

C. RIFF

QUEBEC
CENTRAL
RAILWAY

for the operation of the railway, etc. J. C. Dalrymple, Port Elgin, Ont., is solicitor for the applicants.

Quebec Central Ry.—Application will be made at next session of the Quebec Legislature for an act authorizing the diversion and rebuilding of the present line from Beauce station to Beauceville, on the line known as the Chaudiere extension; to construct a line from Beauceville to River Fannie, 9 miles, and following the River Fannie to Langeville, and the St. John River watershed to Cahana station on the Temiscouata Ry., with power to make connection with that line. The branch line to be constructed to be known as the Quebec Central Chaudiere extension.

Quebec Midland Ry.—Application will be made next session of the Dominion Parliament for an act incorporating a company

January 1906

reached in region
end of Dec.
Quebec Central Rr. — Progress is being made
with construction on the line to St. George,
Beauce county, and J. H. Walsh, General
Manager, recently stated that the line would
be in operation early in Nov. The new
roundhouse, etc., at Levis was nearly com-
pleted, and considerable progress had been
made upon works of improvement at a num-
ber of points on the line. Speaking of the
branch proposed to be constructed from
Scott's Junction to the Quebec Bridge, Mr.
Walsh said as the work could be done in six
months there was no necessity for being in a
hurry about starting it. The work would be
commenced as soon as the construction of the
bridge was sufficiently far advanced to enable
both works to be completed about the same
time. (Aug., pg. 155).
Quebec and Lake St. John Rr. — A contract
has been let to E. Conway, Quebec, for an ex-

October 1906

The Quebec Central Ry. is building 15 stock cars and two refrigerator cars at its Sherbrooke, Que., shops. Six refrigerator cars are being delivered by Rhodes, Curry & Co., Amherst, N.S., and it recently received two locomotives from the Canadian Locomotive Co., Kingston, Ont.

A paragraph in the Railway Age, May 7, stated that the Sydney and Louisburg Ry. had ordered 15 box cars from Rhodes, Curry

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June 1906

Central Ry.
 Quebec Central Ry. Reference to the
 proposed extensions of the company's lines
 will be found in the report of the annual
 meeting on pg. 817. The extension from
 Scott's is for the purpose of securing a
 connection with the Quebec River Bridge,
 now under construction, and the extension
 from Benteeville to the River Paudue is the
 first part of a project to connect the line
 with the Temiscouata Ry., which is controlled
 by the same interests as the Q.C.Ry. This
 projected line will follow the Quebec-New
 Brunswick border for the main part of the
 distance. The press report that the directors
 had ordered the immediate construction of
 the Scott's-Quebec Bridge line is, we were
 officially informed, May 18, incorrect. (Feb.
 pg. 65.)
 St. Mary's River Bridge Co. Application is
 made for the construction of the

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June 1906

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Quebec Central Ry.—Frank Grundy, Vice-President and General Manager, who has been General Manager for 17 years, feeling that that position should be occupied by a younger man, has asked the directors in England that he be allowed to retire from the General Managership at the end of this year and has recommended as his successor J. H. Walsh, the General Freight and Passenger Agent. Mr. Walsh sailed from Quebec on Nov. 9 for England to meet the board, and it is expected that he will be appointed General Manager from Jan. 1. F. Grundy will retain the position of Vice-President, but it has not yet been determined whether he will remain in Canada or join the board in England. It is not improbable that he will divide his time between the two countries. E. O. Grundy will succeed Mr. Walsh as General Freight and Passenger Agent.

—Andrew Reford.

December
1905

us did not know any one of that name.

The Board of Railway Commissioners paid a visit to Parry Sound, Ont., Nov. 17, to look into the question of the route of the C.P.R. Toronto-Sudbury branch through the town. The line according to the location survey will be carried over a section of the town on a trestle bridge. A number of objections have been made to the route by those whose land it is proposed to expropriate.

