthe first to encounter the snow. The wheel, of course, can be made to rotatin either direction, to throw the snow one side of the track or the other, and the top of the hood is provided with a spout fitted with a movable cover, which can be turned to suit the direction in which the wheel is rotating, by means of a mechanical arrangement inside the cab.

The plough is carried on two four wheel plate frame trucks. Ice cutters and flangers are applied as a safeguard against detailment. The ice cutters are composed of two parts, the wing anthe cutter. They are secured to wrought iron frame supported by hearings on the front of the forward true. There is a pneumatic operating goe under control of the pilot, by which theice cutters and flangers may be raise, or lowered. The frame of the plough constructed of two 55 lb. I beams and two 45 lb. channel beams. The cab is made extra strong, and is partitioned off in front of the holler, the forward part being the pilot house and the rest the engineer's cab.

The plough is equipped with the following mountings:—One 9½ pungstandard Westinghouse automatic brakeone engineers automatic brakeone governor, one blower valve, tweheck valves, two locomotive pop safetyalves, one chime whistle, two self-acting injectors, one triple sight feabill's eye lubricator, two steam gauges and two duplex air gauges, one set automatic water gauges.

JULY 1912

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July 1912

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November 1902

Lumbering on the Newfoundland Ry.

A correspondent at St. John's, Nfld., sends us the following interesting information: Animmense impetus has been given to the traffic of this road in the past year by the establishment on a very large scale of a saw mill plant by John Miller, a Scotchman, who has for the past 25 years been operating in the spruce and pine forests of Sweden. Two years ago Mr. Miller found that his timber limits were about exhausted in Sweden and that he would have to look about for a new field for operation. Happening to meet in Scotland R. G. Reid, a family connection and then the proprietor of the Newfoundland Ry., Mr. Reid, advised him there was ample field for large operations in the almost unknown and unexplored timber areas of Newfoundland. Mr. Miller immediately deputed one of his most experienced timber cruisers to go out to the colony and examine the areas in question. A few months later a most favorable report was received and Mr. Miller decided at once to move his plant and outfit from Sweden to

A Newfoundland Project.

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A cable was received at St. John's, Nfld., S June 5, from the Premier in London, Eng, 17% ALL stating that the syndicate which had entered У into an agreement with the Newfoundland Government for a fast Atlantic steamship service was prepared to begin the survey of 10 the proposed railway line across the island ed# immediately. This project is a distinct one it. from that with which the name of Lord Strathcona is connected, although, if carried fic out, it may form part of the "All Red" 11round the world line of steamship and railway 11communication which was discussed at the recent Colonial Conference in London. nd The act passed at the last session of the ol-Newfoundland Legislature with respect to the establishment of speedier communication A1between Great Britain and the continent of America, confirms our agreement made between the Government of the colony and Co. A. L. Ochs, G. Ochs, T. F. Dalglish, carrying Rd. on business in London, Eng., and Paris, 1. France, as Ochs Bros., and H. C. Thompson, as of London, Eng. The agreement sets forth that the contractors desire to form a companyerewith the title of the British Newfoundlandake Railway and Steamship Co., for the purpose een of establishing a speedy means of communica-R., tion between Great Britain, Ireland and the continent of America, by way of Newfoundgmland. The contractors are empowered to rted construct a railway in Newfoundland from d is Notre Dame Bay to the western coast of the island, the route to be subject to the approval of the Government. The contractors propose arre to provide three steamships of not less than rting 5,000 tons and capable of maintaining an peen average ocean speed of 17 knots an hour in re.

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moderate weather; such steamships to sail OD. from some port in Great Britain or Ireland XCConce a week, and call at Notre Dame Bay, St. John's, Nild.; a port in Canada or in the P. . U.S.; and to make similar calls on the return this trip. From Jan. 1 to May 1 in each year, the the steamships shall only be bound to call at RV. St. John's and the Canadian or U.S. port necagreed on. The contractors shall also main-.. to tain a 20-knot steamship to connect the port not on the western coast of Newfoundland with Its a port on the Gaspe coast of Quebec or New lard. Brunswick, two round trips a week to be made by such steamships. The contractors are also authorized to connect the projected rter. railway with the existing railway of the colnted ony, or to construct a separate line into St. r of eight John's. The agreement provides for the fixing of rates; frees the vessels from port and 1 appilotage charges, etc.; and for the payment Manby the Government of a subsidy of \$75,000 a ASS15a year for 25 years, for the carriage of the , and right mails. The remuneration for this service shall be fixed by arbitration if the agreement of the is extended beyond the 25 years. econd agreement also sets forth that the Governceeds ment will grant a 100 ft, right of way for the reight railway through all crown lands; provided an. an area of one square mile of crown lands at lines Notre Dame Bay, and on the west coast for arr as terminal purposes, and 1,500 acres of land in respect of each mile of railway constructed, Rd. the total area of land to be granted not to Presiexceed 125,000 acres. The railway is to be been completed within five years. The agree-NH ment also sets forth that within eight years the company may construct a railway from v York some point on the previously-mentioned line etofore to the Strait of Belle Isle, and through the nt, has Labrador territory subject to the jurisdiction Preight of Newfoundland, to the Quebec boundary. Power is also given to construct a tunnel Freight under the Strait of Belle Isle to connect the pointed two portions of the railway, or to operate a Agent, railway ferry across the strait; and at the

Juny 1907

an area of one square mile of crown lands ac Notre Dame Bay, and on the west coast for terminal purposes, and 1,500 acres of land in respect of each mile of railway constructed, the total area of land to be granted not to exceed 125,000 acres. The railway is to be completed within five years. The agreement also sets forth that within eight years the company may construct a railway from some point on the previously-mentioned line to the Strait of Belle Isle, and through the Labrador territory subject to the jurisdiction of Newfoundland, to the Quebec boundary. Power is also given to construct a tunnel under the Strait of Belle Isle to connect the two portions of the railway, or to operate a railway ferry across the strait; and at the Quebec boundary to connect with any railway constructed under the laws of the Province of Quebec or of the Dominion of Canada. No subsidies are to be given for the construction of this line except the track 100 ft. wide, a reasonable area for stations and a square mile for terminals on either shore of the Strait of Belle Isle, but the Government grants and secures to the company the sole right to tunnel under the strait for 25 years from the completion of its railway. The company may construct a telegraph line along its railway, but such line is to be used for the purposes of the contractors only, except when it may be required for Government purposes. In the event of any differences arising between the parties out of the agreement, the questions are to be submitted to arbitration.

