

ATLANTIC
QUEBEC
AND
WESTERN
RAILWAY.

done. (May, pg. 300.)

Atlantic and Lake Superior Ry.—This company was incorporated by the Dominion Parliament in 1893 to construct a railway from Gaspe Bay, Que., to St. Marys River, Ont. about 1,200 miles. It took over the Baie des Chaleurs Ry. and proposed to take over some other short lines, but its project was never carried out. The receiver for the bondholders continued the operation of the B. des C. Ry. and completed it for 100 miles. The affairs of the company have been before the courts at various times ever since, and are only just about straightened out. The Atlantic, Quebec and Western Ry. was subsequently incorporated with power to take over the line, and it is now completing the construction into Gaspe. (See Atlantic, Quebec and Western Ry., June, pg. 413.)

Battleford and Lake Lenore Ry.—A

July 1903 p. 473

James Bay. (Feb., pg. 87.)

Atlantic, Quebec and Western Ry.—By amendments to the act passed last session of the Dominion Parliament it is provided that \$50,000 is to be appropriated to be expended by a Government commissioner in liquidating the debts incurred by the company or its predecessors; and the company is bound to maintain a bridge at Cascapedia relieving the municipalities of the bonus. The company is authorized to take over the Baie des Chaleur Ry., the only portion of the Atlantic and Lake Superior Ry. being operated; and to construct a branch from Metapedia to the G.T. Pacific Ry. either at Grand Falls or Edmundston, N.B. It is also given five years within which to complete its lines. (Feb., pg. 87).

Bangor and Aroostook Ry.—A contract has been let to A. E. Trites, Salisbury, N.B.,

MAY 1907

Chief Engineer. (Feb., pg. 101.)

Atlantic, Quebec and Western Ry.—
Tenders were received to May 21 by the
New Canadian Co., London, Eng., and
New Carlisle, Que., for the steel super-
structures of 14 bridges and trestles on
the section of line now under construc-
tion towards Gaspé Basin. The total
length of the structures is 4,900 ft.
(May, pg. 355.)

Canadian Terminal Ry.—The New

June 1907
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Canadian Terminal Ry.—The New

June 1907

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Atlantic, Quebec and Western Ry.—We have been advised that during 1906 the 20 miles from Paspébiac to Port Daniel, Que., were completed. Surveys for the line from Port Daniel to Gaspé have been made, and the location-plans are nearly ready for submission to the Government. It is anticipated that a contract will be let for additional construction at an early date. J. V. Nimmo is Resident Engineer in charge of the work. (May, pg. 323.)

Bentick Arm and Quesnel Ry.—E. Bloom-

JUNE 1907 p 407

by the Locomotive and Machine Co. of Montreal, has the following general dimensions, etc.:

WHEELS.—Diameter of drivers, 73 inches.
 WEIGHT.—In working order, total, 292,000 lbs.; on drivers, 182,000 lbs.
 CYLINDERS.—Size, 20 x 26 ins.
 VALVE MOTION.—Walschaert.
 BOILER.—Type, extended wagon top, working pressure, 200 lbs.; diameter at smallest ring, 66½ ins.
 FIREBOX.—Length, 102 ins.; width, 65¼ ins.
 TUBES.—Number, 336; diameter, 2 ins.; length, 15 ft. 0¼ ins.
 HEATING SURFACE.—In sq. ft., tubes, 2,632; fire-box, 160; total, 2,792.
 GRATE SURFACE.—Sq. ft., 46.
 TENDER.—Style, U shape, gravity sides. Truck, 2, 4 wheel centre bearing.
 CAPACITY.—Water, 5,500 gals.; coal, nine tons.
 COUPLERS.—Tower.
 HEADLIGHTS.—18 ins. round.
 BRAKES.—Westinghouse.
 BLOW-OFF VALVES.—American Locomotive Co.
 DRIVING WHEEL CENTRES.—Cast steel, 66 ins.

Railway Finance, Meetings, etc.

Atlantic and Lake Superior Rd.—The petition to the Exchequer Court for the confirmation of a scheme of arrangement between the company and its creditors, and between the Baie des Chaleurs Ry. and its creditors, will be heard in the Exchequer Court, Ottawa, June 10. All opposition to the proposed arrangements was required to be filed by May 31. The scheme of arrangement in each case provides for the handing over of the existing £500,000 Atlantic and Lake Superior Ry. bonds, and £409,400 of Baie des Chaleurs Ry. bonds to the Royal Trust Co., Montreal, and the issue by that company of certificates of participation in certain proportions of preferred, ordinary and deferred, among the several parties entitled thereto. The income from the bonds surrendered will be administered by a committee of seven and distributed as provided among the different certificates. The bondholders who do not transfer their bonds to the Trust Company shall remain creditors to the extent of principal and interest, but will rank only as unsecured creditors. The principal bondholder is the banking house of Galindez Bros., London, Eng., and in answer to a question in the Court May 9, J. Galindez said the unsecured creditors could get nothing at present, and could not be in any worse position under the proposed arrangement; they might perhaps be in a better condition.

Baie des Chaleurs Ry.—See Atlantic and Lake Superior Ry.

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Battleford and Lake Lenore Ry.—A

July 1909
p 473

take the work of constructing the line, but that it was quite likely that it would be done by the A.C. and H.B.R.

The Atlantic, Quebec and Western Ry.'s application for approval of its location from Matapedia to Edmundston, N. B., has been adjourned in order to enable a new map to be submitted showing the relation of the projected route to existing lines and the approved route of the National Transcontinental Ry. The route for which approval was asked was objected to by H. D. Lumsden, Chief Engineer National Transcontinental Ry. Commission, on the ground that it would parallel the National Transcontinental Ry. route for 23 miles from near the mouth of the Grand River up the St. John River to Edmundston, N. B. (June, pg. 407).

Canada Coal and Rd. Co.—See Maritime Coal, Ry. and Power Co.

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counts closed.

Quebec Oriental Ry.—A meeting of the shareholders was held in London, Eng., July 22, for the purpose of passing resolutions approving an agreement for the purchase of the railways from Mata-pedia to Caplin, and Caplin to Paspébiac, Que., known as the Baie des Chaleurs section of the Atlantic and Lake Superior Ry., to change the location of the head office from Montreal to London, Eng., to fix the remuneration of directors; to appoint an auditor; and to authorize the directors to issue bonds or other securities to the extent of \$45,000 a mile, and to execute the necessary security for such bond issue.

August 1909
p 583

June 30. \$310,226.

Atlantic and Lake Superior Ry.—The London, Eng., Chancery Court has appointed the Royal Trust Co., Montreal, as receiver for a quarter of the whole preference stock, with liberty to apply it generally. The order was made on a motion in the action of Derenzy against Galindez Brothers.

There has been litigation going on in connection with this railway almost continually since its incorporation, but it was thought that all differences had been settled by the arrangements entered into in 1907. It would appear, from the present action, however, that the end is not yet.