A new navigation company to operate on

December 1905

to be arranged on a survey...
a- (June, pg. 285.)
le Quebec Central Ry.—On June 2, dur-
nd ing a heavy electrical storm, accom-
x- panied by torrential rains, a section of
u- the track between Colerain and Black
er Jack was washed out and 3 small bridges
a- were weakened. One locomotive and 5
ne cars were derailed, but no serious dam-
s, age was done. The through passenger
es train service between Quebec and Sher-
he brooke was maintained by passengers
n- being transferred round the break, dur-
00 ing the 2 days repairs were in progress.
ot (June, pg. 285.)
he Vancouver, Victoria and Eastern Ry.
a and Northern Co. has given notice that

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JULY
1925

The Quebec Extension Railway Project.

The Quebec Extension Ry. Co's application for approval of its plans for the construction of 113 miles of electric railway in northern Maine, which is before the Interstate Commerce Commission, is of interest to Canada because of its proposed connection with the Canadian Pacific Ry., through the Aroostook Valley Rd., at the New Brunswick boundary, and through the Quebec Central Ry. at the Quebec boundary. The Aroostook Valley Rd. extends from Caribou and Sweden through Carson and Washburn to Presque Isle, Me., connecting with the C.P.R. to Washburn Jct., in Presque Isle town. In 1911 it obtained power from the Maine Legislature to extend its line from Washburn to the westerly boundary of the state at or near Lake Frontier, Que., where connection could be made with the Quebec Central Ry. In 1911 the Maine Board of Railway Commissioners approved location plans of the proposed extension, but no construction has been undertaken. In 1913 an act was passed incorporating the Quebec Extension Railway Co., authorizing the construction of a line from Washburn to the international boundary between Maine and Quebec, and the taking over by the Quebec Eastern Ry. of the Aroostook Valley lines and property. A. R. Gould, President A. V. Rd., is the principal promoter of the new company. The projected line is planned to open up an undeveloped territory of approximately 1,000,000 acres, covered with timber, and containing a number of lakes and rivers.

The Aroostook Valley Rd. exchanges freight traffic with the Canadian Pacific Ry. at Washburn Jct., the C.P.R. furnishing the A. V. Rd. with its car supply. The C.P.R. has guaranteed the bonds of the A. V. Rd., which is under contract that it shall not have any through routes or joint rates with or deliver traffic to any railway except the C.P.R., unless required to do so by law, or with the C.P.R.'s consent. It was stated in the course of the local investigations that the C.P.R. was to subscribe for one-third of the new company's stock and to guarantee interest on bonds for \$30,000 a mile of the railway, and that a similar traffic agreement to that in effect with the A. V. Rd. was to be made.

The Interstate Commerce Commission delegated H. C. Davis to make an examination into the merits of the project, and sittings were held at Augusta, Me., in which the Maine Public Utilities Commission (the successor to the former Board of Railways Commissioners) participated. The Bangor and Aroostook Rd., and the Main Central Rd., were represented in opposition. After a lengthy hearing it was recommended that the present and future public convenience and necessity require the construction of the projected railway, and that the company's request for permission to retain excess earnings be granted. The Bangor and Aroostook Rd. has filed an exception to the examiner's finding, and it is this that the Interstate Commerce Commission has under consideration. The exception represents that the evidence does not support the findings recommended, and that the various statements in the report are either unsupported by any evidence or are wholly contrary to the evidence presented. After reviewing the evidence in detail the exception suggests that there is no real necessity for the projected line; that the estimates of construction are too low; that the esti-

1925

P162

The Quebec Extension Railway Project.

The Quebec Extension Ry. Co's application for approval of its plans for the construction of 113 miles of electric railway in northern Maine, which is before the Interstate Commerce Commission, is of interest to Canada because of its proposed connection with the Canadian Pacific Ry., through the Aroostook Val-

mates as to traffic are too high; and that if a certificate is granted it should specifically forbid such a contract as is proposed between the company and the C.P.R., and make possible the free interchange of traffic under equal rates and divisions. The exception says, "The C.P.R. is behind the project, because it seeks new traffic for its lean traffic density lines," and claims that under the agreement "this new traffic is to be at the expense of New England lines."

done during the year

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

Thurso and Nation Valley Ry.—A press

JUNE 1925

Quebec Extension Railway Project.