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Sydney and Louisburg Ry. We are offi-Rold Newfoundland Co. A drawbridge to carry the railway over the Main River, Newfoundland, is being completed. 120 Kills Line Common Prog. 470.)

October 1907

Distra twenty.

The Reid Newfoundland Co. has recently received from the Baldwin Locomotive Works two locomotives of the 10-wheeled type, for passenger service. They will be used on the main line of the Newfoundland Ry., where grades of 2% and curves of 14° are encountered. The line is substantially built and is laid with 50-lb, rails. The track gauge is 3½ ft. In general design these locomotives closely follow standard gauge practice. The boiler is straight topped, with two rings in the barrel. The longitudinal seams are butt jointed with double welt strips. The inside firebox is of steel with crown and sides

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in separate pieces. Radial staying is used ers except at the front end of the crown, where ike one I bar, hung on sling stays, is employed. 250 The mud ring is placed above the frames and car is inclined toward the front, in order to give COsufficient depth under the tubes. The grate sch is of the rocking type, with drop plate, as usually used in soft coal-burning engines. red A brick arch is provided, and it is supported J.S. on studs which are screwed into the side sheets. iIII-The cylinders are equipped with balanced ach slide valves, which are driven by the Stephmon enson link motion. The eccentric rods are heir straight and comparatively short, and the iors link blocks are connected to the rock shafts ago by transmission bars, which pass under the Cars first driving axle. The guides are of forged best steel of the Laird type, while the crossheads lent. are of cast steel. The connecting rods and coupling rods are of rectangular section, the 12' 6" coupling rods having solid end stubs. The 10.5" driving boxes are of cast steel, and the wheel Isteel centres of cast iron. The main frames are of cast, steel, with single front rails of wrought reterm iron. The frames are tied together at the gas house rear by a cast steel foot-plate, and are tyred amply strong in front to provide against tario shocks when bucking snow. Provision is and made for using snow flangers, to be applied rame by the railway company. The tender is wing provided with a U-shaped tank and channel ecial iron frame. The trucks are of the arch bar type, equipped with cast steel bolsters and 36' 0" chilled cast iron wheels. Automatic air 8' 6" brake equipment is provided on the driving 1014" and tender wheels with train connections front and back. These locomotives are prac-8'0" tically duplicates of a number of others 13' 3" supplied by the same builders several years 5' 6" ago, and which are in successful operation on the Newfoundland Ry. Following are the 10/2" e comprincipal dimensions: omatic mplex Boiler, type Straight
material Steel
diameter. .56"
thickness of sheets .160 lbs
working pressure .160 lbs semihl ze Co. implex 1 back bolster working pressure 160 fbs

fuel Soft coal

staying Radial

Firebox, material Steel

length 29"

width 5534"

depth, front 4834"

thickness of sheets, sides 18"

which crown 12"

Water space, front 4"

sides 3"

back 3"

Tubes, material Iron

wore oninge No. 12 red 2 orking Canaollow-000 lbs. 000 lbs. .15′ 0″ .23′ 0″ .9′ 8½″ 59' 0" 14'4! 2" 3 sq. ft.

JULY 1908

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| ıd | shocks when bucking snow. Provision is |
| 16 | made for using snow flangers, to be applied |
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July 1908

St. John, N.B.

J. A. Laferriere has been appointed Resident Engineer, Eastern Division, Quebec.

Reid Newfoundland Co.-W. D. Reid. heretofore Vice-President, has been elected President, and G. H. Massey, director, in place of the late Sir Robt. G. Reid. H. D. Reid has been elected Vice-President.

The Reid=Newfoundland Co.'s Case.

In the charge laid against the company by the Attorney-General of Newfoundland, it was set forth that the company as contractor for the operation of the Newfoundland Ry, was, and now is, under the obligation to furnish to the Newfoundland Colonial Secretary half-yearly returns for the three years prior to Jan. 4, 1907, of (a) goods inward; (b) goods outward; and (c) passengers inward and outward, at Blake-town Siding on the Newfoundland Ry. The company denied that it is under any obligation to furnish such returns. The judgment, as delivered by Chief Justice Horwood, is as follows:

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Sec. 21 of the Act of 1901, c. o, entitled 'An Act to amend the Newfoundland Railway Act, 1898, and for other purposes,' provides that the contractor shall annually prepare, to be furnished to the Colonial Secretary, returns in accordance with schedule E to the Act, showing his capital, traffic and working expenditure; with other information indicated in the schedule. Such annual returns relate to the 12 months previous to June 30 each year. Par. 4, s. 21, is as follows: '(4) The contractor shall also, in addition to the information required to be furnished to the Colonial Secretary

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as indicated in said schedule E, furnish such other information and returns as are, from time to time, required by the Colonial Secretary.' The section further provides 6 that if the contractor makes default in furnishing returns in accordance with the section, he incurs a penalty not exceeding \$10 for every day during which such default continues. The usual returns up to the end of June, 1906, having been furnished, the Colonial Secretary on Jan. 4, 1907, re-16.0 quired the defendants to furnish half-1. yearly returns' for the three years then past 112 of (a) goods inward; (b) goods outward; K (c) passengers anward and outward at 14.1 Blaketown Siding on the Newfoundland Rv. H On Jan. 8, the defendants refused then to 150 make such returns, and have not since made them. In these circumstances the At-N torney-General claims the penalty. The US defendants contend (a) that the informa-) [] tion shows no cause of action; and (b) that CIL they were not, on Jan. 4, or at any other iv time, under obligation to furnish the re-111 turns demanded. No witnesses were called, RT but correspondence between the Governhe. ment and the defendant company was put in; and we are left to determine, on a proper. 110 construction of the Act, whether the confic tention of the Attorney-General or that of D.C the company is correct. In this proceedtu ing for a penalty, the onus of establishing TIV the affirmative lies strictly on the plaintiff. 655 The questions for determination are: Has led the company failed in any duty created by 11() this. Act? Was it incumbent on it at the The time claimed in the information, to furnish tex these half-yearly returns for the three years C'ET preceding Jan. 4, 1907? The primary ob-Mr. iect of s. 21 is that the contractor shall enprepare annual returns, to be furnished in duplicate before the end of Sept. each year. OM. It proceeds to provide that other informa-DV. Las Amedon conoris