August 1909

583

mileage 208. HISTORY OF NORTH BRITAIN,
(July, pg. 481).

The Atlantic, Quebec and Western Ry. has been completed from New Carlisle, the terminus of the Atlantic and Lake Superior Ry. which has lately been acquired by this company, to Port Daniel, Que., 23 miles. Active construction operations are in progress between Port Daniel and Gaspé Basin, 83 miles. At L'Anse au Gascon 100 men and a number of teams are at work, and active preparations are being made for starting grading at Grand River, Cape Cove and Gaspé Basin. At the Port Daniel end a tunnel about 400 ft. long will be cut through Hell's Cape. It is expected that by the spring

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September 1907

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Upon the completion of the line to Port Daniel, it is intended to continue the line to Cleary Creek, a further distance of six miles. (Sept., pg. 663).

Atlantic, Quebec and Western Ry.—The recently completed line between Paspébiac and Port Daniel, Que., was opened for traffic Sept. 1. We are advised that while the company is doing certain work at three different points between Port Daniel and Gaspe, no contract covering the construction of that portion of the line has been let. (Sept., pg. 665.)

The Bessemer and Barry's Bay Ry. extends from the Central Ontario Ry., near L'Amable station, Dungannon tp., Hastings County, where the

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October 1907
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ed temporarily. (Sept., pg. 688).

Atlantic, Quebec and Western Ry.—About 500 men are engaged in the construction of the extension of this line from Port Daniel to Gaspé, Que. There is considerable difficulty, however, in getting a sufficient number of men on the work and the completion of the hundred miles from Paspébiac to Gaspé is not expected for a couple of years. C. B. K. Carpenter, Managing Director of the English construction company which is carrying out the work, has been inspecting the work done. (Oct., pg. 741).

Crow's Nest Southern Ry.—The extension

December 1907

p 889

tion. (See also Pacific and Atlantic Ry.).
(Dec., 1907, pg. 889).

Atlantic, Quebec and Western Ry.—No additional track was laid during 1907. A contract has been entered into with the New Canadian Co., for the construction of an extension from Port Daniel to Gaspé, Que., 82½ miles. The headquarters of the construction company are at Paspébiac, Que., the chief offices being in London, Eng. (Dec., pg. 889).

The Cape Breton Ry., it is reported, contemplates starting early in the spring upon the construction of an extension of its line

February 1908

P 97

it as a branch of the Intercolonial Ry.

Bale des Chaleurs Ry.—Another suit has been instituted in the Exchequer Court, arising out of the settlement of claims. Galendez Bros., of London, Eng., and the Royal Trust Co., of Montreal, are seeking to arrive at the amount of the privileged claims. The total amount of the claims is about \$1,000,000 and it is expected that it will take a considerable time to arrange them.

Bay of Quinte Ry.—We were advised in the

February 1908
P 109

Railway Finance, Meetings, etc.

Atlantic and Lake Superior Ry.—The question of winding up the affairs of the A. and L. S. Ry., and of the Baie des Chaleurs Ry., the only part of the line in operation, came before the Exchequer Court at Montreal, Feb. 13. The application is being made in order that Galindez Bros., bankers, of London, Eng., may obtain a clear title to the line, which has been sold to the Atlantic, Quebec and Western Ry. The latter company is constructing an extension of the line from Paspébiac to Gaspé.

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are solicitors for the applicants.

Atlantic, Quebec and Western Ry.—The Dominion Government has entered into a contract under the act granting aid to certain railways, with the A., Q. and W. Ry., for the construction of a railway from Paspébiac to Gaspé, Que., as near the shore as practicable, a distance of about 102 miles. (April, pg. 243.)

Ranger and Armstrong Rd — A. E. Triton

MAY 1908

329

counts closed.

Quebec Oriental Ry.—A meeting of the shareholders was held in London, Eng., July 22, for the purpose of passing resolutions approving an agreement for the purchase of the railways from Mata-pedia to Caplin, and Caplin to Paspébiac, Que., known as the Baie des Chaleurs section of the Atlantic and Lake Superior Ry., to change the location of the head office from Montreal to London, Eng., to fix the remuneration of directors; to appoint an auditor; and to authorize the directors to issue bonds or other securities to the extent of \$45,000 a mile, and to execute the necessary security for such bond issue.

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August 1909

Atlantic, Quebec and Western Ry.—

Rapid progress is reported to have been made with the construction of this line between Paspébiac and Gaspé, Que. It is practically completed to Pabos, 20 miles beyond Port Daniel, and the contractors have 1,800 men at work on the remaining 60 miles into Gaspé. There are a large number of bridges to be constructed on this section of the line. The Board of Railway Commissioners has just approved of plans for the construction of the bridge at Grand River crossing, sec. 6, mileage 51.

C. B. K. Carpenter, Managing Director of the New Canadian Co., London, Eng., contractors for the line, stated recently, that as soon as the line is finished, and linked up with the Intercolonial Ry. at Metapedia, arrangements will be made with one of the steamship companies running out of the St. Lawrence or New York to place a fast steamer on the Gaspé route, to ascertain the time to be made between Liverpool and Gaspé harbor. It is believed that one of the fast steamers can do the distance in $3\frac{1}{2}$ days. An interesting fact in connection with this statement is the announcement that the Department of Public Works is about to ask for tenders for the construction of a wharf at Gaspé, to be used in connection with the railway, as soon as it is ready for traffic. The wharf will be about 600 ft. long to a water depth of about 45 ft., sufficient to allow the

September 1909

SEPTEMBER, 1909.]

RAILWAY AND MARINE WORLD.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction
Betterments.

largest steamers to approach at all stages of the tide. (See Atlantic and Lake Superior Ry., July, pg. 473.)

Canada Western Ry.—The surveys for this projected line are being pushed forward rapidly. On July 20 the survey

(Dec., 1909, pg. 881.)

The Atlantic, Quebec and Western Ry., Co. entered into a contract with the Dominion Government Oct. 30, 1909, in respect of the construction of 26 bridges on the line from Paspebiac to Gaspé, Que. During 1909, 36 miles of track was laid as follows:—from Port Daniel to Grand Pabos, 20 miles; from Grand Pabos to Grand River, 10 miles; and from Gaspé to Douglastown, six miles. The portion of the line between Grand River and Douglastown, 46 miles, is under construction, the contractor being the New Canadian Co., Gaspé, Que. W. L. Browne is Chief Engineer in charge of construction.

We were advised Dec. 11 that a further two sections of this line had been inspected by the Dominion Government engineers and it was expected to have them open for traffic by Dec. 31. The temporary terminal station will be Newport, mileage 37, for passenger, and Pabos, mileage 42, for freight traffic. The work which will be carried on during the winter will be the erection of the different steel superstructures, the one for the crossing of Grand Pabos River being the first taken in hand. The steel is being manufactured by the Dominion Bridge Co.

