

SOUTHERN

NEW

ENGLAND

SHERBROOKE

RECORD

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Democrats and eight are Republicans.

NEW ENGLANDERS ARE PUZZLED

No Light Given on G. T. R. Agreement With New Haven Road.

PREMATURE TO DISCUSS THE
QUESTION AT THE PRESENT
SAYS MR. CHAMBERLIN.

Boston, Nov. 14.—New England still continues to be as much puzzled as ever over the conflicting stories issued out from the various sources from which reliable information should come on the traffic agreement of the New Haven and Grand Trunk roads. So far there has been given out no new information of consequence. Mr. Mallen, who arrived in Boston yesterday did not meet newspaper men, but went at once into conference with Vice-President Byrne. The conference lasted until two o'clock yesterday afternoon. That the details of a traffic arrangement with the Grand Trunk are being worked out is no secret. Mr. Mallen was evasive in his answer to questions proposed to him by the newspaper men after he had sent out a few words saying in effect that he preferred to keep silent, and go by what President Chamberlin of the Grand Trunk might say. They are old friends, he said, and on whatever the head of the Canadian system might say would be all right.

When asked regarding the details of the proposed traffic arrangement between the New Haven and Grand Trunk Mr. Mallen said:

"Inasmuch as no agreement has been perfected it is premature to discuss the terms of the same."

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November 14
1912
Southern New England

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**CHAMBERLAIN SCORES
NEW ENGLAND**
**Not Pleased at Criticism
Levelled at the Grand
Trunk Railway.**
 COULD NOT TELL WHEN CON-
STRUCTION WORK ON THE
SUBSIDIARY LINE WILL
BE BEGUN.
 New York, November 18.—The con-
ference between Herbert A. Rice,
attorney-general of Rhode Island, and
William C. Bliss, chairman of the
public utilities commission of that
state, and E. J. Chamberlain, presi-
dent of the Grand Trunk railroad, in
the matter of the abandonment of
work on the Canadian system's sub-
sidiary line from Palmer, Mass., to
Providence, R. I., at the Waldorf-
Astoria terminated yesterday.
 Herbert R. Rice attorney-general of
Rhode Island, and William C. Bliss,
president of the public utilities com-
mission of that state, announced that
in their interview with E. J. Cham-
berlain, president of the Grand Trunk,
the latter made the following state-
ment:
 That he was disgusted with the
people of New England, and especial-
ly with the people of Rhode Island,
for the rumors over the suspension
of the work on the projected exten-
sions; that the suspension of work
on the Palmer extension was a part
of a general curtailment of construc-
tion work along the whole of the
Grand Trunk system and was ordered
by the directors at London.
 He said further he could not advise
when the construction work would be
resumed and it was wholly dependent
on the attitude of London directors,
that, upon the general resumption of
construction work, so far as his
knowledge is concerned, there will be
no discrimination in regard to work
on the Southern New England.

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November 19
 1912
 Southern New England

**RESENT AGITATION
IN NEW ENGLAND**

**Try President Chamberlain
of G.T.R. Hits at
Hostility.**

**BOARD OF DIRECTORS MAY DROP
PLAN OF WORK FOR SUB-
SIDINARY LINE.**

Providence, Nov. 25.—Mayor Fletcher received another message from President Chamberlain of the Grand Trunk, saying:

"As already advised, Southern New England was closed for the winter as a precautionary measure. Owing to the hostile attitude of the New England people and press it would be impossible for me to state what effect it would have on the action of our board of directors."

November 25
1912

Southern New England

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RESUMES ON GRAND TRUNK

Investigation Into Agree- ment with New Haven Railroad.

FEDERAL GRAND JURY TO TAKE
MATTER UP IN NEW YORK
AGAIN THIS WEEK.

New York, Dec. 3.—The postponed Federal grand jury investigation into the alleged unlawful traffic agreement between the New Haven Railroad and the Grand Trunk Railway of Canada will be resumed this week. This was made known at the offices of the U. S. District Attorney yesterday, coincident with the arrival from Washington of Assistant Attorney General Adkins, who will have charge of the inquiry.