1908

torney-General claims the penalty, the defendants contend (a) that the information shows no cause of action; and (b) that they were not, on Jan, 4, or at any other time, under obligation to furnish the returns demanded. No witnesses were called. but correspondence between the Government and the defendant company was put in; and we are left to determine, on a proper & construction of the Act, whether the contention of the Attorney-General or that of the company is correct. In this proceeding for a penalty, the onus of establishing the affirmative lies strictly on the plaintiff. The questions for determination are: Has the company failed in any duty created by this. Act? Was it incumbent on it at the time claimed in the information, to furnish these half-yearly returns for the three years preceding Jan. 4, 1907? The primary object of s. 21 is that the contractor shall prepare annual returns, to be furnished in duplicate before the end of Sept. each year. It proceeds to provide that other information in addition to, but ejusdem generis with that indicated in schedule E, may from time to time be asked for. The Imperial Acts 34 and 35 Viet., c. 78, and the Railway and Canal Traffic Act of 1898, (s. 32), out of which c. 6 was drafted, are instructive in the consideration of the present case. Cap. 6 omits to provide power to the Government to alter the periods at which returns are to be furnished, a power expressly given to the Board of Trade by the Imperial Act of 1888. Our statute does not declare that the additional information shall be furnished from time to time when called for The phrase 'from time to time require' is to be read as meaning that the Colonial Secretary shall not be limited in the number of his demands. We construe the section as requiring that the additional information is to be supplied with the next annual returns." Judgment was therefore entered for the company.

1908

pany's EME design.

The Silliker Car Co., Halifax, N.S., has freely all orders as follows:—18 flat cars and 27 box cars from the Anglo-Newfoundhand Development Co.; 4 first class cars, 1 combination second class and baggage cars, 2 combination baggage and made cars, from the C.N.R.; and 7 conductors vans from the T. & N.O.R.

The P.R., between Apr. 8 and May 13,

June 1909 431 Silliker Car Co., Halliax, N.S., and & baggage and mail cars.

The Silliker Car Co., Halifax, is building a combination passenger and sleeping coach and 10 flat cars, for the Anglo-Newfoundland Development Co.; and 2 motor cars for the Halifax Electric Tramway Co. Between June 15 and Sept. 18, it delivered 27 box cars, 18 flat cars and one combination passenger and sleeping coach to the Anglo-Newfoundland Development Co., and 2 60 ft. baggage and mail cars, and 4 70 ft. combination second class and baggage cars to the C.N.R.

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The G.T.R. has ordered 15 consolidation locomotives from the Montreal Locomotive Works. Following are chief

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where wharves, etc., will be constructed. J. A. Moore, Seattle, is one of the leading members of the syndicate. The Queen Charlotte Islands Ry. was incorporated by the B.C. Legislature in 1903. It has power to construct a line from Rennell Sound to Skidegate Harbor, and from any point on the line to Massett Inlet, all on Graham Island, one of the Queen Charlotte Islands. The company obtained extension of time for construction in 1905 and 1907. The original incorporators of the company were M. King and J. Irving, Victoria, B.C. (June, 1907, pg. 409.)

Queens County Ry.—The Nova Scotia Legislature last session incorporated a company with this title, the provisional directors being J. Walker, New Market, N.H.; H. W. Anderson, Exeter, N.H.; and J. Paton, Bridgewater, N.S. It is authorised to acquire the Sable Lumber Co.'s railway lines, extending from Wilkins Siding to its timber lands, to extend same, and generally to construct a line from the Halifax and South or lines Western Ry, between Liverpool and Shelbourne to Sable Lumber Co.'s lands. is also given various other powers with its capital stock fixed at \$100,000, and authority to issue bonds.

Reid Newfoundland Ry.—A survey is being made for the location of a branch line in the Bonavista Bay district. The new line, it is understood, will commence at Shoal Harbor, and run along to Goose Bay, across country to Catalina, and again along the shore to Bonavista, Nfld., about 80 miles. The survey is in charge of J. Powell.

W. D. Reid, together with members of the Government and the Legislature, arrived at Shoal Harbour, Nfld., Oct. 12, and started on a trip of inspection over the route surveyed for the new branch to Bonavista.

St. Lawrence and Ungava Ry.-Appli-

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November 1909

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ottawa Valley Ry.—The Dominion parliament is being asked to authorize and confirm agreements with other companies, to increase the bonding powers and to acquire, use and dispose of electric and other power. A Langlois, Mentreal, is Secretary. (May, 1904,

pacific and Atlantic Ry.—The Dominion Parliament is being asked to extend the time for the construction of the lines authorized by sec. 1, chap. 138 of the statutes of 1906.

Prince Edward Island Ry.—We are advised that a contract was let to Whitehead Bros., Fredericton, N.B., for the construction of the branch line from Harmony to Elmira. The right of way has been cleared, and the culverts, which are of concrete, have been completed. Some little grading has been done, but owing to heavy rains construction has been closed down for the winter. The branch will be 10 miles long, mostly through a heavily wooded country. The maximum curvature four degrees. H. F. Laurence is engineer in charge of construction. (Aug., pg. 575.)