Bay of Quinte Ry.—Application is being made to the Dominion Parliament to

January 1910 719

traffic receipts for five months ended Nov. 30, 1909, \$175,554..

Atlantic and Lake Superior Ry.—A meeting has been called to be held in London, Eng., Jan. 11, for the purpose of approving an agreement of sale of the railway.

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Columbia and Western Ry.—The Su-

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January 1910

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Atlantic, Quebec and Western Ry.—
Application is being made to the Board
of Railway Commissioners for permission
to construct a branch line of half a mile
from near the terminal station at Gaspe
to the wharf proposed to be constructed
by the Department of Public Works at
Stam's Bluff, Gaspe. (Jan., pg. 19.)

British Columbia and Manitoba Ry.—
Northern Empire Ry.

Bruce Mines and Algoma Ry.—Appli-
cation to the Ontario

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February 1910

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Atlantic, Quebec & Western Railway.

This company issued from its London, Eng., office recently a prospectus of 1750 five per cent, 1st mortgage debenture bonds of £100 each at £98 a bond, being balance of an issue restricted to £525,700. The bonds are repayable after July 1, 1935, but can be redeemed by the company at six months' notice on Jan. 1, 1915, or on any subsequent July 1 or Jan. 1 at £110.

Under agreements with the Dominion Government, the company is entitled to the following subsidies in respect of its Gaspé or coast section (102 miles), which is expected to be opened for traffic in 1910, viz. :—

\$6.400 per mile on 102 miles.....	\$652,800
For bridges	250,000

Total subsidies	\$902,800
Deduct amount already received ..	156,672

Balance	\$746,128
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The bondholders have in the first place a first charge on the net receipts; in addition, the balance above mentioned, as received from the Government, will be paid over to the trustees for the bondholders, and be applicable towards payment of interest on the bonds to Dec. 31, 1915.

Under the company's act of 1903 the company was authorized to construct two railways, viz., a line through the interior from Gaspé to Edmundston, and the Gaspé section shortly approaching completion, and the act empowered the issue of first mortgage debenture bonds to be secured by mortgage of these railways to an aggregate amount of £1,866,000. Accordingly these railways with their appurtenances have been mortgaged by trust deeds to secure an aggregate issue of such bonds to the authorized amount, and under the same deeds all rolling stock and plant purchased in respect of these railways is to be included in the security. But first mortgage debenture bonds to the amount of £350,700 only have been issued, and the company has recently precluded itself from issuing more than the £175,000 now offered by entering into an agreement with the contractors for the railways to restrict

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THE RAILWAY AND MARINE WORLD.

the total issue of first mortgage debenture bonds to \$525,000, and to provide for future payments in excess of that amount under the contract by an issue of consolidated bonds instead of by the remaining authorized issue of first mortgage debenture bonds. The consolidated bonds are postponed to the first mortgage debenture bonds, and when issued instead of first mortgage debenture bonds they reduce the number of first mortgage debenture bonds which can be issued. By agreement with the Quebec Government the company is entitled to a subsidy of 400,000 acres of land in respect of its Gaspé or coast section, of which the company is entitled to an immediate grant of 80,000 acres. The right to all land subsidies to which the company is so entitled has been conveyed to the trustees for the bondholders. The proceeds of the sale of the bonds offered will be paid out from time to time on certificates of the company's Engineers-in-Chief, Sir Douglas Fox & Partners, for work to be done towards the completion of the Gaspé section. Every effort is being made to complete this section as rapidly as possible. When finished it will provide the long-desired railway communication between Gaspé and the rest of Canada, serve the considerable population already settled along the route followed by the line, and open up Gaspé Harbor.

The Engineers in Chief, Sir Douglas Fox & Partners, report as follows:—
 "The length of the Gaspé or coast section is 102½ miles, and is divided into 10 sub-sections, commencing near New Carlisle; the first nine are each 10 miles long, and the last 12½ miles. The number of stations at present proposed is 16. The whole of the land has been acquired and cleared, and a large proportion of the fencing has been erected. Sub-sections 1 and 2 (ending at Port Daniel) are complete and open for public traffic. Sub-sections 3 and 4 (mileage 20 to 40) are sufficiently complete to carry construction traffic and should be open for public traffic in Dec., 1909. Work is rapidly proceeding on sub-sections 5 to 10 and excellent progress has been made in all departments. The rock excavations and about 75% of the earthworks have been executed. The sub-structures of the bridges are being built, and the steel work for superstructures is in course of manufacture. The permanent way has been laid over 75% of sub-section 10. The permanent works on the railway are of a substantial character and will compare favorably with similar works on the best Canadian railways. Special attention has been given to the designs of the steel superstructures of the bridges, and they may be regarded as a combination of the best English and American practice. All bridge designs are approved by the Railway Commissioners. The railway and bridges are designed to carry loads equal to the loads provided for on many main lines in this country, and may be relied upon to carry with safety fast passenger and heavy goods trains without incurring

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1910

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... ..
Carrs, Ottawa, are solicitors for applicants.

Atlantic, Quebec and Western Ry.—
The House of Commons has voted \$50,000 towards the construction of a deep water wharf at Gaspé, Que., at the Atlantic, Quebec and Western Ry.'s terminal. The wharf will be 1,000 ft. long, 95 feet wide at the top, and will run out to 45 or 50 ft. of water. It will be of ordinary cribwork faced, and will cost about \$300,000. The railway will have three tracks on the wharf, which it is said will be used in connection with a proposed line of trans-Atlantic steamers. (Feb., pg. 109.)

Bow River Collieries Co.—Application

April 1910

p. 271

LAKE SUPERIOR, A DISTANCE OF 100 MILES.
(Dec., 1909, pg. 881.)

The Atlantic, Quebec and Western Ry., Co. entered into a contract with the Dominion Government Oct. 30, 1909, in respect of the construction of 26 bridges on the line from Paspébiac to Gaspé, Que. During 1909, 36 miles of track was laid as follows:—from Port Daniel to Grand Pabos, 20 miles; from Grand Pabos to Grand River, 10 miles; and from Gaspé to Douglastown, six miles. The portion of the line between Grand River and Douglastown, 46 miles, is under construction, the contractor being the New Canadian Co., Gaspé, Que. W. L. Browne is Chief Engineer in charge of construction.

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January 1910

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Bow River Collieries Co.—Application

19/10

boundary. (May, pg. 349).

Atlantic, Quebec and Western Ry.—

The Dominion Parliament has voted a subsidy to aid in building a line from Paspebrae, as near the shore as practicable, to Gaspe, Que., not to exceed 102 miles.

An inspection of the line between Port Daniel and Pabos, has been made by the inspecting engineer of the Department of Railways and Canals, and the section passed for traffic. A regular train service will be put on, and it is expected that a further section between Pabos and Grand River will be ready for traffic by the end of July. Instructions have been received from the director of the company in England to push forward the completion of the line to Gaspe, as fast as possible. (April, pg. 271).