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The Interstate Commerce Commission gave judgment recently on the Quebec Extension Ry. Co's proposal to build an electric railway from a connection with the Aroostook Valley Ry., at Washburn, Me., generally westerly, to the international boundary between Maine and Quebec, 112 miles. The history of the project and its proposed connection with the Canadian Pacific Ry., were given in Canadian Railway and Marine World for April, pg. 162. The Commission investigated exceptions taken by the Bangor and Aroostook Rd., to the Commission's investigator's recommendation that authority for construction be granted. The case was argued before the Commission by counsel for the applicants and the two objecting railways, and the Commission examined the arguments for and against the proposal in detail. The estimated cost of construction is \$3,631,000, and of equipment for local use, \$600,000. The power company, operated by the interests promoting the line, can generate 8,000 h.p. of electricity, half of which is going to waste, but would be used for operating the railway. The construction will be financed by the issue of 40-year 5½% bonds for \$30,000 a mile, and by the sale of \$4,000,000 of capital stock, none of which has yet been issued. No application for authority to issue securities has been filed with the Commission. The proposed line will have a 1% gradient except at one point where it will be 1.75%, but this may be reduced by a change of route. The track will be laid with 70-lb. rails. The judgment concluded by stating that upon the facts as presented the present and future public convenience and necessity require the construction of the railway, conditional that within 6 months after it is placed in operation it shall establish through routes and joint rates with the Bangor and Aroostook Rd., to all points of destination available by its lines, on the basis of equal rates, divisions and service given to any other railway with which the Quebec Extension Ry. shall connect. The Commission decided that the company be permitted to retain for 10 years, from the date of opening of its railway, but expiring not later than Dec. 31, 1937, all of its earnings derived from the new construction in excess of the amount provided in the Interstate Commerce Act, sec. 20A, for such disposition as it may lawfully make of the same, on condition that construction be completed before Dec. 31, 1927. Construction is to be started on or before Sept. 1, 1925.

August
1925

Freight Car Condition and Supply. —

Mrs. Drysdale, who is a daughter of the late
Andrew Paton, of Sherbrooke, Que., and a
sister of Mrs. H. S. Holt, of Montreal.

W. L. Morkil, heretofore General Man-
ager of the Mexican Southern Ry., has

October 1907

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resigned to become General Manager of the
Peruvian Corporation—a British company
trading throughout South America. He
formerly resided at Sherbrooke, Que.
John Little, who for a number of years was
General Manager of the old Great

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October 1907

has to be acknowledged by all dispatching offices.

Stories by Railway Officials.

Grant Hall, Vice President, C.P.R., F. L. Wanklyn, General Executive Assistant, C.P.R., and J. H. Walsh, General Manager, Quebec, Central Ry., in addressing the New England Railroad Club in Boston, Mass., recently, told the following stories:—

Grant Hall:—"I was going down one of the lakes in British Columbia on one of our steamboats, and from the deck when she touched at one place I happened to look over and saw on a shop the sign, 'C.P.R. Barber Shop. Cut Rates.' So I said to the General Superintendent, 'Well, it is a little bit of a shock, you know. Nobody has any right to use those letters except the Canadian Pacific Railway, and unless we are running that barber shop, I think we ought to ask him to get another sign.' He got the name of the barber, and wrote to him. It was an Irishman that wrote him back, and the letter was written in language that I can hardly imitate. The Irishman said that he had received our letter. He said that he knewed the C.P.R. owned all the railroads, all the steamboats, most of the good lands, but it was the first time that he had ever heard that they owned every damned letter in the alphabet. And he added 'I want you to understand further, gentlemen, that that stands for something a good deal better than the Canadian Pacific Railway; that is the initials of my old mother in Ire-

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land, Clariessa Patricia Reardon, and what are you going to do about it?" He said "I notice that you did not say anything about cut rates. You have not been doing anything like that yourselves round here." We did not interfere with the sign."