Prince Edward Island Tunnel.—The

tion of coal, ore, minerals and other freight to or from the company's lines. pany, among them being the right to construct tramways for the transporta-A. Ross, Regina, Sask., is solicitor for thence southerly to the International boundary in tp. 1, r. 1, w. 3rd mer. The company will also ask for considerable powers as a general development com-11 or 12, w. 2nd mer.; from tp. 12, r. 23, w. 2nd mer., thence southeasterly the International boundary in tp. 1, r. 23, southwesterly to Willow Bunch, westerly to Rouleau, and on to tp. 12, wan Legislature is being asked to incorporate a company with this title to con struct a railway from Regina south applicants. to

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Reid Newfoundland Co.—Some information as to the contract between the Newfoundland Government and the Reid Newfoundland Co., with respect to the construction of branch lines, has been made public. It is stated that several branch lines are to be constructed, and that the company is to receive a subsidy of \$15,000 a mile.

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Of the lines to be constructed, that to Bonavista is now under way. A report from St. Johns, Nov. 3, stated that 10 miles of grading had been completed, and that as 1,400 men were at work there was every reason to hope, that with favorable weather conditions, the line would be completed early next year. (Nov., pg.

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John Valley Rv.-The question of

Pacific Coast Coal Mines, Ltd.-We are advised that the company has constructed a line from Fiddicks Jet., on the Esquimalt and Nanaimo Ry., to Boat Harbor, about eight miles below The line is approxi-Nanaimo, B.C. mately 5.5 miles long, and there is under construction an extension of 1.5 miles from Fiddicks Jct. to the company's mine at South Wellington. So far as future extensions are concerned, the company is at present developing a coal property at Suquash, in Rupert district, and it is possible that further railway construction will be necessary as this development proceeds. The line at present constructed is used solely for the purposes of the mine. The officers and directors are :- President, J. Arbuthnot, Victoria; Vice-President, L. D. Wishard, New York; Managing Director, S. H. Reynolds, Victoria; Secretary-Treasurer, J. M. Savage, Victoria; other directors, W. J. Moran, C. C. Michener and M. Hodgson. (April, 1909, pg. 249).

Pine Pass Ry.-Application is being made to the Dominion Parliament for the incorporation of a company with this title to construct a railway from Edmonton, Alta., north-westerly to the confluence of the MacLeod with the Athabasca river, thence continuing north-westerly to Pouce Coupe Prairie, thence south-westerly to Fort George on the Fraser River, B.C. The company also asks for power to acquire and navigate steam and other vessels on any navigable waters touched by its line, and to amalgamate with the C.P.R., the Canadian Northern Ry., the Saskatchewan Valley and Hudson Bay Ry., or the Prince Albert and Hudson Bay Ry. The offices are to be at Edmonton, Alta.; its capital will be \$1,000,000 and it may issue bonds for \$50,000 a mile. provisional directors are:--M. The Kimpe, J. Smith, A. R. Chisholm, T. W. inca and D I Saunders, Edmonton.

Quebec Central Ry.—The extension from St. George Beauce to St. Justine, 30 miles, was practically completed on Dec. 15, track being laid up to St. Justine, the 28th mile. The stations are in course of erection and regular train service between St. George and St. Justine will be established on Jan. 1. The season being so late the line could not be fully ballasted but ballasting will be completed early next spring. Powers & Dessault, Levis, Que., are the contractors.

The further location of the line in the direction of Cabano is being proceeded with. J. T. Morkill, Chief Engineer, with a party is on the survey and 10 miles are already located, a very favorable line being found. It has not been decided what amount of construction will be proceeded with this year. (Dec., 1909, pg. 225.)

The Reid-Newfoundland Co. has entered into a contract with the Newfoundland Government to construct five branch railways, the total length of which will be nearly 300 miles. They will extend from the main line to different points on the coast as follows:-from Shoal Harbor to Bonavista Bay, about 75 miles; from Broad Cove to Heart's Content and Grete's Cove, about 62 miles; from Ransford Bridge to Trepassey, about 70 miles; from Country Chance to Fortune Bay, about 48 miles, and from Bay of Islands to Bonne Bay, about 42 miles. gauge will be the same as the R.N. Co.'s other lines, viz., 31/2 ft., and 50 lbs. rails will be used. The company has already graded about 22 miles of the Bonavista branch and will take out the necessary ties this winter. The company has also entered into a contract for the operation of all branches mentioned as they are completed, receiving therefor a subsidy of 4,000 acres of land per mile. (Dec., pg. 885.)

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry,-We are advised that it was expected to have the survey completed by Jan. 20, for the connection between the company's existing line and the C.P.R. main transcontinental line. As soon as the quantities, etc., can be worked out, it is expected to ask for tenders for the construction of the line. No further progress has been made with the proposal for the completion of the line between the present end of track and Hawk Lake Jet. (Jan., pg. 19.)

Anglo-Newfoundland Co .- At the annual meeting of the shareholders of the Amalgamated Press in London, England, Dec. 15, Lord Northcliffe made a lengthened reference to the progress of the Anglo-Newfoundland Co., in which it is largely interested. After referring to the development work on the pulp mills, etc., he said: "You have been informed that we have constructed a railway from Grand Falls to our harbor at Botwood, which must not be confused with our railway from Millertown Jct. to Miller-Our new railway reflects great credit on our engineers, who carried out the work in the short space of nine months. We have purchased our rolling stock in parts, and are setting it up ourselves on the spot, and I think it will compare favorably with that turned out by the great English and American railway companies."

We are advised that the company has constructed and has in operation 22 miles of railway, from Grand Falls, via Bishop's Falls, to Botwood Harbor. gauge is 3 ft. 6 in. The company is not now constructing any further lines, and has no present intention of constructing any more. W. Scott, Grand Falls, Nfld.,

is Chief Engineer.

Millertown Jct., referred to in Lord Northcliffe's report, is a station on the Reid-Newfoundland Ry. 310 miles from St. Johns, and some maps of Newfoundland show a line running from that point to Millertown at the north-easterly end of Red Indian Lake. Millertown is situ-Grand Falls, and ated 56 miles from Grand Falls itself is 270 miles from St. Johns.

