

ESSEX TERMINAL

Essex Terminal Ry.—Application is being made at the current session of the Dominion Parliament for an act extending for two years, the time within which the projected lines are to be commenced, and for five years, the time within which they are to be completed. It is further asked that the names of G. P. Porter and W. Pope be placed on the list of incorporators, and those of E. Guardot, R. Loveland and J. G. Watson, struck out. (June, 1902, pg. 190)

June 1904

ion Parliament. (July, pg. 379).

Essex Terminal Ry.—An act was passed at the recent session of the Dominion Parliament changing the location of the company's offices to Walkerville, Ont., and extending the time for the construction of the railway. The company proposes to construct a line of about 3.8 miles from the G.T.R., at a point about three-quarters of a mile east of Walkerville to the Michigan Central Rd., about half a mile south of the Tecumseh road, passing through the southerly portions of Walkerville and Windsor, and crossing the C.P.R. tracks. We are advised that the right of way for this line is being secured, a contract for construction let, and that it was expected that a start would be made on the work by the end of July. The track will be laid with 80-lb. steel. Owen McKay, Walkerville, is Chief Engineer. The company has power to extend its line along the river to Sandwich, and to connect with the various lines approaching the International boundary there. The officers and directors for the current year are: President, A. L. Colby; Treasurer, C. F. Doherty; Secretary, J. H. Coburn; other directors: G. F. Porter, G. E. Roehm. (July, pg. 379).

London Valley Ry.—The provisional direc-

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THE PARLIAMENTARY BILL
a subsidy has been voted by the Im-
perial Parliament toward building a
line from Port Burwell to London, not
to exceed 35 miles. (May, pg. 348)

Essex Terminal Ry - The bill, law pass-
ed by the taxpayers of Windsor on
May 2 authorized the raising of \$20,000
by debentures to purchase 40 acres of
land along MacDougal St. on the
southwesterly side of the city for fac-
tory sites. The E.T.R. proposes to build
a spur 1.25 miles from its main line
either along MacDougal St. or further
west to tap this site and furnish railway
connections with the trunk lines running
into Windsor. The company's line is at
present in operation from the G.T.R.,
east of Walkerville, to the C.P.R. three
miles and crosses the Pere Marquette
Rd. at Walkerville. The right-of-way is
all purchased, grading completed and
material on the ground for the exten-

June 1910

Essex Terminal Ry.—The by-law passed by the taxpayers of Windsor, Ont., May 2, authorized the raising of \$20,000 by debentures to purchase 40 acres of land along MacDougall St., on the southwesterly side of the city, for factory sites. The E.T.R. proposes to build a spur 1.25 miles from its main line, either along MacDougall St. or further west, to tap this site and furnish railway connections with the trunk lines running into Windsor. The company's line is at present in operation from the G.T.R., east of Walkerville, to the C.P.R., three miles, and crosses the Pere Marquette Rd. at Walkerville. The right-of-way is all purchased, grading completed, and material on the ground for the exten-

June

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sion of the line from the C.P.R. to the Michigan Central Rd. tunnel, about 1.25 miles. This portion of the line will be put in running order as soon as the point of connection with the M.C.R. track has been decided on. The company has begun the construction of an interlocking plant at the crossing of the P.M.R. at Walkerville, and another near the crossing of the C.P.R. and the Windsor, Essex and Lake Shore Rapid Ry.

The Dominion Parliament has passed an Act amending the company's Act in several details. The capital is increased to \$400,000, the date of the annual meeting is altered to the third Tuesday in Jan.; it is authorized to issue bonds to the amount of \$40,000 a mile, and to an additional \$10,000 a mile in case of double track line. A new section authorizes the company to acquire steam and other vessels, and to operate the same, and to carry on business as forwarding agents, wharfingers and warehousemen.

