

FREDERICTON
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GRAND LAKE
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RAILWAY

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nosel to connect up with Winnipeg,
Man. (Dec., 1910, pg. 1015.)

New Brunswick Coal and Ry. Co.—
After having been closed for some time
pending the erection of a concrete
bridge at Washademoak, N.B., the old
Central Ry. of N.B. section of this line
was reopened for traffic, August 1. The
new bridge was built under the superin-

September 1911

SEPTEMBER, 1911.]

THE RAILWAY AND MARINE WORLD.

the Managing Board, it was announced that it had been decided to recommend the carrying out of considerable improvements. These will include the

tendency of T. Sefton, formerly bridge inspector, Intercolonial Ry. (Aug., pg. 733.)

Prince Edward Island Ry.—Good pro-

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sonburg, Ont., is President of the company. (June, 1910, pg. 447.)

Fredericton and Grand Lake Coal and Ry. Co.—The question of the building of a railway from Fredericton or Gibson to the Queen's County coal fields near Minto, N.B., in the interests of the C.P.R. is under consideration. The Fredericton and Grand Lake Coal and Ry. Co., with H. P. Timmerman, of the C.P.R., as one of the provisional directors, was incorporated by the N.B. Legislature in 1910, and in addition to having power to build from Fredericton or Gibson to Minto, was authorized to acquire the New Brunswick Coal and Ry. Co.'s lines, etc. Location surveys have recently been made by D. F. Maxwell, who went over the route in company with Sir Thos. Tait, Sept. 30. It is reported that the F. and G.L.C. and Ry. Co. has entered into a contract to supply 100,000 tons of coal a year to the C.P.R., and that the line will be built at once in order to deliver the coal. One report says that the line will be completed by Oct. 1, 1912.

Under the terms of an act passed last session of the New Brunswick Legislature, the Provincial Government is authorized to guarantee the bonds of the F. and G.L.C. and Ry. Co., provided it has entered into a contract with the C.P.R. or other company for the operation of the line, and for the mining of

November 1911

THE RAILWAY AND MARINE WORLD.

NOVEMBER, 1911.]

RAILWAY DEVELOPMENT.

charge of parties are: De S. Beaudry at least 100,000 tons of coal, and also for
Hawkesbury, Ont., on the section west the leasing from the province of the Coal
and Rv. Co.'s line.

November 1911

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Southampton Ry.—Press reports state that a line is well advanced in construction between Millville and Temperance Hill, N.B., 6.5 miles, and that an additional six miles is to be built to carry the line to the Southampton end of the Pokiok bridge. Some track is reported to have been laid, and it is stated that arrangements are being made for the operation of the line by the C.P.R. J. K. Pinder, M.P.P., is president of the

April
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THE RAILWAY AND MARINE WORLD.

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The Fredericton and Grand Lake Coal and Ry. Co. was incorporated by the New Brunswick Legislature in 1910, with A. R. Slipp, H. P. Timmerman, C. F. Chestnut, H. W. Woods, A. B. Wil-
mot, D. K. Hazen and P. Glasier as pro-
visional directors, to build a line from
the Intercolonial Ry. near Gibson to
Minto, to connect there with the New
Brunswick Coal and Ry. Co.'s line from
Norton. The company was given very
general powers for developing the coun-
try along the line; was authorized to
acquire the New Brunswick Coal and
Railway Co.'s line and to make agree-
ments for running rights with the
C.P.R., the Fredericton and St. Marys
Bridge Ry., the Intercolonial Ry., and
with any other railway that may build
to a connection with the National Trans-
continental Ry. The company was also
authorized to build a line from its line
in the parish of St. Marys to Marys-
ville, and such other branches as might
be necessary for the development of the
country through which the line passes.

In 1911 the Legislature passed an act,
which became effective April 13, 1911,
having for its object the granting of
further aid for the development of the
coal areas in the counties of Queens and
Sunbury. The act provided that a rail-

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Fredericton and Grand Lake Coal and Ry. Co.—We were officially advised recently that no contract has been let for the building of this projected railway, from Minto to Fredericton, N.B.

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Later press reports state that a contract for building the first section of this projected railway has been let to A. E. Trites, of Salisbury, N.B., and that work will be started at once.