Atlantic, Quebec and Western Ry .-Application is being made to the Board at Railway Commissioners for permission to construct a branch line of half a mile from near the terminal station at Gaspe

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Cal being to ex of the the s chap. such Pring solici Cei ing n auth agre speci with them port Banc Nort Ry. pg.

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Reid Newfoundland Ry.—The principal business which will be discussed at the current session of the colonial Legislature will be the extension of the railway times on the tsland, in connection with which an agreement has been made between the Government and the Reid Newfoundland Co. (Jan., pg. 23.)

February 1910

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E RAILWAY AND MARINE WORLD.

Quebec Central Ry.-The extension The from St. George Beauce to St. Justine, 30 miles, was practically completed on Dec. 15, track being laid up to St. Justine, the 28th mile. The stations are in course of erection and regular train service between St. George and St. Justine will be established on Jan. 1. The season being so late the line could not be fully ballasted but ballasting will be completed early next spring. Powers & Dessault, Levis, Que.; are the contrac-

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MARCH

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Imit the amount of bonds to be issued in respect of the new line to \$40,000 a River near Ruby Creek, B.C.; to grant an extension of time for the construction egislature, Jan. 20, the Lieutenantthe construction of a line from the present authorized line near Coldwater River of previously authorized lines, and to mile. The proposed new piece of line is the one for which a bonus agreement has been made with the British Columto the navigable waters of the Fraser

pany with this title to construct a rail-way from Port Moody to the Indian (See Port Moody to Indian River, Jan., Port Moody, Indian River and Northern Ry.—The Eritish Columbia Legislature is being asked to incorporate a com-River and thence nontherly. C. T. Dunbar is one of the provisional directors. pg. 23.)

Prince Albert and Hudson Bay Ry.-The application for a change of route tion was considered by the Rallway Committee of the House of Commons Feb. 8. The company asked for power to develop water powers along the route. This led to a lengthened discussion, the bill as a and an extension of time for construcresult being "talked out." (Jan., pg. 23.,

House of Commons, Feb. 7, the company's representative stated that the line

rom Sudbury to Little Current, Maniulin Island, Ont., would be completed within two years, instead of three, as at ture to incorporate a company with this

Menzies Bay Ry.—Application is being made to the British Columbia Legisla-

urst contemplated. (Feb., pg. 111.)

title to construct a radiway in the Men-

the provisional directors. (See Men-

ares Bay district.

ZIUS BAY to Quinsan River, Jan., pg. 21.)

J. H. McDonald is one

refore the Railway. Committee of the

mes authorized. When the bill came

which the company may construct the

grant an extension of time within

Manitoulin and North Shore Ry.—

gould be submitted to ratify the agree-

ment. (Jan., Dg. 19.)

made between the R.N. Co. and the Newing branch lines:-From Shoal Harbor ed that the agreement which has been foundland Government, for which legislative confirmation is being asked, provides for the construction of the followto Bonavista Bay, 75 miles; Broad Cove miles; Ransford Bridge to Trepassy, 70 miles; Country Channel to Fortune Bay, to Heart's Content and Grete's Cove, 62 Reid-Newfoundland Ry.--It is reportSaskatchewan Central Ry.---An act has

westerly from Montreal to Ottawa through Prescott, Russell and Carleton countles in Ontario; with power to construct branch lines to Arthabaska, Victorieville, and Yamaska, Que. The act provides that the bridge or tunnel at the accommodate general traffic and electric cars as well as steam railway traffic. The provisional directors are: W. I. Bishop, A. Jarvis, C. E. Cutler, V. Cussen, M. St. Lawrence River shall be calculated to Tetreau, Montreal. (Jan., pg. 21.)

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48 miles; Bay of Islands to Bonne Bay, 42 miles. (Feb., pg. 111.)

company was about to construct an ad-

ditional track from there to Buffalo,

N.Y., paralleling the present double

track line, and that construction would

General Superin-

undent Brown on the following day

he started in June.

announcement had been made that the

from Windsor, Ont., Feb. 4, stated that

Michigan Central Rd.-Press reports

MARCH

Anglo-Newfoundland Development Co. -We are advised that the lines operated this company in Newfoundland are!-A railway from Millertown Jct., on the Reid Newfoundland Ry., to Millertown, _ miles. This line was taken over by this company when it acquired the timer limits belonging to the Newfoundand Timber Estates Co. A railway from mills at Grand Falls to tide water at wood, 22 miles; this railway has been structed during the past year and is w in operation. At a mid-way point beween the pulp and paper mills and Botis the pulp mill new being constructed by the company. The gauge both these railways is 3 1/2 ft.; the Tak is laid with 50 lb. rails; the maximum gradient on the Millertown line is and the maximum curvature degrees, while the maximum gradient the line to Botwood going to the coast o 9% compensated for curvature, and the maximum gradient coming inland is with a maximum curvature of degrees; there is however only one urve of this degree. We are advised that it is not the intention of the com-

MARCH 1910

THE RAILWAY AND MARINE WORLI

RAILWAY DEVELOPMENT.

postected times, Surveys, Construction, Bay of Quinte Ry.-The Dominion pany to construct any further mileage during the current year. (Feb., pg. 109.)

MARCH 1970

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tractors. (Feb., pg. 1111).

Newfoundland Ry .- The Legislature has given a second reading to the branch railways bill, which confirms a contract with the company for the construction of a number of branch lines. The agreement provided for the immediate construction of the branch to Bonavista. This line commences at Shoal Harbor, on the main line, and extends to Bonavista, passing Goose Bay, Southern Bay, Trinity and Cortalina, providing railway accommodation for over 2,000 families. The construction of the branch was undertaken last year, at the solicitation of the Government, in order to provide work for the people of the district on account of the failure of the tisheries. It is expected that the branch will be completed this year. The contract provides for a payment of a cash bonus of \$15,000 a mile, with a proviso that the laborers are to receive \$1.50 a The other branch lines are to be completed within five years, the points between which they are to be constructed are:-Broad Cove to Heart's Content and Grete's Cove, 62 miles; Ransford Bridge to Trepassy, 70 miles; Country Channel to Fortune Bay, 48 miles; Bay of Islands to Bonne Bay, 42 miles. (Mar., pg. 187).