The agreement is charged to be a violation of the Sherman act. Mr. Adkins refused to discuss the case or to say what witnesses would be subpoenaed. It is understood that agents of the Department of Justice have been conducting an examination of the books and records of the two companies, which is practically completed.

MOVE MADE IN CONGRESS.

Washington, Dec. 3.—Congressional investigation to determine whether the Sherman law has been violated by the Grand Trunk and the New Haven was proposed yesterday in a resolution presented to the House by Representative O'Shaughnessy, of Rhode Island, who asked for a special House committee of seven members.

December 3
1912
Southern
New England

CONGRESS TAKES UP C.T.R. CASE

Committee will Inquire
Into Agreement with
New Haven.

GOVERNORS OF RHODE ISLAND
AND MASSACHUSETTS TO
BE HEARD.

Washington, Dec. 1.—Hearings on the O'Shaughnessy resolution calling for a special committee to investigate the Grand Trunk-New Haven situation may begin by the House Committee on Rules on Tuesday next.

Representative Henry, chairman of the committee, said yesterday that the matter had not yet been decided. If it is determined to begin at that date, it is believed that Governors Foss and Pothier will come to be heard. It is known that they have been telegraphed for.

December 6
1912

Southern New England

GRAND TRUNK PLAYED TRICK

Statement by Counsel for
Road in New Hamp-
shire.

JUDGE REMICK IS VERY CAUS-
TIC IN HIS EXPRESSIONS.

Boston, Dec. 19.—Hon. James W. Remick, of Concord, N.H., counsel for the Grand Trunk Railway in that State is sending out a letter to the associates and directors of the Southern New England Railroad Corporation and to the organizations and individuals "whose support of the Grand Trunk may have been induced by my assurances of its good faith," in which he shows how he and others were tricked in the abandonment of the Grand Trunk project. Judge Remick is caustic in his expressions and suggests legislation to secure control of the Boston & Maine Railroad.

December 19

1912

Southern New England

COURT HEARS MELLEN AND CHAMBERLAIN

Both Men Enter a Plea of
Not Guilty in Answer
to Charge.

EACH RAILROAD WAS HELD A
BAIL BOND OF TEN THOU-
SAND DOLLARS EACH.

New York, Dec. 26.—Charles S. Mellen, president of the New Haven Railroad, and E. J. Chamberlain, president of the Grand Trunk Railway of Canada, indicted for alleged criminal violation of the Sherman law, entered pleas of "not guilty" on Tuesday, and were released in \$10,000 bail each.

They were given until Jan. 3 to change their pleas, if they should so desire.

Although a British subject, with headquarters at London, it is said that Alfred W. Smithers, chairman of the Grand Trunk directors, and co-defendant with Mellen and Chamberlain, will voluntarily come to this country to plead to the indictment.

On Jan. 7 the Federal grand jury will resume its investigation into the New England railroad situation.

Judge Hough was loath to demand bail in either case, and at first announced that he would release the defendants on their own recognizances. Counsel for the Government objected and called attention to the fact that neither resided within the jurisdiction of the court. Bail was furnished by a surety company.

Mr. Chamberlain's reply of "not guilty," as the two railroad presidents faced the bar, rang clear and loud through the courtroom; Mr. Mellen's answer was hardly audible to those a few feet away.

When the question of bail arose, Judge Hough said:

"I will hold the defendants under \$10,000 bail each, but if they were residents of this district, I would release them on their own responsibility."

Before leaving the courtroom Mr.

From \$5.00 to \$10.00

STAR CLOTHING HALL

J. Rosenbloom AND CO.

The Store that Sets the Pace



ENGLISH AVIATOR WAS KILLED

EDWARD PETRE, WAS ATTEMPT-
ING CONTINUOUS FLIGHT
FROM BROOKLANDS TO
EDINBURGH.

London, Dec. 26.—Edward Petre, a wellknown English airman, was killed Tuesday near Red Car, while undertaking continuous flight from the Brooklands Aerodrome to Edinburgh. His monoplane ran into a heavy gale and was dashed to earth, the motor falling on Petre and killing him.