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Reference was made to the projected building of the line in the speech from the throne at the opening of the N.B. Legislature, Mar. 7, and it was also intimated that legislation would be introduced providing for the leasing of the railway when built to the C.P.R., and also for the operation by the same company of the New Brunswick Coal and Ry. Co.'s line, now operated by a provincial Government commission. This line runs from Norton on the Intercolonial Ry. to the coalfields at Minto, and the projected F. and G.L.C. and Ry. Co.'s line will run from Minto to Gibson, where it will connect with the C.P.R. line. (Feb., pg. 67.)

Hudson Bay and Pacific Ry.—Press reports from Prince Albert, Sask., Mar.

April

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the F. and G. L. Coal and Ry. Co. and the Provincial Government with a view to the construction of the line mentioned. During the progress of the negotiations Sir Thos. Tait secured control of the company, and after some time the negotiations were brought to a successful issue, arrangements having been made for the variation of the terms mentioned in the act of 1911, in several directions.

The Legislature has under consideration a Government measure amending the act of 1911, in accordance with the terms agreed upon in the negotiations. The important alterations are that the starting point of the line shall be Gibson, on the Intercolonial Ry., instead of Gibson on the C.P.R.; that the line is to be leased by the C.P.R. or other company for 999 years; that the New Brunswick Coal and Ry. Co.'s line is to be leased for a similar period, instead of for 99 years; and that 50,000 tons of coal are to be purchased every year for 10 years, instead of 100,000 tons a year for some period to be agreed upon. The other provisions which are amended deal with the manner in which the guaranteed bonds shall be issued, and the funds produced reach the company.

Derailment on Curves is discussed in a paper by Arthur Rogers published by the Institution of Civil Engineers, in which the author reaches the conclusion

April 19/2

river-union bay section. The location of
of the branch line from Courtney to Duncan
a bay was also inspected. (Sept., pg. 450.)

ir Fredericton and Grand Lake Coal and
Ry. Co.—Track laying is reported to have
ie been started at Gibson, N.B., on the line
a to Minto, and it is expected that track
ge laying will be started at the Minto end in
re a short time. Connection will be made
y with the C.P.R. by crossing the bridge at
Fredericton. At Minto the line will con-

October 19/2

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Railway Development.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Interurban Ry.—There has been deposited, with the Secretary of State at Ottawa a mortgage deed dated April 12, between the company and the Trust and Guarantee Co., covering the company's whole undertaking, present and future.

The Board of Railway Commissioners has approved of location plans for this line from the north line of sec. 31, tp. 24, range 28 west 4th meridian to sec. 15, tp. 29, range 23 west 4th meridian, mileage 9.93 to 66.80, and has authorized it to build along highways.

Algoma Central and Hudson Bay Ry.—The Board of Railway Commissioners has authorized the opening of the line for traffic from Hawk Lake jct. to a junction with the C.P.R. transcontinental line near Hobon, Ont., 31.5 miles. Hawk Lake jct. is at mileage 164.5 on the main line from

The Board of Railway Commissioners has approved of revised location plans for the line across Gaspereaux river, just east of Horton Landing, N.S., and of plans for the substructure of the proposed new bridge across the Gaspereaux river.

A contract has been entered into, under the act granting subsidies to certain railways, between the company and the Department of Railways, for the building of a line, not to exceed 15 miles, from Centreville westerly to Weston, N.S. (Sept., pg. 450.)

Edmonton, Dunvegan and British Columbia Ry.—The Board of Railway Commissioners has approved of location plans from mileage 0 to 5.13, out of Edmonton, Alta.

The Minister of Railways has approved of route maps for revised location of the

nect up with the line of the New Brunswick Coal and Ry. Co., which took over the old Central Ry. of New Brunswick and which will be taken over from the New Brunswick Government. This line gives connection with the Intercolonial Ry. at Chipman. Press reports state that it is proposed to build a spur line eight miles from Minto to the National Transcontinental Ry.