Dooley Mountain Collieries .- Applica-

April 1910

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An Item in the Maintenance of Locomotive Bollers.

By George Twist, Locomotive-Foreman C.P.R., Minnedosa, Man.

A great deal has been said about the trouble experienced in keeping locomotive boilers free from mud and scale, particularly in bad water districts. Boiler compounds of various kinds have been used, but the experiments in this direction cannot be said to have been success-The water has been treated at the supply tanks, but has usually resulted in making no difference whatever, or else has caused boilers to foam so badly as to necessitate the washing out of the boiler each trip or the changing of water at stations where treatment is not necessary. Various designs of blow-off cocks or valves have been tried, some with part success, others resulting in However, we still complete failure. seem to be far away from the solution of the difficulty. In spite of the fact that the trouble has always existed, we still find ourselves with blow-off arrangements, the same in number, design and location as 15 years ago. The water legs of boilers seem to be the only places which have received attention in this respect. In the last few years it has been thought desirable to provide ports in the bottom of the barrel, which would suggest that we are alive to the fact that this part of the boiler requires most careful washing out. Then why not apply blow-off arrangements whereby this portion of the boiler may be cleared of a large proportion of this mud? vision has been made for the more thorough washing out of boilers by providing additional holes for the purpose. Good washout tools have also been designed and provided. Have the same ideas been followed out in the effort to keep boilers free from mud when under Very few designs steam? I think not. of blow-off arrangements make them practical for use when an engine is running, a time which is a good one, and I think, a proper one, to blow out the superfluous muddy water, as at this time the water is in better circulation than when the engine is standing idle.

could be considerably curtailed by starting out on the principle of designing boilers to suit bad water districts and the systematic installation of good reliable blow-off arrangements, together with enforced regulations to those responsible for using same. I would suggest that you invite others interested to give their experiences and suggestions.

[Editor's Note.—We hope that others will follow Mr. Twist's example and write

us on this important subject.]

Reid Newfoundland Ry. Construction.

Newfoundland Legislature has confirmed a contract between the Government and the Reid Newfoundland Co., for the construction of branch lines as follows:-From near Duffs on the West End branch, to Trepassey by way of the southern shore, 70 miles; from Broad Cove, on the Carbonear branch, via Heart's Content to Grates Cove, 70 miles; from between Come-by-Chance and Northern Bight, on the trans-island line, to Fortune Bay, 40 miles; from Shoal Harbor, on the trans-island line, to Bonavista, 70 miles; from Howley or Bay of Islands, on the trans-island line, to Bonne Bay, 30 miles. The contract provides that the lines are to follow the routes laid down by the Government, and are to be in all respects equal to the work of the railway constructed for the Government by the late Robert G. Reid, under the contract of May 16, 1893. The right of way, station grounds, borrow pits and ballast pits are to be provided by the Government as required, and the company may take all necessary lumber for construction purposes from Crown Lands. The rate of wages paid on the work is not to be less than \$1.50 a day, and no work is to be done on Sundays. During the construction the contractor may carry such freight and passengers as may offer at rates not in excess of those charged on The Government the existing lines. agrees to pay, upon the completion of each five mile section of the lines a subsidy of \$15,000 a mile, and to admit free of duty the rails, fish-plates, fish-bolts and spikes necessary. The contractor also agrees to manufacture in the colony

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UL SHO DUMBARURIA DARUKUR.

A second contract provides for the operation of these branch lines from the period of completion of each of them, until July 31, 1951, at least one passenger or mixed train being run in either direction daily, Sundays excepted, and as many additional through local passenger or freight trains as traffic may require. Mail and mail cars are to be carried as required at the rate of \$69.50 a mile a year. For such operation the company is granted 4,000 acres of land for each mile of branch lines to be constructed; such land to be granted upon the completion of each branch line. The existing clauses of the contract of 1898 and 1901, and the acts confirming them are to apply to these contracts unless specifically excepted.

The branch from Shoal Harbor to Bonavista, 70 miles, is under construction and is expected to be completed early in 1911. The contract calls for the construction of 50 miles each year until the whole mileage is completed.

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dary between Quebec and is 1909, pg. 481.) by Queen's Central Ry.—The Nova Scotia th Legislature has incorporated a company ch with this title to build a line through in the centre of Queen's County. ee Reid Newfoundland Co.-Construction nd has been started on the 70 mile branch ay from Shoal Harbor to Bonavista, Nfld., several gangs having been sent out from LT-St. John's at the beginning of May. Burton, Perth, Ont., who was with the ny ice late Sir Robt. Reid on his C.P.R. and other contracts, is in charge of construction. (May, pg. 359). ep. Roberval, towards James Bay.—A subder sidy has been voted by the Dominion are Parliament for a line not to exceed 100 ars

MAY 19/0

pg 549).

Prince Edward Island Ry.—In an interview at Charlottetown, P.E.I., during his recent inspection trip, the Deputy Minister of Railways said it was the first time he had come personally in contact with the question of operating a car ferry across the strait to the mainland, although he had heard about it in Ottawa. While not going into the merits or demerits of the proposition he would state that its adoption would mean the actual rebuilding of the whole railway on the island as the gauge would have to be changed from narrow to standard. June. pg. 451).

Quebec Central Ry.-J. H. Walsh, General Manager, was in Quebec July 9, conferring with the mayor with regard to sites for station, freight sheds, etc., which it is the purpose of the company te erect as soon as an entrance can be secured into the city over the Quebec bridge. In an interview, Mr. Walsh stand that the President and some of the directors were coming from England to make an inspection of the line. evicated that as a result of the visit, arra dements would be completed for supp de capital to extend the line to Queand to build some branches. (Feb., Pr 11).

Plent, in an interview July 4, said grading on the new Bonavista h was being proceeded with at a actory rate, and that track had laid 28 miles. Snow fences and some buildings were being put up as ruction proceeded, and rolling supplied, so that when the last first frack was laid the branch would be the equipped and ready for operation.

press report states that the comis planning to erect a foundry and
mine shop in connection with its
dr. tocks and works at St. John's, Nfld.
The new shops will be built to carry out
the agreement made last year with the
fire rument, that cars and locomotives
for he line be built in Newfoundland.