Petre narrowly escaped death near Aldershot, on Oct. 24, when he was piloting a monoplane which was undergoing a war office test. On that occasion the airman ran into a dense fog and lost his bearings. At the same time his motor developed defects and caused him to land violently. His machine turned a somersault, but Petre escaped with a few scratches.

Crawford, of Mr. Chamberlain's counsel, said:

"No jury will ever convict my client. The only reason why the work on the Grand Trunk extension was abandoned was because of high money rates. We are sure of acquittal."

December 26
1912
Southern
New England

THE RAILWAY AND MARINE WORLD.

ane- phy; Total	G.T.R. Betterments, Construction, Etc.	tab cou int cit tion til
icer, sal-	New England Southern Ry. —The ex- tensions of this line, which is a subsi- diary of the Central Vermont Ry., which in turn is controlled by the G.T.R., in- tended to provide an outlet to the ocean at Providence, R.I., will, it is said, be put under contract in the spring. All the surveys are reported to have been completed in Rhode Island, Massachu- setts and Vermont. Application is being made by the New York, New Haven and Hartford Rd., for authority to build a line between South Vernon and Brattleboro, paralleling the C.V.R., "to condemn and take over such C.V. sta- tions and terminals" and utilize such portions of the C.V.Ry. right of way as may be required.	C I for 191 Cap E L
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G.T.R. Betterments, Construction, Etc.

The Southern New England Ry. obtained power to build a line in Massachusetts and Rhode Island, in 1910, to give the Central Vermont Ry., which is controlled by the G.T.R., an outlet at Providence. To reach this line the C.V. Ry. has running powers over a section of the Boston and Maine Rd. in Vermont. The control of the B. and M. Rd. has recently passed to the New York, New Haven and Connecticut Rd., and this line has withdrawn the privilege of running rights. As a result the C.V. Ry. has applied to the Vermont Legislature for permission to build a 50 mile line paralleling the B. and M. Rd. in the State, over which it now has running powers.

E RAILWAY AND MARINE WORLD

J.T.R. Betterments, Construction, Etc.

Vermont-Rhode Island Plans.—Tenders have been asked for the construction of the first section of the proposed Southern New England Ry., and the developments on the other portions of the Central Vermont Ry., connected with it. This section will be 25 miles long, and will extend from the C.V.R. tracks at Windsor, to the Rutland Rd. yards at Bellows Falls, Vt. A second section for which tenders will be asked later on, will start from the Rutland Rd. yards at Bellows Falls, extend to Dummerston, Vt., and will enter Brattleboro, Vt., over the lines of the West River Rd., a subsidiary of the C.V. Ry.

The Southern New England Rd., is asking the Rhode Island Legislature for authority to cross New York, New Haven and Hartford Rd. tracks at grade in Providence, with a view of reaching a site for a terminal dock on the west shore of Narragansett Bay. The Providence city council approves of the crossing, and suggests that the Legislature permit the use of the N.Y., N.H. and H. Rd. tracks in the city as well. It is reported that the company has secured 2,300 ft. of water frontage at Field's Point, adjoining a large area which the State Government proposes to acquire. The U.S. Government is spending a large sum in dredging the river so as to permit of the entrance of the largest ocean going steamers.

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scribed and illustrated in our last issue.

G.T.R. Betterments, Construction, Etc.

New England Lines Proposals.—Location plans have been filed at Providence, R.I., on behalf of the Southern New England Rd., for its branch line to tide-water in Rhode Island. The plans show terminal facilities near Kinsey Ave., and a tunnel under Capitol Hill, Providence. The line enters the State on the Massachusetts boundary in Woonsocket, and passes through Lincoln, Cumberland, North Providence, Pawtucket, Central Falls, Providence, and Cranston.

E. H. Fitzhugh, President of the S.N.E.R., and First Vice President G.T.R., was recently in Providence, discussing with the city authorities the question of wharfage facilities. New docks are under construction, both by the State and by the municipality, and the mayor stated that accommodation would be provided for the company at both of them.

An appeal is being made to the courts to declare that certain property in Woonsocket, R.I., on which the New York, New Haven and Hartford Rd. is building a freight shed, is necessary for the Southern New England Rd. It is alleged that as soon as the proposed route of the S.N.E.R. became known the N.Y., N.H. and H.R. Rd., expropriated the land in question and started building the freight shed.