The development of the coal areas is being carried on by the Minto Coal Corporation, organized by Sir Thos. Tait, with a capital of \$400,000. A large number of coal properties have been taken over, and it is expected that the development work will have been so far advanced, that coal production can be begun in December. There are at present four producing collieries, having an output of 6,000 tons a month, giving traffic to the existing railway. It is estimated that the Minto coal field contains about 150,000,000 tons. (Sept., pg. 450.)

Ha Ha Bay Ry.—The Department of

proceed to organization (Sept. 15, 1912)
(See North Ry.)

Fredericton and Grand Lake Coal and Ry. Co.—We are officially advised that construction on this railway has been much impeded by the general bad weather, but, nevertheless, a good portion of the grading has been completed. The work on the bridge foundations, particularly, has been retarded by the frequent recurrence of high water, but at Little river and at the Nashwaak river a considerable portion of the concrete for the abutments and piers has been placed. Track has been laid for nine miles eastward from Gibson, and for six miles westward from the end of the New Brunswick Ry. and Coal Co.'s line near Minto. There are three steam shovels and the necessary train service employed, one of the shovels being devoted to ballasting, which has been completed for about seven miles. It is expected to have steel laid through, and most of the work completed by the end of the year. The branch line from Gibson to Marysville, about three miles, was put under construction at the beginning of October. H. W. D. Armstrong, Fredericton, N.B., is Chief Engineer. (Sept., pg. 450.)

November
1912

APRIL, 1912]

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company. Millville is a station on the C.P.R. Fredericton-Edmundston line, and Southampton is on the St. John River.

Since the preceding paragraph was put into type, we have been officially advised that the line has been completed for 6.5 miles from the junction with the C.P.R., about one mile east of Millville. It is intended that it be operated by the C.P.R., but it is probable that it will be some time before it is opened for traffic, as it has not been approved by the Board of Railway Commissioners.

~~Manitoba~~ and Northern Ontario

April 1912

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President. (May, pg. 219.)

Fredericton and Grand Lake Coal and
Ry. Co.—Work has been started on the
completion of the main line from near
Fredericton to Minto, N.B., and on the
branch from Fredericton to Marysville by
the general contractors, A. E. Trites and
Son, who have sublet the concrete work on
the branch line to G. F. Baird, Fredericton.
(May, pg. 219.)

Clangarry and Stormont Ry.—The Do-

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enay. (Aug. pg. 376.)

Fredericton and Grand Lake Coal and Ry. Co.—Tracklaying on this line between Gibson and Minto, N. B., was completed, July 30. Ballasting and other finishing up work is being pushed forward, and it is expected that the completed line will be taken over from the contractors, Sept. 30. The line is to be operated by the C. P. R., in conjunction with the New Brunswick Coal and Ry. Co.'s line, which has been taken over from the New Brunswick Government. The railway was projected by Sir Thomas Tait, for the development of the coal deposits in the Grand Lake district, and for the purpose of giving another outlet to the coalfields in the Minto district. Sir Thomas, together with D. McNicoll, Vice President, and other C. P. R. officials, made a brief inspection over the line Aug. 4. Mr. McNicoll said after the inspection: "The Gibson-Minto line will be a first class line when the contractors have finished their work and turned the road over to the company. But the other piece of line, known as the New Brunswick Coal and Ry. Co.'s line, which we have taken over from the Government wants a heap of touching up before we can say the same of it. The C. P. R. will use at least 100,000 tons of coal annually from the mines at Minto to start with, and probably as much more as can be produced." (July, pg. 331.)

Intercolonial Ry.—Surveys are being

September
1913

Oct., page 475, and E.,L. and T. Ry., Dec., 1912, pg. 605.)

Fredericton and Grand Lake Coal and Ry. Co.—Press reports state that ballasting has been completed on this line, and that a train service has been put in operation from Fredericton right through to Norton. The section from Minto to Norton is that formerly operated by the New Brunswick Government, under the charters of the New Brunswick Coal and Ry. Co., and the Central Ry. of New Brunswick. (Sept., pg. 432.)

Glengarry and Stormont Ry.—A meeting of the shareholders has been called to be held at Montreal, Dec. 1, to authorize an issue of first mortgage, 35 year, 5% gold bonds, for \$750,000, to provide for the construction of this projected line from Polycarp, on the C. P. R., to Cornwall, Ont. W. J. Shaughnessy, Montreal, is Secretary.