Bracebridge and Trading Lake Ry.—

1910

Atlantic, Quebec and Western Ry.—
Application is being made to the Board
of Railway Commissioners for permission
to construct a branch line of half a mile
from near the terminal station at Gaspe
to the wharf proposed to be constructed
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Sam's Bluff, Gaspe. (Jan., pg. 19.)

British Columbia and Manitoba Ry.—
Northern Empire Ry.

Bruce Mines and Algoma Ry.—Appli-
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February 1910

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tion Co.'s programme, and referred to in Canadian Railway and Marine World for February, pg. 76.

Atlantic, Quebec and Western Ry. and Quebec Oriental Ry. Operation.

The Minister of Railways replied to a number of questions in the House of Commons, Mar. 15, and 17, with respect to the Quebec Oriental Ry., and the Atlantic, Quebec and Western Ry., which are operated under one management, and give connection between Matapedia, on the Intercolonial Ry., and Gaspé, Que. Answering three sets of questions asked by C. Marcil, M.P. for Bonaventure, the Minister stated that the Board of Railway Commissioners had received complaints during the last twelve months from C. Marcil, J. H. Kelly and others with respect to the service given on the railways mentioned. These complaints had been taken up by the board with the company, and the financial conditions disclosed do not warrant any additional service during the winter. The time table for the winter service was filed by the company in the usual manner and notice was given to the public of the change of service. The present service is a tri-weekly passenger train, Matapedia to Gaspé; a mixed train service, Matapedia to New Carlisle, and an accommodation tri-weekly from New

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ANADIAN RAILWAY AND MARINE W

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be furnished all conference members at least 24 hours before the subject was brought up at the general session, thus giving every member an opportunity to fully consider the committee's proposals and be in a position to readily set out views for or against each resolution or offer an amendment.

Light Railways for Northern Ontario.

The Ontario Legislature is being asked to incorporate the Northern Light Railways Co., to build and operate light narrow gauge railways to be operated by steam, electricity or other motive power. The railways proposed to be built consist of a main line with two branch lines, and a loop line, the routes of which are specifically set out, and other branch lines or extensions, and power is asked to connect with the Timiskaming and Northern Ontario Ry. and any other railways that may be built. Following are the routes stated: From at or near the T. & N.O. Ry., Elk Lake branch, adjoining the Smythe lawn plot, southwesterly through Roadhouse and Lawson Tps., then northwesterly through Nicol Tp. to Gowganda town plot. A branch from Nicol Tp. northerly through Nicol, Haultain, Morel and Yarrow Tps., connecting with the established gold mines in Powell Tp., known as the Fort Matachewan gold mines also in Nicol Tp., but running westerly through Nicol, Mulver, Tyrrell and McMurrich Tps., and connecting with the mines in the West Shining Tree gold mining area; and a loop line from Swastika Station, on the T. & N. O. Ry., running northeasterly through Teck Tp., the Kirkland Lake Mining area and Lebel and Gauthier Tps., thence southeasterly to Larder Lake, thence southerly through Skead Tp., and northwesterly through Catherine and Boston Tps. to Boston Creek Station on the T. & N.O. Ry.

The lines mentioned above are those outlined in the Light Railways Construction Co.'s programme, and referred to in Canadian Railway and Marine World for February, pg. 76.

Atlantic, Quebec and Western Ry. and Quebec Oriental Ry. Operation.

The Minister of Railways replied to a number of questions in the House of Commons, Mar. 15, and 17, with respect to the Quebec Oriental Ry., and the Atlantic, Quebec and Western Ry., which are operated under one management, and give connection between Matapedia, on the Intercolonial Ry., and Gaspé, Que. Answering three sets of questions asked by C. Marcl, M.P. for Bonaventure, the Minister stated that the Board of Railway Commissioners had received com-

Carlisle to Gaspé. Mail is carried daily between Matapedia and New Carlisle. The reason assigned by the company for restricting its service is on account of its financial condition. The Board of Railway Commissioners has satisfied itself that the line is sufficiently equipped with motive power, also sufficient passenger cars; the company depends upon other lines for freight cars, the bulk of its traffic being through traffic with other roads.

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Railway Association of Canada.

J. H. Sinclair, M.P. for Antigonish and Guysborough, N. S., asked the following questions in the House of Commons, Mar. 17: "Who compose the Canadian Railway War Board? What are their respective salaries? What was the total expense connected with this board during the calendar year 1919? Is it the intention of the government to dispense with the services of this board? If so, when?"

The Minister of Railways replied as follows: "The Canadian Railway War Board (known at its inception and for several months thereafter as the Canadian Railway Association for National Defence) was formed at a convention of executives of railways in Montreal on Oct. 23, 1917. The establishment of this organization was suggested by the Minister of Railways and had for its object the co-ordination of activities of the several railways, to the end that the greatest degree of efficiency in the handling of troops, war supplies, etc., would be accomplished. When peace was declared, it was found that this organization was so beneficial that the railways decided to continue it under the name of the Railway Association of Canada. The expenses are borne by the different railways belonging to the organization, and the government is under no expense in the matter."

House of Commons Committee on Railways, Canals and Telegraph Lines.

The House of Commons committee on railways, canals and telegraph lines, for the current session, is comprised as follows: J. E. Armstrong, M.P. for Lambton East, Ont., chairman, the other members being Messrs Allan, Anderson, Andrews, Archambault, Argue, Armstrong (Lambton), Arthurs, Ballantyne, Beland, Blair, Bolton, Bonnell, Boyer, Boys, Bristol Buchanan, Bureau, Cahill, Calder, Campbell, Cannon, Casgrain, Chabot, Charlton, Chisholm, Clark (Red Deer), Clements, Cockshutt, Cooper, Copp, Crerar, Crowe, Cruise, Currie, d'Anjou, Davidson, Davis, Déchêne, Delisle, Devlin, Doherty, Douglas (Cape Breton), Douglas (Strathcona), Edwards, Elkin, Ethier, Euler, Fafard, Fielding, Fontaine, Fournier, Fraser, Fripp, Gauvreau, Guthrie, Harold, Harrison, Hay, Henders, Hepburn, Hocken, Hughes (Sir Sam), Keefer, Knox, Lalor, Lanctôt, Lapointe, Lavigne, Leduc, Lemieux, Lesage, Long, Mackie (Edmonton), Mackie (Renfrew), Maclean (York), MacNutt, McColg, McCrea, McCurdy, McGregor, McLean (Royal), McLeod, McQuarrie, Maharg, Manion, Marcile (Bagot), Martin, Merner, Mewburn, Middlebro, Molloy, Morphy, Mowat, Murphy, Myers, Nesbitt, Nicholson (Algoma), Nicholson (Queens), Pardee, Parent, Pelletier, Porter, Power, Reid (Grenville), Reid (MacKenzie), Richardson, Savard, Séguin, Shaw, Sheard, Simpson, Smith, Stevens, Stewart (Hamilton), Stewart (Lanark), Sutherland, Thompson (Weyburn), Thompson (Qu'Appelle), Trahan, Tudhope, Vien, Wallace, Wigmore, Wilson (Saskatoon), Wilson (Wentworth), and Wright. There are 126 members of the committee, and the quorum is 25.