June 1910

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St. John.

Reid Newfoundland Ry.—Eight miles of the Bonavista branch have been completed; the grading has been completed to Goose Bay and work is being proceeded with on to Southern Bay. Track laying is being done at the rate of about 3,000 feet a day, and the ballasting gang is following close behind. It is expected that the branch will be completed by the end of this year. (June, pg. 451.)

St. John and Quebec Ry.—See St. John Valley Ry.

June 19/0

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John Valley Ry.—E. A. Stone,

August 19/0 P 63/ ly every sense of the word. When I reached Winnipeg at Christmas, 1879, it was in advance of railway construction. With my own hands I prepared the railway ties which carried the first locomotive over the C.P.R., into that city. Now I have come to the Pacific Coast to help you pioneers to push the fringe of civilization eastward, and I assure you that we hope to do it." (Aug., pg. 629.)

Quebec Oriental Ry.—See Atlantic,

Quebec and Western Ry.

Queen's Central Ry.—The provisional directors of this company, incorporated by the Nova Scotia Legislature are: J. G. Morton, F. S. L. Ford, Milton, N. S.; R. Barthing, Liverpool, N. S. It is authorized to build a line from Brooklyn, in Queen's County, along Liverpool harbor and river to Milton, and thence in a northerly direction to the Halifax and South Western Ry., between Pleasant River and Caledonia, to be operated either by steam or electricity. (June, pg. 451.)

Reid Newfoundland Co.—There were 2,100 men engaged in building the Bonavista Branch when W. D. Reid, President, recently made a trip of inspection over it. He was able to travel in his private car over the first 20 miles of the branch, and he inspected the rest of the route. There is a good deal of heavy rock work to be done, but it is expected to have it fully completed by the end of the year. (Aug. pg. 631.)

Temiskaming and Northern Ontario

pg. 631).

red that the company is erecting at St. John's, Nfid., a car building shop 228 by 50 ft. Orders have been placed for the present shop equipment. The company is at present building locomotives and cars for its lines, as it is required to do under the terms of the agreement approved last session of the Legislature. The company may in the future add a foundry to its shops at this point. The old car shops, President Reid said in a recent interview will be made an annex to the machine shop, where the company is at present cramped for space.

W. D. Reid, President, in speaking recently of the work on the Bonavista branch now under construction, said track was laid as far as mileage 43; the grading is finished almost down to sait water at Trinity, 52 miles. The clearing of the right of way is being kept well ahead of the graders, and on Aug.

C.P.R. Suburban Tank Locomotive. Frame details cross ties. (See also pg. 833.)

30, the right of way had been cleared to the 58th mile. The location survey of the branch was completed. All the masonry on the line had been completed as far as Seal Cove, and the erection of the new station at Shoal Harbor had been started. (Sept., pg. 729).

Spokane International Rd.—Under the charter of the Cœur D'Alene and Pend d'Oreille Rd., an extension is being built from the main line of the S.I. Rd., 25.5 miles from Spokane, Wash., to Cœur d'Alene, Idaho, and a branch is also being built from Corbin. The S.I. Rd. connects at the International boundary with a C.P.R. branch leaving the Crow's Nest line at Yahk. (July, pg. 551).

Timiskaming and Northern Ontario

Ry.—On returning to Toronto from his recent trip of inspection over the ine, J. L. Inglehart, Chairman of the Commissioners, said the foundations of the

October 1910 P831 ly every sense of the word. When I reached Winnipeg at Christmas, 1879, it was in advance of railway construction. With my own hands I prepared the railway ties which carried the first locomotive over the C.P.R., into that city. Now I have come to the Pacific Coast to help you pioneers to push the fringe of civilization eastward, and I assure you that we hope to do it." (Aug., pg. 629.)

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Temiskaming and Northern Ontario

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Reid Newfoundland Co.—W. D. Reid, President, is reported to have stated in an interview at St. John's, Nfld., Oct. 1, that on Sept. 30, track had been laid for 50.5 miles on the Bonavista branch, and would be in Trinity within a few days thereafter. The grading gangs had completed 62.5 miles and were then working within five miles of Catalina, where there were several very heavy rock cuts. A steel trestle, 400 ft. long and 40 ft. high has been com-

November 1910

P 911

NOVEMBER, 1910.]

pleted near the first pond going into Goose Cove, Southwest Arm, Trinity. By the erection of the trestle a loop of over a mile is formed, the trains going under the trestle and then gradually ascending, leaving it at a higher level. (Oct., pg. 831.)

Reid Newfoundland Co's Works.

A Toronto Globe staff correspondent visiting Newfoundland and has been writing a series of letters. In one from St. John's he says:-"The city's greatest industry is the Reid Newfoundland Co.'s locomotive and car works. These turn out the rolling stock of the road, carry out all repairs, and keep pace with the need of the new lines in supplying equipment. They are now build-They also carry ing four locomotives. out all the work of the dry dock, which is 600 ft. long, 132½ ft. wide in with 85 ft. entrance and 25 depth on the sills. The dock held one available for of the Empresses. It is all purposes, from the patching of a fishing schooner to the repairing liner's hull. There are now 250 employed in the works, but the force is increased to about 400 in the busy season."

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December 1910

miand. and that about The work on the line to Bear River has been eadcompleted. (Nov., 1910, pg. 911.) oun-Reid Newfoundland Ry.—Grading was rvey reported to have been completed on the C.E., Bonavista branch Nov. 30, and track omwas reported to have been laid to be-Coal yond Trinity East. Between Catalina and Bonavista there is a stretch of marsh rectland extending for about a mile and a tern half, which will require considerable the

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St. John Valley Ry.—Recently engi-

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Reid Newfoundland Co.—Surveys for the branch line to Trepassey, are being made. A locating party has reached Ferryland, and a second party has started from Trepassey. It is expected that the surveys will be finished by March 31, and that construction will be started in the summer. (Jan., pg. 23.)