F. L. Wanklyn:—"I happened to be fishing on a salmon river that runs into the Bay de Chaleur in Bonaventure County. I had a good many friends there, most of them from St. John, N.B. Before breaking up the camp it was the custom to invite the local member to supper. He drove down there over most awful roads, red clay up to the hubs, and down a most frightfully steep bank from the upper plateau down to the river bottom, in a Ford car with his daughter. He was very pleased indeed to be with us as a guest of the president of the club. We were talking about the marvelous wonders of the Province of Quebec, its wonderful rivers, and its wonderful forests, and its wonderful natural resources and everything else, and finally it hinged on the population. He said, 'I will tell you something, gentlemen. I had the pleasure a few evenings ago of sitting down with a family, the father and the mother and 25 living children, every single one of them alive and well and sitting at their father's table.' He said, 'The little mother was a bright little body, smiling and happy. I said to her, 'Madam, isn't it an awful burden to bring so many people into the world?' She said 'No, Monsieur, not at all. My great difficulty was to catch them, to put them to bed.'"

J. H. Walsh:—"In addition to the great prosperity of the Quebec district, the railway employes are also a happy, contented and prosperous class. Only a short time ago, when making a regular line inspection, I met the wife of one of our French-Canadian agents and she was delighted to tell me that she was the mother of 14 children. This, however, is nothing exceptional in Quebec; one of our foremen of a section adjoining this station is the father of 18 and another foreman quite close has 21, so you see we are progressive in that direction also. I was much amused when this little French-Canadian mother said to me in very good English, 'Mr. Walsh, every night when I am saying prayers with my children, I always tell them to say, 'God bless McAdoo.'"

July
1921

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cate the building of a line from Prince Albert to a junction with the Dominion Government railway at Pas, Man.

Quebec Central Ry.—Press reports state that about five miles of grading have been completed on the extension of the line from St. Sabine to English Lake (also called Lac la Frontier), 26 miles, and that a second five miles will be completed this year. P. J. Wolfe, Sherbrooke, Que., is the contractor for the grading. J. T. Morkill, Chief Engineer. It is expected that the contract for the remaining 16 miles will be let in 1915.

A contract has been entered into with the Dominion Government, under the act granting aid for the construction of certain railways for the building of a line from St. Sabine parish, mileage 31.34 from St. George, to mileage 50, in the Devoire Tp., L'Islet County.

St. Francis Valley Ry.—This projected line will have a total length of 140 miles.

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August 1914

g. Quebec Central Ry.—An extension of the
Q.C. Ry. from St. Sabine, Dorchester County,
to English Lake, also called Lac La Fron-
tier, a distance of 25 miles, has been sur-
veyed and located. Plans, profiles, etc.,
have been deposited with the Railway De-
partment at Quebec, and the location ap-
proved of. Ten miles of the line from St.

~~APRIL~~ 1914
April

7. Sabine to five miles east of St. Camille is under construction, a portion of which was actually built during last year, and the balance of the 10 miles will be completed during this year. It is expected that the other 15 miles will be constructed in 1915, so that the line to English Lake will probably be in operation by the end of 1915. The work is being done under the direction of J. T. Morkill, Chief Engineer, assisted by J. M. Hibbard. The route follows the water shed of the St. John River and is close to the boundary line between the Province of Quebec and State of Maine. At English Lake the line will be within 1,000 ft. of the International Boundary line. It is through a thickly wooded country with rich clay and loamy soil, and well adapted for cultivation when the land is cleared. (Feb., pg. 70.)

Rimouski International Ry. — The Do-

Quebec Central Ry. — Gross earnings for April, \$50,477.53; working expenses, \$32,636.62; net earnings, \$17,840.91; against net earnings, \$23,147.31 for April, 1901. Gross earnings for four months ended April 30, \$178,379.48; net earnings, \$50,066.88; against \$177,163.30 gross and \$52,556.87 net for same period 1901.

The press reports recently current that the Q.C. Ry. was about to be purchased by a U.S. syndicate for absorption in a combination of New England railways, and that F. Grundy, the General Manager, had been called to London, Eng., in connection therewith, are denied. Mr. Grundy was called to England owing to the illness of his daughter, and while there discussed the position of the line with the directors. Under present