Steel Rail Production in Canada.

A report on iron and steel production in Canada, during 1918, prepared by the Dominion Mines Department's Mineral Resources and Statistics Division, contains the following: The production of steel rails in Canada during 1918 was 162,747 short tons, against 46,645 short tons in 1917, and 90,123 short tons in 1916. The annual production from 1905 to 1915 varied between 200,000 and 560,000 tons per annum.

The exports of steel rails during 1918 were 12,952 tons, valued at \$575,062, an average of \$44.40 a ton, against exports during the nine months ended Dec. 1917 of 26,402 tons, valued at \$1,605,742, an average value of \$60.82 a ton. The imports of steel rails as per Canadian Customs records were 7,787 tons valued at \$404,417, an average of \$51.95 a ton, against imports in 1917 of 18,160 tons valued at \$689,197, an average of \$37.95 a ton. United States trade records show

The Railway Situation in the Gaspé Peninsula.

In connection with the railway situation in the Gaspé Peninsula of Quebec, to which considerable attention has been attracted recently by questions in Parliament, and by an investigation of the condition of the Atlantic, Quebec & Western Ry., and the Quebec Oriental Ry., and the services given by them, conducted by the Board of Railway Commissioners, a petition has been forwarded to the Dominion Government asking that these lines be taken over and consolidated as a branch of the Canadian National Rys. The petition is reported to have been largely signed in all the parishes lying between Matapedia and Gaspé, along the route of the two lines, a distance of 202 miles. C. Marcil, M.P. for Bonaventure County, has written D. B. Hanna, President, Canadian National Rys., calling attention to what has been done, and claiming advantages that would accrue to the C.N.R. through the development of the country through which the lines pass, were they efficiently operated. He also points out that by the construction of a railway bridge across the Restigouche River between Cross Point, Que., and Campbellton, N.B., connection would be afforded with the Intercolonial Ry. and the International Ry. of New Brunswick. The construction of the bridge referred to was a work in which the late Thos. Malcolm, who built the International Ry. of N.B., was greatly interested, and endeavored to carry through, but without success.

A cablegram states that at a meeting of Atlantic, Quebec & Western Ry. shareholders in London, Eng., the chairman referred to correspondence and interviews with members of the Dominion Government regarding the sale of the line, but that no decision had then been reached in regard to it.

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playes to be governed by signals from watchmen before crossing; wages to be paid half each by city and railway company.

29,861, 29,862. July 14.—Authorizing Canadian National Rys. to close its stations at Napanee and Grafton, Ont.

29,863. July 15.—Relieving C.P.R. from providing further protection at the crossing of the highway 2.5 miles west of Strathmore, Alta.

29,864. July 17.—Approving Toronto Suburban Ry. Standard Passenger Tariff C.R.C. 1. same to be published in two consecutive weekly issues of Canada Gazette.

29,865. July 16.—Ordering Hamilton Radial Electric Ry. and Brantford & Hamilton Electric Ry. to substitute for their tariffs of students' or scholars' commutation rates a tariff to apply to scholars 18 years old or under on the following basis, 40-trip tickets, good for 30 days, on basis of 4¼ mills a mile of travel, subject to a minimum of 7¼c.; effective Sept. 1.

29,866. July 19.—Authorizing Canadian National Rys. to open for traffic the diversion of line from mile 139.7, Muskoka Subdivision, for 6,799.6 ft. in Foley Tp., Ont.

29,867. July 19.—Authorizing C.P.R. to operate signals at crossing of Canadian Northern Ontario Ry. at Bonarlaw, Ont.

29,868. July 17.—Dismissing application of town of Laval, Que., for order requiring Canadian National Rys. to change location of station so that the two stations, one each end of the town, be brought to one point.

29,869. July 17.—Authorizing C.P.R. to build three tracks at grade, across Mackenzie Ave., Edmonton, Alta.

29,870. July 17.—Authorizing C.P.R. to rebuild bridge 32.49, over Mississippi River, on Chalk River Subdivision, Quebec District.

29,871. July 17.—Authorizing C.P.R. to divert road allowance on south boundary of Sec. 30, Tp. 23, Range 15, west 3rd meridian; to build, at grade, its tracks across same at mile 46.5, Rose-town Southeasterly Branch, and to close, within its right of way, the diverted portion of said road allowance.

29,872. July 17.—Ordering Canadian National Rys. to erect one-pen stock yard at Meanock, Alta.; to be completed by Sept. 15.

29,873. July 19.—Authorizing C.P.R. to build spur for Manitoba Rolling Mill Co. at mile 20, Winnipeg Beach Subdivision, Man.

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Among the Express Companies.

G. Allen has been appointed agent, Dominion Ex. Co., Kingston, Ont., vice F. W. Carr, transferred.

J. D. McLaren, heretofore agent, Dominion Ex. Co., Macleod, Alta., has been appointed agent, Banff, Alta.

W. Kelly, heretofore cashier, Dominion Ex. Co., Swift Current, Sask., has been appointed cashier, Moose Jaw, Sask.

D. F. Martin, heretofore route agent, Dominion Ex. Co., North Bay, Ont., has been appointed route agent, Toronto.

C. R. Fitzsimmons, heretofore agent, Dominion Ex. Co., McAdam, N.B., has been appointed agent, Woodstock, N.B.

J. H. Whitehouse has been appointed agent, Dominion Ex. Co., Kamloops, B.C., vice H. L. Maltby, transferred to Macleod, Alta.

R. Murray has been appointed acting route agent, Dominion Ex. Co., North Bay, Ont., vice D. F. Martin, transferred to Toronto.

C. H. Badendick has been appointed cashier, Dominion Ex. Co., Swift Current, Sask., vice W. Kelly, transferred to Moose Jaw, Sask.

The Canadian National Ex. Co. has opened offices at Perthuis, Que., and Cameron Falls, Ont., and has closed its office at Cronyn, Ont.

A. T. Grimmer, St. Stephen, N.B., has been appointed agent, Dominion Ex. Co., McAdam, N.B., vice C. R. Fitzsimmons, transferred to Woodstock, N.B.

H. L. Maltby, heretofore agent, Dominion Ex. Co., Kamloops, B.C., has been appointed agent, Macleod, Alta., vice J. D. McLaren, transferred to Banff, Alta.

W. J. Malcolm, heretofore chief bill clerk, Dominion Ex. Co., Toronto, has been appointed agent, Galt, Ont., vice E. Anderson, transferred to Windsor, Ont.

