

INTERNATIONAL
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NEW BRUNSWICK

cline ship.

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

Kettle Valley Lines. There is under contract an extension from Grand Forks, B.C., up the north fork of Kettle River, to Lynch creek, 19 miles. It was expected to have this

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ported that construction will be started at an early date on a line from Portage la Prairie to Winnipeg. In connection with the projected line to connect with the Vancouver, Victoria and Eastern Ry., the Strathcona, Alta., Board of Trade asked the general manager C.N.R., if the line would connect with that town. Mr. Ward replied, May 16, that at present, Strathcona was too far away for the company to consider an extension there. (May, pg. 323.)

International Ry. of New Brunswick.
Tenders have been invited for the St. John river end of the line, commencing at St. Leonard's, N.B. This section will connect with the portion at present under construction from Campbellton, N.B. The extension of the line is all through heavy timbered country and does not strike any town or village. It will be principally earth-work, not a great deal of rock, and quite a few bridges of from 20 to 40 ft. spans, which will be steel superstructures on concrete piers. The gradients will not average more than $1\frac{1}{2}\%$, although in two of three places there will be short gradients of about 3,000 ft. of $1\frac{1}{2}\%$, or 79 ft. to the mile. T. Malcolm is general contractor, and D. V. Brown, Chief Engineer. (May, pg. 325.)

Northern Empire Ry. Application will be

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JUNE 1907

Two Railways Bought

The Department of Railways took over at midnight, July 31, two railways in New Brunswick, and is operating them as branches of the Intercolonial. The purchase of these lines is part of the Government's general policy to acquire as feeders for the I.R.C. some, if not all, of the small, independent and not particularly profitable lines in Quebec, New Brunswick and Nova Scotia, which connect with the I.R.C. This policy took shape during the closing years of the late administration, and while there is no enactment authorizing the Government to acquire the lines, the general policy is to acquire from time to time such lines as may be useful, subject to the subsequent ratification of Parliament. In connection with the development of this policy, the Department of Railways acquired the line formerly operated by the Nova Scotia Steel Co., in the vicinity of New Glasgow, N.S., and undertook the construction of the line from Dartmouth, N.S., through the Musquodoboit River Valley, which private interests had been trying to finance for many years. The additional lines now purchased are the International Ry. of New Brunswick, and the New Brunswick and Prince Edward Island Ry.

International Railway of New Brunswick.

The history of this line starts with the

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to his former position as locomotive driver. G. McRae, heretofore Storekeeper, has been given a location temporarily in the freight shed at Campbellton, and the others have retired from the service.

New Brunswick and P.E.I. Railway.

The N.B. and P.E.I. Ry. extends from Sackville N.B. on the Intercolonial Ry., 38 miles

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International Railway of New Brunswick.

The history of this line starts with the passing by the New Brunswick Legislature in 1897 of an Act incorporating the Restigouche and Western Ry. Co. to build a railway from Campbellton to the St. John River, at some point between Grand Falls and Edmundston, N.B.. Three years later the company was granted authority by the Dominion Parliament, subject to the necessary authorization by the United States being obtained, to build a bridge across the St. John River, at whatever point was selected as the western terminus of the line, such bridge to be considered to be a work for the general advantage of Canada. Subsequently, authority was obtained from the Quebec Legislature and from the Dominion Parliament to build a bridge across the Restigouche River at the eastern end of the line so as to connect it with the line to Gaspé, Que. The N. B. Legislature and the Dominion Parliament voted subsidies in aid of the line, and construction was started at Campbellton by T. Malcolm, the promoter and general contractor. In 1905 the International Ry. of New Brunswick was incorporated under the N.B. Companies Act to carry on the work. In 1906 the Legislature passed an Act ratifying the incorporation of the International Ry., and providing that in the event of the R. and W. Ry. not redeeming \$150,000 of debentures within three months the 10 miles of line built would become vested in the International. This was subsequently done, and construction proceeded. The guarantee of bonds by the N.B. Legislature, which stood at \$5,000 a mile, was increased to \$8,000 a mile in 1907. The line from Campbellton to St. Leonards, on the St. John River, was completed and put in operation Dec., 1910. The Dominion Government does not acquire the rights of the Restigouche and Western Ry. to build a bridge across the St. John River, these having been transferred under an Act passed last session to the Van Buren Bridge Co.

The financial statement at June 30, 1913, shows:—Capital stock outstanding, \$1,320,000.

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Report for the Intercolonial. *September*

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freight earnings, \$69,137; gross earnings, including miscellaneous earnings, \$111,932; Expenditure—maintenance of way and structures, \$19,462; maintenance of equipment, \$11,049; traffic and transportation expenses, \$43,589; general expenses, \$4,996; total, \$79,096. Passengers carried, 32,143; freight carried, 106,632 tons. Revenue train mileage, 124,042 miles. The company owned 3 passenger and 3 freight locomotives, 2 first class, 1 second class and 2 combination passenger cars; 1 baggage express and postal car; 6 box cars; 85 flat cars; 1 official car; 2 cabooses and 1 other company car.

The officers and staff of the line were:—President and General Manager, T. Malcolm; Secretary, A. B. McKnight; Purchasing Agent, E. H. Anderson; Car Accountant and Traffic Manager, A. A. Andrew; Freight and Passenger Agent, R. B. Humphrey, St. John, N.B.; Mechanical Superintendent, C. C. Johnson; Roadmaster, Jas. Bury; Storekeeper, G. McRae. With the exception specially mentioned, all these had their headquarters at Campbellton, N.B.

The line is now being operated as part of district 2, I.R.C., under the jurisdiction of Evan Price, Superintendent at Campbellton. Jas. Bury has been retained as Roadmaster, and C. C. Johnson, heretofore Mechanical Superintendent, has returned

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pleted this year. (Jan., 1917, p. 11.)

International Railway of New Brunswick.

The following press dispatch was sent from St. John, N.B., Jan. 12: "The Dominion Government organ here says the Government has acquired the International Ry., which runs from Campbellton to St. Leonards, N.B., and the Maine border. It hints at the purchase price being between \$2,000,000 and \$3,000,000.

We are officially advised that negotiations for the purchase of this railway were on when war broke out. It was then decided to enter into an agreement to purchase the line at any time within a five year period. In the meantime, the Dominion Government is paying rental on the road based on the price agreed upon, and it has been operated as a branch of the Intercolonial Division, Canadian Government Railways, since July 31, 1914. The promoter and builder of the line, Thos. Malcolm, of Campbellton, N.B., died recently.

Utilizing Abandoned I.R.C. Right of Way.—At a meeting of the Dorchester,

February 1917

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44 ft., will be built with its west end facing
the east side of Yonge St., just south of the
C.P.R.'s West Toronto-Leaside line on a

Government decided to build the line itself,
hence the cancellation of the charter.



Railway Bridge Between St. Leonard, N.B., and Van Buren, Me.

This illustration shows the first passenger train crossing the bridge. A full description of the
bridge appeared in Canadian Railway and Marine World for May, pg. 167, and plans showing
its location, etc., were given in the June issue, pg. 205.

July 1915