The Board of Railway Commissioners has issued an order authorizing the company to open for traffic the portion of its line from the junction with the G.T.R. in Sandwich East tp., to its junction with the C.P.R. in Sandwich West tp.

(July, 1909, pg. 477.)

JUNE 1910

JUNE, 1910.]

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sion of the line from the C.P.R. to the Michigan Central Rd. tunnel, about 1.25 miles. This portion of the line will be put in running order as soon as the point of connection with the M.C.R. track has been decided on. The company has begun the construction of an interlocking plant at the crossing of the F.M.R. at Walkerville, and another near the crossing of the C.P.R. and the Windsor, Essex and Lake Shore Rapid Ry.

The Dominion Parliament has passed an act amending the company's Act in certain details. The capital is increased to \$400,000, the date of the annual meeting is altered to the third Tuesday

It is authorized to issue bonds in the amount of \$40,000 a mile, and to an additional \$10,000 a mile in case of a branch line. A new section authorizes the company to acquire steam and motor vessels, and to operate the same.

The company is authorized to carry on business as forwarding agents, wharfingers and warehousemen.

The Board of Railway Commissioners has issued an order authorizing the company to open for traffic the portion of its line from the junction with the G.T.R.

at East tp. to its junction with the C.P.R. at Sandwich West tp.

(pg. 477)

Guinean and Ungava Ry.—The Dominion Parliament has incorporated a company with this title to build a rail

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(PROD., PS. 1111)

Essex Terminal Ry.—The Board of Railway Commissioners has approved location plans for the line from lot 75. con. 2. Sandwich West tp., and the Saginaw Salt and Lumber Co.'s property. Sandwich, Ont. The Board of Railway Commissioners has authorized the company to carry its line across Becker St., Huron Church Line, Felix Ave., Chipewa St., Centre Road and Bedford St. Sandwich tp., Ont. (Feb., pg. 111.)

Halifax and Eastern Ry.—In connection with this projected railway, for the purpose of which the Nova Scotia Gov-

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JUNE 1911

Essex Terminal Ry.—The Board of
Railway Commissioners has authorized
the opening for traffic of the company's
line in Walkerville to east of Giles Ave.,
between Windsor Ave. and Macdougall
St., Windsor, Ont. (Sept., pg. 853.)
Lake Coal and

December 1911

ped with the plant and machinery from the old shops at Wellington, as well as with some new plant. The buildings also comprise a 15,000 gal. oil tank, and a service tank for feeding the locomotives, which are fitted for burning oil instead of coal. (Sept., pg. 430.)

Essex Terminal Ry.—We are officially advised that a contract has been let for the grading of an extension from the present terminus in Sandwich, Ont., southerly to the northerly limit of Ojibway, about a mile. Should the conditions continue favorable it is expected to have this portion of the railway open for traffic by January. Owen McKay, M. Can. Soc. C. E., Walkerville, Ont., is chief engineer. The contractor for the grading on the extension to Ojibway is J. J. Dewhurst, South Woodslee P. O., Ont. The company will do all the other work, with the exception of the building of a 16 ft. bridge, the construction of which has not yet been arranged. (Oct., pg. 475.)

Erie, London and Tillsonburg Ry.—According to statements credited to G.T.R. officials it appears that the surveys recently made by S. Wilson, and the visits made by representatives of the Canadian Stewart Co. to London, and points on Lake Erie south of London, were in the interests of that company. Mr. Wilson, in a recent interview, is reported to have stated that the surveys made show that a satisfactory route can not be obtained between London and Port Talbot, but that a 1.5% gradient can be got between London and Port Burwell. On this route only one bridge would be required.

The G.T.R. controls the charters of the E., L. and T. Ry., which was originally secured by J. H. Teall, Tillsonburg, Ont., who was formerly connected with the Tillsonburg, Lake Erie and Pacific Ry., now owned by the C.P.R. (See London to Port Talbot, 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

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which was passed by the Dominion Parliament. (July, pg. 379).

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