The plans for the S.N.E.R. from Palmer, Mass., to the Rhode Island boundary, were approved by the Massachusetts Railroad Commissioners, July 12.

The courts issued an order July 17 directing the N.Y., N.H. and H.R. to suspend work on the freight shed at Woonsocket, which was being built on the right-of-way on which it was planned to build the S.N.E. Rd.

Lachine, Jacques Cartier and Maisonneuve Ry.—The Montreal board of control informed the company's representatives, June 29, that it would not agree to any more level crossings within the city. As a result of this the question of

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**Grand Trunk Railway Betterments,
Construction, Etc.**

New England Lines Proposals.—The injunction restraining the New York, New Haven and Hartford Rd. from building on the right of way in Woonsocket, R.I., for which plans have been filed by the New England Southern Rd., is effective until Sept. 16, when the question whether the land is necessary to the N.E.S.R. or to the N.Y., N.H. and H. Rd., will be argued. One of the conditions upon which the injunction was granted was that the N.E.S.R. should put up a bond to indemnify the N.Y., N.Y. and H.R. from any loss should a final decision be given in its favor. A bond of \$50,000 was put up Aug. 5.

A somewhat similar situation has arisen in Burlington, Vt., where the Rutland Rd. has filed track allowances on Lake St., which the Central Vermont Rd., the controlling company of the N.E.S.R. claims to own. E. H. Fitzhugh, President, and G. C. Jones, General Manager, C.V.R., are negotiating for a settlement.

The organization of the New England Southern Rd. in Massachusetts was completed in Boston, Aug. 17. The certificate states that \$1,000,000 of capital has been subscribed, and \$100,000 paid in. The company proposes to build a railway from Palmer, Mass., to Providence, Rhode Island. The entire capital is in the hands of officials of the Central Vermont Ry., which is controlled by the G.T.R.

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Press reports, Sept. 15, state that the G.T.R., through allied interests, has secured control of two trolley lines which will give it a through connection from Portland, Me., to Boston, Mass.

Grand Trunk Railway Construction, Betterments, Etc.

New England Plans.—The Providence, R.I., city council has passed an ordinance granting the Southern New England Ry. the right to lay tracks along the west side of Providence River.

Application is being made by E. H. Fitzhugh to the Vermont Legislature for a charter to build a railway from Barre to Williamstown, under the title of the Barre Granite Ry. The matter will come before the Public Service Commission Jan. 8. It is proposed that the new railway connect with the Montpelier and Wells River Rds. It is said Barre will be made the headquarters of the new road if the project materializes.

The question of the union railway station at Burlington, Vt., came before the Public Service Commission Dec. 5, but no decision has yet been announced.

General Betterments.—During the past year the G.T.R. is reported to have announced the following betterments:

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Grand Trunk Railway Construction, Betterments, Etc.

New England Plans.—The Providence, R.I., city council has passed an ordinance granting the Southern New England Ry. the right to lay tracks along the west side of Providence River.

Application is being made by E. M. Fritch to the Vermont Legislature for a charter to build a railway from Barre to Williamstown, under the title of the Barre Genesee Ry. The matter will come before the Public Service Commission Jan. 3. It is proposed that the new railway connect with the Montpelier and Wells River Rd. It is said Barre will be made the headquarters of the new road if the project materializes.

The question of the union railway station at Burlington, Vt., came before the Public Service Commission Dec. 3, but

been found by all parts of the abutment. The total settlement was about four inches.

Hamilton.—The Board of Railway Commissioners has authorized the company to expropriate certain lands in Hamilton, Ont., on the east side of Elgin St., and north of Robert St.

St. Louis Subways, etc.—The Board of Railway Commissioners has directed the company to build a subway for foot passengers at Wilson and Norfolk streets, St. Louis, Mo., the cost to be paid by the city.

Stratford Station and Yards.—The Stratford, Ont., city council has under consideration plans showing the location and the details of the proposed new station, and rearrangement of the yards. The city is asked to approve the plans before they are submitted to the Board of Railway Commissioners. The foundations of the new station building have

Canadian Northern Railway Earnings, Expenses, Etc.