J. I. M. Grant, heretofore cashier, Canadian Ex. Co., St. Catharines, Ont., has been appointed agent, Bradford, Ont., vice G. A. Oliver, resigned from the service.

E. Anderson, heretofore agent, Dominion Ex. Co., Galt, Ont., has been appointed acting agent, Windsor, Ont., vice W. Aitchison, agent, resigned from the service.

W. J. Gasper, heretofore messenger, Dominion Ex. Co., Halifax to Sydney, N.S., has been appointed agent, Dartmouth, N.S., vice T. B. Spencer, resigned from the service.

The Board of Railway Commissioners

ly ceased to exist. A standard form of contract between the individual railway companies and the American Railway Ex. Co. is to be prepared and submitted to the Interstate Commerce Commission for approval.

Justice Masten, of the Ontario Supreme Court, gave judgment recently that express companies must accept consignments of intoxicating liquor made to them by dealers in Ontario, despite the action of the Ontario License Board in forbidding them to accept liquor consignments from the firms concerned. This judgment was given on an application of a firm of liquor dealers at Kenora, Ont., for a mandamus to compel the Dominion Ex. Co. to accept shipments of liquor for export out of Ontario to foreign countries. A similar judgment was given in Calgary, Alta., July 6, where a test case against the Dominion Ex. Co. was tried, the judgment declaring that the company is bound to receive and carry any liquor tendered to it by dealers

The Dominion Express Co.'s London-Paris Air Service.

A distinctly novel attraction was provided recently in the Canadian Pacific Ry. office windows at Charing Cross London, Eng., viz., an excellent model aerodrome of the Aircraft Transport & Travel, Ltd., at Hendon, together with scientifically accurate models of various types of aeroplanes and airships. Such a display in a railway and shipping office is a sign of the times, also marking much enterprise on the part of the Dominion Express Co., Ltd. Realizing the importance of maintaining a really "express" service, if its name is still to be justified the Dominion Express Co. made arrangements to act as passenger and parcel agents for the Aircraft Transport & Travel, Ltd., on its London-Paris daily air service. It is thus possible for either passengers or parcels to be booked for conveyance by aeroplane to or from London and Paris through any of the Dominion Express Co.'s offices in Europe and these, in addition to London, are to be found in important cities such as Liverpool, Glasgow, Manchester, Birmingham, Bristol and Paris. The Dominion Express Co., holding, as it does, the exclusive right of shipping express parcels over the entire C.P.R. system, a agents for the aeroplane service can ensure that an express package schedule to go on a certain ship actually reaches its destination in Canada in the shortest possible space of time. The timetable shows that only 2¼ hours is occupied on the journey to or from London and

Railway Finance, Meetings, Etc.

Atlantic, Quebec and Western Ry.—
Quebec Oriental Ry. — J. S. Gordon,
Manager of these two railways, is re-
ported to have stated in Quebec, March
10, that the loss in operation for Decem-
ber, January and February, of this win-
ter, was about \$16,000, against \$106,000
for the same three months of 1920-21.

Canadian National Rys.—A syndicate

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Gaspe Peninsula Railway Service.

The train service in the Gaspe Peninsula of Quebec, which is served by the Quebec Oriental Ry. and the Atlantic, Quebec & Western Ry., extending from Matapedia, on the Intercolonial Ry., to Gaspe, 202.5 miles, has been under consideration by the Dominion Government, upon the appeal of the people of the district. We were officially advised, June 5, that the joint management of the two railways had a conference with the Minister of Railways and the members of the House of Commons for Gaspe and Bonaventure Counties, the principal object being to impress upon the Government how valuable these branch railways are as feeders to the Canadian National Rys., and the desirability of the Government doing something to help them to further develop the traffic which has been steadily increasing for several years past. As a result, arrangements were made for the Canadian National Rys. to lend some passenger cars for use on the Matapedia-Gaspe lines.

An Ottawa press dispatch of June 16, stated that following the conference referred to above, R. H. Fraser, of the Railways Department's engineering staff, had made an inspection of the two railways and presented a report. The result is stated to be that it has been decided to treat these railways as forming parts de facto of the Canadian Rys., without change of ownership or management. In order to bring the lines up to the regular branch line standard a quantity of rails will be supplied for the construction of additional sidings, and rolling stock, consisting of sleeping cars, first-class passenger cars, freight, coal and platform cars, will be leased to the two companies at a nominal rental. The companies will lay the tracks, and will supply ballast for the lines, so as to bring them up to the standard desired. The Canadian National Rys. will, it is stated, treat the two railways in the matter of rates in such a way as will develop traffic.

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or controlled railways, under one board of directors, in order that government ownership and operation may be given a fair and impartial trial. In the reorganization of the board of directors of the Canadian National Railways it is requested that the employees be given representation thereon.

Uniform Pension Plan for Canadian National Rys. Employees.—That prior to the adoption by the Government of any pension plan for Canadian National Rys. employees, the legislative representatives of such employees be given an opportunity of familiarizing themselves with the proposed plan and refer same to the employees concerned for approval.

Unemployment Insurance.—With a view to the enactment of unemployment insurance legislation as early as expedient, we respectfully suggest that an investigation be undertaken into the entire question and a report of such investigation be made to the Second Session of the present Parliament.

Tariff Revision.—That the customs tariff on foodstuffs coming into Canada be removed. This item has been included in former legislative proposals to the Government.

Signing of Letters by Railway Chief Clerks.

A Montreal reader of Canadian Railway and Marine World writes: "I am much interested in the paper 'The railway chief clerk, his problems, duties and required qualifications,' published in your May issue, and in your Editor's note in which he says that in some offices the practice is for the chief clerk to simply sign the head's name, without anything to show that it is not a personal signature; that in other offices the clerk's initials are added, but frequently very indistinctly, and that in your Editor's opinion the name of the head should be typed, or written, followed by 'per,' and the chief clerk's signature. I wish to express my hearty concurrence in your Editor's opinion as quoted above. Letters of criticism of subordinates, those making recommendations to superior officers, and those outlining policy for future guidance,

A. Balkwill's paper in your May issue. My opinion is that any letter or document sent from office or sheds, and not actually signed by the agent, should have his name typed at the same time as the letter, with 'per' and initial of party signing. Letters addressed to transportation men, officers or otherwise, should omit 'Yours truly' and have agent's name typed with 'per' and the clear initials in ink of the party responsible, but communications to the public might have 'Yours truly' inserted. One cannot help feeling, when reading a part of Mr. Balkwill's paper, which refers to the selection a chief clerk is called upon to make in recommending certain members of the staff for various positions, that the selection under present conditions is extremely narrow, owing to the schedule regulations insisted upon and agreed to with the various organizations."

Editor's note.—Mr. Lowie's suggestion for the omission of "Yours truly" in letters, etc., to transportation men is certainly practicable, and is practiced in many cases. Why not go further in such correspondence, and omit "Dear Sir"? It might also be considered whether the name of the official addressed might not be omitted and simply the title and headquarters address be used.