The Board of Railway Commissioners has approved of location plans for this projected railway. Mileage 0 to 24.05. (July, pg. 331.)

December 1913

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pg. 479.)

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Additional Lines in New Brunswick Con- trolled by Canadian Pacific Railway.

The C.P.R. commenced, Dec. 1, to operate the lines of the New Brunswick Coal and Ry. Co., the Fredericton and Grand Lake Coal and Ry. Co., and the Southampton Ry. in New Brunswick, which have been leased. They are being operated under the supervision of the General Superintendent of the Atlantic Division.

A. Sherwood, heretofore Manager, New Brunswick Coal and Ry. Co., which has hitherto been operated by a commission for the New Brunswick Government, has also been appointed Manager, F. & G.L.C. & R. Co., and Southampton Ry., and his office has been moved from Norton to Fredericton, N.B.

H. Larsen has been appointed Roadmaster of the combined lines, vice — Baker, assigned to other duties.

Hamilton Incline Ry.—The Ontario Railway and Municipal Board issued an order, Nov. 25, directing the owners of this line to put it into a safe condition for operation. An engineer representing the Board subsequently visited Hamilton for the purpose of ascertaining the work necessary and the time required to do it.

Ottawa Car Manufacturing Co.—W. M. Arnold, heretofore Purchasing Agent, has been appointed Assistant General Manager. H. T. Burpee has been appointed Controller.

The C.P.R. is reported to have discharged its Japanese porters on sleeping and cars running west of Winnipeg, and to have replaced them with negroes. The change took effect Dec. 12.

L. R. Johnson, General Superintendent, Angus Shops District, C.P.R., read a paper before the Canadian Railway Club in Montreal, Dec. 9, on first aid to the injured as practised by the St. John Ambulance Association, under the auspices of the Order of St. John of Jerusalem, in England.

J. Grey, a C.P.R. locomotive driver living at West Toronto, was fined \$100 at Ingersoll, Ont., Dec. 11, for being intoxicated while in charge of a locomotive. The sentence was directed to be held in suspense and Grey was directed to report to the C.P.R. solicitors in Toronto when required.

The conciliation board in connection with the enquiry into the dispute between the G. T. Pacific Ry. and its machinists and boiler makers, consists of Mr. Justice Haggart, Chairman; W. Cross, representing the company, and C. J. Murray on behalf of the men, all of Winnipeg.

A Lehigh Valley Rd. Pacific type locomotive, weighing in working order 262,000 lbs., with 77 in. drivers, recently made a record in hauling an 8 car all steel train, weighing 693 tons, over a 24 mile stretch at an average speed of 38.1 m. p. h. against an average grade of 42.1 ft. per mile, with a maximum gradient of 47.8 ft. per mile.

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St., Windsor, Ont. (Sept., pg. 888.)

Fredericton and Grand Lake Coal and Ry. Co.—Application is being made to the Dominion Parliament to declare the line proposed to be built from Gibson to Minto, N.B., to be a work for the general advantage of Canada, and to authorize the company to enter into any agreement with the C.P.R. under sec. 361 of the Railway Act. The notice of application is signed by H. P. Timmerman, President, who is Industrial Commissioner, C.P.R. Eastern Lines.

The C.P.R. is applying to the Dominion Parliament for power to enter into an agreement with the Province of New Brunswick for any of the purposes specified under sec. 361 of the Railway Act in respect of a line extending from near Norton to Minto, N.B. This is the New Brunswick Coal and Ry. Co.'s line of which the proposed F. and G.L.C. and R. Co.'s line would be a connection. The N.B. Legislature last session passed an Act guaranteeing bonds for the construction of the Gibson-Minto line, on certain conditions, one of which had to do with the taking over of the N.B.C. and R. Co.'s line.

Sir Thomas Tait is taking an active interest in the proposition, and it is said that proposals have been submitted to the New Brunswick Government which will be embodied in an act amending that passed last session. If the re-arrangement of the conditions as to a guarantee of bonds is carried through it is expected that construction will be proceeded with early in 1912. (Nov., pg. 1035.)

Gatineau and Ungava Ry.—Applica-
made to the Dominion Par-

November
1911