Shows earnings, working expenses, net profits, etc., as at decreases, compared with those for 1910-11, from July 1, 1911.

	Earnings.	Expenses.	Net.	Net Increase.
July 1, 1911.	\$1,672,000	\$1,114,300	\$557,700	\$173,600
Aug. 1, 1911.	1,420,000	1,105,900	314,100	51,700
Sept. 1, 1911.	1,170,000	1,157,000	13,000	28,200
Oct. 1, 1911.	1,028,000	1,285,500	(257,500)	70,900
Total.	\$4,290,000	\$4,662,700	(\$372,700)	\$203,200
Inc.	1,216,000	1,072,800	143,200

Approximate earnings for November, \$1,001,500, and for 1911, \$11,500,000, against \$1,001,500 and \$11,500,000 for same periods 1910.

The mileage operated during October 1911, was 3,531 against 3,454 during October 1910.

Canadian Pacific Railway Earnings, Expenses, Etc.

Grand Trunk Railway Construction,
Petitions, Etc.

New England Plans.—Application was made to the General Court of Massachusetts, Jan. 13, for authority to build a railway into Worcester and Boston, and to operate steamships within the Commonwealth's jurisdiction. One of the routes by which entrance is desired into Boston is from Blackstone on the Southern New England Ry., which is to be built into Providence, R.I., and a second is from Hallowell Falls on the Central Vermont Ry., while entrance is sought into Worcester by a branch from Douglas on the Southern New England Ry. The application is made by the Southern New England Ry., a subsidiary of the Central Vermont Ry., which is controlled by the G.T.R.

The board of aldermen of Providence, R.I., passed an ordinance, Dec. 23, authorizing the laying of track to the water front of that city by the Southern New England Ry.

front of that city by the Southern New England Ry.

Central Vermont Ry.—The Board of Railway Commissioners has ordered the company to ballast its entire line between St. Lambert and Waterloo, Que.; Montville and St. Cesaire, Que.; Farnham and Friesburg, Que.; Iversville and Farnham, Que.; and to repair all bridges, farm crossings, highway crossings, and fencing; the ballast to be six inches lift, the entire work to be completed by Oct. 1.

Kingston, Ont.—Application has been

building in Alberta, as stated in the Legislature by the Premier recently, provide for the guaranteeing of Canadian Northern Western Ry. and C.N. Ry. bonds for 1,145 miles of line, but as the guarantees in respect of 150 miles are revotes of former votes, the new mileage guaranteed is 1,255. The guarantees are at the rate of \$20,000 a mile in respect of 250 miles; at the rate of \$15,000 a mile in respect of 415 miles (150 miles being revotes of former guarantees); and at the rate of \$12,000 a mile in respect of 640 miles. The lines covered by these guarantees are as follows:—Peace River line from Onaway towards the Peace River, 250 miles; from Athabasca Landing to Fort McMurray, 175 miles; and a branch line therefrom to Lac la Biche, 40 miles; from north of the Saskatchewan River towards St. Paul de Metis, 100 miles; from south of the Saskatchewan River through Brudenheim to the western boundary of the province, 300 miles; from west of the Calgary and Edmonton Ry. to the west of Plamou Lake, 100 miles; extension of the Brazos line southerly to the C.N.R. Goose Lake line, 130 miles; extension of the line from Camrose for 80 miles; from Calgary east of the Calgary and Edmonton Ry., 100 miles. Under the C.N.R. the guarantees will be given for the extension of the Goose Lake line from the eastern boundary of the province to the junction with the Vegreville-Calgary line at the crossing of the Red Deer River, 120 miles. The C.N.R. and its subsidiary companies has under construction in the province 267 miles of railway, including 253 miles of the main line west of Edmonton. Of these lines, 742 miles have been graded, including 150 miles of the main line, and 280 miles of track, including 15 miles on the main line, has been laid. There is therefore about 600 miles graded and ready for tracklaying, and that mileage can be got ready for operation this year. Of the lines on which track has been laid, 267 miles have been placed in operation. It is expected to have the lines already guaranteed and partly constructed, as well as the whole of the lines now to be placed in operation within four years. The company will be placed under extra taxation, an ex-

survey for the Coteau Power Co.'s line, an electric project, which Mackenzie, Mann and Co. have acquired control of.