Vancouver Island Transportation Problems.—C. P. W. Schwengers, in addressing the Victoria, B.C., Chamber of Commerce, recently, on transportation problems, stated that Victoria's future prosperity is wrapped up entirely in her transportation problems. He advocated the building of a mosquito fleet for water transportation; criticized the Canadian National Rys' management for being absolutely indifferent to Vancouver Island and Victoria interests, and recommended that the C.P.R. should be asked to create an Island District separate from the British Columbia District, with a complete staff in Victoria. He contended that the present staff, being located in Vancouver, naturally looked at matters through Vancouver spectacles, and as a consequence Victoria does not get full justice. The Canadian National Rys. have 89.9 miles in operation on Vancouver Island, and the C.P.R., through its subsidiary, the Kamloops and Nanaimo Ry., has 106.7

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Gaspé Peninsula Railway Service.

The train service in the Gaspé Peninsula of Quebec, which is served by the Quebec Oriental Ry. and the Atlantic, Quebec & Western Ry., extending from Matapédia, on the Intercolonial Ry., to Gaspé, 202.5 miles, has been under consideration by the Dominion Government, upon the appeal of the people of the district. We were officially advised, June 5, that the joint management of the two railways had a conference with the Minister of Railways and the members of the House of Commons for Gaspé and Bonaventure Counties, the principal object being to impress upon the Government how valuable these branch railways are as feeders to the Canadian National Rys., and the desirability of the Government doing something to help them to further develop the traffic which has been steadily increasing for several years past. As a result, arrangements were made for the Canadian National Rys. to lend some passenger cars for use on the Matapédia-Gaspé lines.

An Ottawa press dispatch of June 16, stated that following the conference referred to above, R. H. Fraser, of the Railways Department's engineering staff, had made an inspection of the two railways and presented a report. The result is stated to be that it has been decided to treat these railways as forming part of the fact of the Canadian Rys., without change of ownership or management, in order to bring the lines up to the regular branch line standard for the construction of additional sidings, and rolling stock, consisting of sleeping cars, first-class passenger cars, freight, coal and platform cars, will be leased to the two companies at a nominal rental. The companies will lay the tracks, and will supply ballast for the lines, so as to bring them up to the standard desired. The Canadian National Rys. will, it is stated, treat the two railways in the matter of rates in such a way as will develop traffic.

Division of Wheat Transportation Between the Railways.

d- years of railway service.

The Gaspé Peninsula Railways Situation.

a- A public meeting was held at New
a Carlisle, Que., Oct. 30, at which Sir Henry
ay Thornton, President, Canadian National
ew Rys., was present, to discuss the problem
m- of the railway service provided along
is- the Gaspé peninsula by the Quebec Ori-
ov- ental Ry., and the Atlantic, Quebec &
ev- Western Ry. between Matapédia Jct.,
New Carlisle and Gaspé. It is reported
that after hearing the views expressed
by the representatives of the various
parishes and municipalities represented,
Sir Henry stated that the question of
taking over the two railways by the
C.N.R. must be decided from the point
of view of revenue in sight; that he was
impressed with the apparent general
prosperity of the country and its natural
advantages, and would examine into the
merits of the case and see that full jus-
tice was done to the area. A resolution
was unanimously adopted asking for the
incorporation of the two railways in the
C.N.R. System.

er-
nce **Freight Car Condition and Supply.**

December 1923 589

stores and mechanical accounting office, on Nov. 17, on leaving the service to go to Buffalo, N.Y.

A. E. Parker, Managing Secretary, Winnipeg Board of Trade, addressed the Greenwood Methodist Church Young Men's Club at Winnipeg, on Nov. 1, on the railway builders of Canada.

Senator J. D. Reid, ex-Minister of Railways and Canals, and Mrs. Reid, left Prescott, Ont., Nov. 25, to sail from New York for a several months trip abroad.

J. K. L. Ross, one of the C.P.R. directors, and Mrs. Ross returned to Montreal, Nov. 12, from Laurel, Md., where they spent several weeks.

Frank Russell, Superintendent of Wharves and Traffic, Vancouver Harbor Commission, has charge of the Commission's terminal railway.

J. G. Rutherford, C.M.G., V.S., H.A.R. C.V.S., one of the members of the Board of Railway Commissioners, who died at Ottawa, July 24, left an estate valued at \$84,712.63.

P. W. St. George, consulting engineer, Montreal, died in Montreal, Nov. 12, aged 74. Born and educated in Scotland, he came to Canada in 1866, and entered railway service in the Nova Scotia Ry's engineering department, and subsequently was engaged on surveys for the Intercolonial Ry., becoming Assistant Engineer of Construction in 1870. Later on he was on survey work for the Northern Colonization Ry., now part of the C.P.R. From 1875 to 1883 he was in the Montreal City Council's service, to which he returned, after a few months' service as Divisional Engineer, Norfolk & Western Ry., remaining as City Surveyor until

Thomas Tait, President, Fredericton & Grand Lake Coal & Ry. Co., who had been in Europe since April, returned to Montreal by the C.P.R. s.s. Montclair, Nov. 1.

Lt.-Col. O. E. Talbot, one of the Canadian National Ry's directors, and J. E. Morazin, General Superintendent, Quebec District, returned to Quebec Nov. 1 after a trip over the line between Quebec and Cochrane, Ont.

L. P. Thornton, Assistant Superintendent of Colonization, C.P.R., Calgary, Alta., and Mrs. Thornton, sailed from Montreal on the C.P.R. s.s. Montrose, Oct. 26, for England, where he will spend the winter lecturing on Canada.

Sir Henry Thornton, President, Canadian National Ry's., has been elected a member of the Association of Railway Executives' executive committee in New York.

Mrs. Timmerman, wife of H. P. Timmerman, formerly Industrial Commissioner, C.P.R., returned to Montreal, Nov. 3, on the s.s. Melita after spending several months in Europe.

J. H. Webb, C.P.R. Passenger Agent, Southampton, Eng., died there Oct. 19 after a short illness, aged 41. He entered the company's service in 1902 in the freight department at King William St., London, and was transferred to the Passenger Department at Charing Cross, staying there until the war, after which he was appointed chief clerk in the passenger department at the Liverpool office, being transferred to the Southampton office, Nov., 1922.

John Whittaker, chairman of Brotherhood of Railway Trainmen's grievance

was appointed Canadian Agent of the New York, West Shore & Buffalo Rd. That office was abolished in May, 1896, and he was appointed Division Freight Agent at Buffalo, having charge of Canadian business also, remaining there until May 1, 1901, when he returned to Toronto as General Canadian Freight Agent, New York Central & West Shore Railroads, continuing in that position until his retirement on July 31, 1917, after 54 years of railway service.

The Gaspé Peninsula Railways Situation.