February 1911

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Reid Newfoundland Ry.—The residents of the Burin district of Newfoundland are petitioning the Government to consider the building of a branch line from Come-by-Chance, or some other point on the main line, through the district to Baine Harbor. The branch would serve a population of about 20,000. (Feb., pg. 155.)

MARCH 1911

L. B. tion was the Naas and Peace River Ry. Win- (See Naas and Peace River Ry., Mar., also pg. 249.)

Prince Edward Island Ry.—We are advised in connection with the reports as to the early construction of the North Shore branch to connect Kensington and New London, P.E.I., about 12 miles, that nothing has been decided.

Reid Newfoundland Co.—In the Newfoundland Legislature Mar. 2, the Premier said the branch line from Shoal harbor to Bonavista would not be considered complete until the spur line at Trinity had been built. The surveys for the spur, which would be a mile and a half long, had been made and approved; a portion of the right of way, and the site of the station in Trinity had been acquired. (Jan., pg. 23.)

Simcoe Bruce and Grey Ry.—The

April 1911

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445.)

Reid Newfoundland Co .- A cargo of 4,500 tons of steel rails arrived at St. John's, Nfld., May 2, for use on branch line under construction to Trepassey.

The first sod of the new Trepassey branch was turned May 9. The branch starts at Waterford bridge and will run through the Ferryland district to Tre-

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Grading on the South Shore branch has been started at Waterford Bridge, on the main line, H. Burton being in charge of the work for the company, with W. F. Joyce as engineer. About 20 miles of track remain to be laid on the Bonavista branch, and this, is it expected, will be completed about the end of July. Surveys are in progress on the branch to Hearts Content, and it is expected that construction will be gone on with during the year. (April, pg. 321.) Saguenay River to Cape Charles Bay. Dierea.

Reid Newfoundland Ry.—The Bonavista branch, the first of the new branch lines to be built, was opened for traffic

December 1911

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Nov. 8. About one-third of the Trepassey branch has been completed, and work has been started on the branch from Broad Cove to Heart's Content. The other lines proposed to be built are the Bonne Bay and Fortune Bay branches. (Nov., pg. 1037.)

Royal Canadian Ry. System.—The

December 1911

inland, and that about The work on the line to Bear River has been eadcompleted. (Nov., 1910, pg. 911.) oun-Reid Newfoundland Ry .- Grading was rvey reported to have been completed on the C.E., Bonavista branch Nov. 30, and track omwas reported to have been laid to be-Coal yond Trinity East. Between Catalina and Bonavista there is a stretch of marsh cectland extending for about a mile and a tern half, which will require considerable the

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June 19//

Reid Newfoundland Ry.—The first of the branch lines to be built under the act of 1910, viz., that from Shoal Harbor to Bonavista, is nearly completed, and it is expected to have it opened for traffic in about a month. The second branch to be put under construction is that from the present West End branch by way of the South Shore to Trepassey. On this line a considerable amount of grading has been done and several miles of track are reported to have been laid. Surveys have been begun for a third line, starting from Carbonear, near Broad Cove, and extending to Heart's Content and Grate's Cove. (July, pg. 649.)

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August 1911 P73

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ahead with their work. (Aug., pg. 733.)

Quebec Central Ry.—The Quebec Public Utilities Commission recently approved plans for an under-crossing at Thetford Mines, to enable the Bennett & Martin Mining Co. to work its mining property. (Feb., pg. 113.)

Reid Newfoundland Ry.—The completing of the ballasting, lifting, ditching, building stations, wire and snow fences, cattle guards, etc., on the Bonavista branch is now in progress, the work being in charge of H. Burton.

Track has been laid on the Trepassey branch for 16 miles, and the work is still going on, A. Graham being in charge of construction, with headquarters at Cape Broyle, 40 miles from St. John's. (Aug., pg. 733.)

St. John Valley Ry.—The Provincial

September 1911

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Deilding From roads, water, Reid Newfoundland Ry.—W. D. Reid, President, made a trip of inspection over the Bonavista branch line, Sept. 9, preparatory to its being opened for traffic. (Sept., pg. 855.)

St. John Valley Ry.—The Provincial

. October 1911

937

Reid Newfoundland Ry.—A passenger rain service has been put in operation on the Bonavista branch, the first of the lines to be built, under the agreement of 1909. Grading on the Trepassey line is leing pushed and work on the line from Broad Cove station to Heart's Content, Broad Cove station to Heart's Content, has been started. This line will be 35 miles long, and run along the south hore of Trinity Bay. (Oct., pg. 937.)

November 1911 p1037

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October 1911

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S. B.

The Reid Newfoundland Co., which is building at its St. John's shops, a number of locomotives, details of which we gave in our last issue, is also building three sleeping cars, 49 ft. long, 81/2 ft. wide, 6 ft. 41/2 ins. wall, with steel platforms, with eight sections and drawing room; four first class day cars, 47 ft. long, 8 1/2 ft. wide, 6 ft. 5 1/2 ins. wall; six second class cars, same dimensions as the first class; two baggage cars, 52 1/2 ft. long, 8 1/2 ft. wide, 6 ft 5 1/2 ins. wall: two dining cars, 41 ft. long, 8 1/2 wide. 6 ft. 41/2 ins. wall, to seat 18 passengers: 50 box cars, 30 ft. long, 8 ft. wide, 6 ft. 4 ins. wall, 40,000 lbs. capacity; two snow ploughs, all equipped with alr brakes and Tower couplers.

November 1911

Ry., in C.N.R. Construction, etc., on another page.)

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Reid Newfoundland Co.—W. D. Reid, President, is reported to have stated in an interview at St. John's, Nfld., Oct. 1, that on Sept. 30, track had been laid for 50.5 miles on the Bonavista branch, and would be in Trinity within a few days thereafter. The grading gangs had completed 62.5 miles and were then working within five miles of Catalina, where there were several very heavy rock cuts. A steel trestle, 400 ft. long and 40 ft. high has been com-

MARCH 1912

P12)