Vancouver Island.—In an interview at Victoria, on the occasion of his recent visit, Sir Wm. Mackenzie is reported as stating that the grading on the first 35 miles of the line out of Victoria is practically completed, and that the work on the rest of the 100 miles is under way. Arrangements are reported as being made to secure ferry terminals on the island as well as on the mainland. (Feb., p. 74.)

Grand Trunk Railway Betterments, Construction, Etc.

Central Vermont Ry.—E. H. Fitzhugh, President, C.V. Ry., and other officers are named as provisional directors of the Barre Granite Ry., a company incorporated in Vermont State to build a line of 18 miles from Barre, Vt., to a connection with the C.V.R. at Williams-town, Vt.

New England Proposals.—The Southern New England Ry., Feb. 8, invited bids for the building of the line from Palmer, Mass., to Providence, R.I. Contractors are asked to submit prices for the completion of everything in connection with the extension of the line, the work to be completed by Dec. 31, 1912. The company is applying to the Massachusetts Legislature for authority to build the following lines:—from Windsor, Vt., to Boston; from Boston to Blackstone, and from a point in Douglas county to Worcester, Mass. The authorities in control of Boston harbor propose to expend \$50,000,000 upon its improvement in order to provide for the increasing business and to facilitate the entrance of the new line.

Lachine, Jacques Cartier and Matsonville Ry.—The Board of Railway Commissioners has approved of the location of this line from 40 ft. west of the C.P.R. crossing at Iberville St. to the terminal at St. Catherine St., Montreal, through C.P.R. lands, subject to an agreement between the two companies.

Montreal Grade Revision.—The proposed grade revision in Montreal continues to be discussed by the city board

officers at Montreal, Jan. 30, with regard to the proposed high level traffic bridge over the old Welland canal on the road to the G.T.R. station, and also about the proposed new station at St. Catharines. The cost of the bridge is estimated at \$175,000, and the city is asking the company to contribute \$50,000 towards its construction. The Chief Engineer promised to visit the city and look into the project early in March. The deputation was informed that the company had under consideration a plan for building a spur from the main line to the northern section of the city to connect with the Welland division line.

Port Colborne, Ont.—Press reports state that the company has leased from the Dominion Government all the Government land lying between the G.T.R. Welland line and Welland St. and is purchasing adjoining lands. The land, it is said, will be used for yard and station purposes.

International Bridge.—We are officially advised in connection with the press report that the international bridge at Black Rock was about to be rebuilt that during 1911 the portion of the bridge over the Black Rock harbor was replaced, owing to improvements being made in the channel by the U.S. Government, and that at present the company is not considering the replacement of the bridge. (Feb., p. 35.)

Automatic Signals on the Canadian Pacific Railway.

The C.P.R. has placed an order for automatic block signals to equip 192 miles of line, including about 33 miles of double track. This is probably the most extensive installation of automatic signals in Canada. The termini of the sections to be signalled are as follows:—

St. John, N.B., to Vanceboro, Me., 30.25 miles single track.
Brigham Jet., Que., to Montreal Jet., 24.5 miles single track and 2.5 miles double track.
Plaza Viger, Montreal, to Ste. Therese, Que., 20 miles double track.
West Toronto to Bolton, Ont., 21.4 miles single track.
Islington to Streetsville, Ont., 12.3 miles single track.

Grand Rapids to Sudbourn, Ont., 2.3

Steel

The Montreal section of steel orders of D. B. of Rolling Stock, shown in the at delivered about over by the C. & D. Co.

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The elimination steel car design let of exhaust He partially ba attention to wat that "careful" s to indicate the size of car en section to the and there is a v two wear and to increase in an circle as if the ad beyond the roadbeds and covered advised) arching bed rest with the thoroughly tra road at the C. & D. section's are published in 7 World for 5-p December extra He went on times made and the reaser the operating e (it would be a) tend to pay \$1 duction in car conditions not

Grand Trunk Railway Betterments,
Construction Etc.

Back Cove Bridge, Portland, Me.—We are advised that a contract has been let to the John S. Metcalf Co., Ltd., Montreal, for building the rest piers for the new swing bridge at Back Cove, Portland, Me. Double walled caissons, open type, will be used, the piers being of concrete.

Southern New England Ry.—The Massachusetts Legislature has ordered the preparation of a bill granting the necessary permission to the company to enter Boston. The Legislature further directed that the bill should contain a provision extending to all railways in the state the privilege thus granted to the S.N.E.R.

The Rhode Island Legislature has granted the G.T.R.'s application, through the S.N.E.R., for a lease of part of the state's new docks at Providence. The lease will be for 20 years. The Legislature also authorized the expenditure of \$1,000,000 upon the completion of the docks.

run bearing centres. It will be erected on the existing masonry seats and pivot pier, and will be electrically operated. The old bridge was designed for engine driving axle loading of 24,000 lbs., while the new bridge is designed for engine driving axle loading of 50,000 lbs. The Dominion Bridge Co., which built the old structure in 1892, is putting up the new bridge.

Lachine, Jacques Cartier and Maisonneuve Ry.—We are officially advised that the length of this projected line is seven miles. It starts from St. Laurent on the Jacques Cartier Union Ry., and goes round Mount Royal, past the C.P.R. Angus shops, down to the terminal on St. Catherine St., between Harbor and Frontenac Streets, opposite the gas works. The construction is heavy, being practically all track elevation. The Board of Railway Commissioners has authorized the company to carry its line across the Montreal St. Ry., at three points by means of overhead bridges. It is expected that construction of the line will be started this year.

Bridge at Rockfield, Montreal.—A new highway bridge is being built over the G.T.R. and the Montreal Park and Island Ry. at Rockfield, Montreal, to replace the present level crossing. The cost is being met by the G.T.R., the Montreal Tramways Co., and the municipalities, supplemented by a grant from the Dominion grade separation fund.

Coteau to Ottawa.—We are officially advised that the relaying of the line between Coteau and Ottawa, 70 miles, with 80 lb. steel, will be started as soon as the frost is out of the ground.

Yards at Stony Creek, Hamilton.—We are officially advised in reference to reports that large yards are to be located at Stony Creek, near Hamilton, Ont., that no such plan has been decided on.

Branford Improvements.—In connection with the projected early start on building the Holmedale extension, plans have been prepared for the erection of a new bridge across the Grand River. The present bridge, which has three spans of 100 ft. each, will be replaced by two truss spans of 114 ft. 10 in. each, and two girders 88½ ft. each, on concrete piers and abutments. The route map for the extension shows that it will be 5.58 miles long. The estimated quantities are 85,000 cubic yards of excavation, and 245,000 cubic yards of banks. The maximum gradient will be 1.25%. Construction work is to be started at once, and, according to the agreement with the city council, the line is to be completed by Oct., 1912.

Spur Line at London, Ont.—It is reported that a spur will be built at London to connect the G.T.R. with the London and Port Stanley Ry. now operated by the Pere Marquette Rd. (April, pg.



T. McHattie,
Master Mechanic, Eastern Division, Grand
Trunk Railway.

R.I.D.

[JUNE, 1912]

Grand Trunk Ry. Betterments,
Construction, Etc.

Southern New England Ry.—The Railroads Committee of the Massachusetts Legislature decided, May 17, to report favorably on the company's bill asking for power to extend its lines into Boston.

Work was started May 19 on the construction of the line from Palmer, Mass. to Providence, R.I. The initial work consists of the building of a temporary bridge 2,500 ft. long across the New York, New Haven and Hartford R.R. freight yards at Woonsocket, R.I., near where the line enters the state from Blackstone, Mass. Ten car loads of machinery and six steam shovels have been delivered for the grading contractors who are preparing to start operations.

Central Vermont Ry.—The Board of Railway Commissioners has approved of the proposed connection of the company's lines with the C.P.R. spur into the military camp at Farnham, Que.

Surveys are being made for second track work on the line in New Hampshire, and for a connecting link starting from White River Jet, passing through Manchester, Concord and the southern towns of the state. G. M. Thompson, formerly of the Boston and Maine R.R., is in charge of the work.

Back Cove Bridge, Portland, Me.—The company is renewing the swing bridge at Back Cove one mile west of

THE RAILWAY AND MARINE WORLD

J.T.R. Betterments, Construction, Etc.

Vermont-Rhode Island Plans.—Tenders have been asked for the construction of the first section of the proposed Southern New England Ry., and the developments on the other portions of the Central Vermont Ry., connected with it. This section will be 26 miles long, and will extend from the C.V.R. tracks at Windsor, to the Rutland Rd. yards at Bellows Falls, Vt. A second section for which tenders will be asked later on, will start from the Rutland Rd. yards at Bellows Falls, extend to Dummerston, Vt., and will enter Brattleboro, Vt., over the lines of the West River Rd., a subsidiary of the C.V. Ry.

The Southern New England Rd., is asking the Rhode Island Legislature for authority to cross New York, New Haven and Hartford Rd. tracks at grade in Providence, with a view of reaching a site for a terminal dock on the west shore of Narragansett Bay. The Providence city council approves of the crossing, and suggests that the Legislature permit the use of the N.Y., N.H. and H. Rd. tracks in the city as well. It is reported that the company has secured 2,300 ft. of water frontage at Field's Point, adjoining a large area which the State Government proposes to acquire. The U.S. Government is spending a large sum in dredging the river so as to permit of the entrance of the largest ocean going steamers.

G.T.R. Betterments, Construction, Etc.

The Southern New England Ry. obtained power to build a line in Massachusetts and Rhode Island, in 1910, to give the Central Vermont Ry., which is controlled by the G.T.R., an outlet at Providence. To reach this line the C.V. Ry. has running powers over a section of the Boston and Maine Rd. in Vermont. The control of the B. and M. Rd. has recently passed to the New York, New Haven and Connecticut Rd., and this line has withdrawn the privilege of running rights. As a result the C.V. Ry. has applied to the Vermont Legislature for permission to build a 50 mile line paralleling the B. and M. Rd. in the State, over which it now has running powers.

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icer, sal-	New England Southern Ry. —The ex- tensions of this line, which is a substi- diary of the Central Vermont Ry., which in turn is controlled by the G.T.R., in- tended to provide an outlet to the ocean at Providence, R.I., will, it is said, be put under contract in the spring. All the surveys are reported to have been completed in Rhode Island, Massachu- setts and Vermont. Application is being made by the New York, New Haven and Hartford Rd., for authority to build a line between South Vernon and Brattleboro, paralleling the C.V.R., "to condemn and take over such C.V. sta- tions and terminals" and utilize such portions of the C.V.Ry. right of way as may be required.	C I for 191 Cap E L
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1911

GRAND TRUNK NOT GOING TO BOSTON

Work on Subsidiary New
England Line Has Been
Stopped.

REASON GIVEN IS THAT SCHEME
CANNOT BE FINANCED AD-
VANTAGEOUSLY.

Boston, Nov. 12.—There is every reason to believe that the Grand Trunk Railway's subsidiary, the Southern New England Railroad, will not be built into Boston and that it will not complete the extension of its line from Palmer to Providence, the work on which has been suddenly ordered stopped.

The reason for this is said to be a lack of ability to finance advantageously the railroad construction, which probably would have cost from \$50,000,000 to \$75,000,000.

The Grand Trunk people claim that later they will go ahead with the work and build to Boston both from the north and from the south, also, that they will then complete the line to Providence. The work to the latter city had been going ahead in record time with several shifts of men at work and there was supposedly no doubt regarding the intentions of the Canadian representatives to push the job to completion.

While the Grand Trunk has made surveys in New Hampshire and members of the Legislature were elected on the Grand Trunk issue, their general counsel in that State, who is in Boston, says no application for a charter has been made.

For some time it has been known that President Chamberlain was lukewarm towards the project of an entry into Boston, which was so dear to the heart of C. M. Hays, his predecessor, who went down on the Titanic. In this it is understood he had the support of a majority of the English directors. Furthermore, some feeling in Canada was aroused that the new Grand Trunk line would be of more benefit to this country than to Canada, and while this argument has been used largely for political purposes it may have had its weight.

November 12
1912
Southern New
England