A public meeting was held at New Carlisle, Que., Oct. 30, at which Sir Henry Thornton, President, Canadian National Ry's., was present, to discuss the problem of the railway service provided along the Gaspé peninsula by the Quebec Oriental Ry., and the Atlantic, Quebec & Western Ry. between Matapédia Jct., New Carlisle and Gaspé. It is reported that after hearing the views expressed by the representatives of the various parishes and municipalities represented, Sir Henry stated that the question of taking over the two railways by the C.N.R. must be decided from the point of view of revenue in sight; that he was impressed with the apparent general prosperity of the country and its natural advantages, and would examine into the merits of the case and see that full justice was done to the area. A resolution was unanimously adopted asking for the incorporation of the two railways in the C.N.R. System.

Freight Car Condition and Supply.

The Gaspé Peninsula Railway Situation.

A conference was held in the House of Commons, Speaker's chambers, recently with Sir Henry Thornton, President Canadian National Rys., with respect to the possibility of improving the service on the Quebec Oriental Ry. and the Atlantic, Quebec & Western Ry., which extend from Matapedia, on the junction of Intercolonial Ry., to Gaspé, Que. The position of the railways, details of the service at present given, and information as to the resources of the country were presented by Speaker Lemieux, who is M.P. for Gaspé, and C. Marcel, M.P. for Bonaventure. Sir Henry Thornton is reported to have said it would be best for him to discuss the matter with E. B. Reed, Chairman of the company controlling the lines, who was expected in Canada shortly thereafter.

Mr. Speaker Lemieux has advised Canadian Railway and Marine World that, as a result of the conference referred to above, W. D. Robb, one of the Canadian National vice presidents, has been instructed to survey the whole railway situation in the Gaspé district and to report thereon.

July 1923

Canada Colonization Association Re-

CANADIAN RAILWAY AND MARINE WORLD

July, 1923

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ft. 8 1/2 in.
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57,300 lb.
54,930 lb.
339,000 lb.
ider
577,000 lb.
19 ft. 6 in.
41 ft. 9 in.
ft. 1 1/2 in.
.....73 in.
Cast steel
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ais
12 x 13 in.
ais
9 x 13 in.

Steam heat connections.....Barco
Air bell ringer.....Taylor & Arnold
Blow off cocks.....Okades
Tender.
Weight in working order.....238,000 lb.
Capacity of tank.....12,000 imp. gal.
Style of tank.....Water bottom
Coal capacity.....17 tons
Tracks, type.....Commonwealth 6-wheel
Tender frame.....Commonwealth cast steel
" wheels, type.....
.....Semi-steel center with steel tires
" wheels, diam.....34 1/2 in.
Journals, diam. and length.....5 1/2 x 10 in.

The Gaspé Peninsula Railway Situation.

A conference was held in the House of Commons, Speaker's chambers, recently with Sir Henry Thornton, President Canadian National Rys., with respect to the possibility of improving the service on the Quebec Oriental Ry. and the Atlantic, Quebec & Western Ry., which extend from Matapedia, on the junction of Intercolonial Ry., to Gaspé, Que. The position of the railways, details of the service at present given, and information as to the resources of the country were presented by Speaker Lemieux, who is M.P. for Gaspé, and C. Marcel, M.P. for Bonaventure. Sir Henry Thornton is reported to have said it would be best for him to discuss the matter with E. B. Reed, Chairman of the company controlling the lines, who was expected in Canada shortly thereafter.

Mr. Speaker Lemieux has advised Canadian Railway and Marine World that, as a result of the conference referred to above, W. D. Robb, one of the Canadian National vice presidents, has been instructed to survey the whole railway situation in the Gaspé district and to report thereon.

Canada Colonization Association Re-organized.—At a meeting of the re-

Correspondence with C.N.R. Officers, Etc., Asked for.

Sir Henry Drayton, West York, Ont., moved in the House of Commons, recently, for: 1. A copy of all papers, correspondence, letters, documents, or other writings of any kind since Dec. 31, 1921, passing between (a) members of the Government or officials of the departments of the Government and the Canadian National Ry. Co., or Canadian Northern Ry. Co., or any other railway company owned by Canada or any of their officials; (b) members of Parliament and the Canadian National Ry. Co., or Canadian Northern Ry. Co., or any other railway owned by Canada or any of their officials. 2. A copy of all papers, correspondence, letters, documents, or writings of any kind between members of the Government or officials of the Government and the late directors of the Canadian National Ry. Co., relative to the resignation of such directors. 3. A copy of all papers, correspondence, letters, documents, or writings of any kind between members of the Government or officials of the Government and the late directors of the Grand Trunk Ry. Co., relative to the resignation of such directors." The following discussion ensued:—

Hon. G. P. Graham, acting Minister of Railways: "It would take considerable time to get the returns asked for, the details of which, perhaps, my hon. friend has not fully considered. With regard to paragraphs 2 and 3 there would be no objection, but to get the information asked for in sub-section "b" of paragraph 1 would mean going into the files from every roadmaster up to the highest official. It would take a good many weeks to do this and would cost a good deal of money. My hon.

interest and costs was entered against the Canadian Express Co.

Railway Situation in Gaspé Peninsula.

A meeting of merchants, lumbermen and others interested in the development of the Gaspé Peninsula was held in Quebec, Feb. 5, to consider the railway situation in their district. It is served by the Quebec Oriental Ry., from Matapedia on the Intercolonial Ry., to New Carlisle, 98 miles; and the Atlantic, Quebec and Western Ry., from New Carlisle to Gaspé Basin, 104 miles; both lines being under one management. After hearing reports as to the condition of the roadbed, the rolling stock and the service being given, an association for the improvement of the railway situation on the Gaspé coast was formed, with Hon. J. H. Kelly as President, and a number of resolutions were passed. The two important ones were: To authorize the executive committee to place before the Dominion Government the real situation as to the railways, and to ask that the government acquire the lines either by agreement as to value, or by arbitration, and that meanwhile the Board of Railway Commissioners be asked to order the companies to furnish a daily mail and passenger service in each direction between Matapedia and Gaspé Basin.

MARCH
1920

CANADIAN RAILWAY AND MARINE WORLD

March, 1920.

Operating expenses	34,062,652.43	82.04
Net earnings	7,443,369.41	17.96
Total	100.00	

Earnings, Expenses and Net Earnings		Miles of Railway.	
Per mile operated year ended Dec. 31.		The total mileage operated at Dec. 31, 1918, including lines owned and leased, was 9,566.5 miles, made up as follows:	
Year	Net earnings	Lines in Nova Scotia	
miles	expenses	Quebec Division	
operated	earnings	Ontario Division	
1917	\$4,386.27	Minnesota Division	
1918	\$3,607.19	Central Division	
	\$789.08	Western Division	
	\$461.76	Pacific Division	
	\$48.53		
Fixed Charges Per Mile of Line.		Electric lines in Ontario	
Amount required per mile of road to pay fixed charges, including leased lines			
Description of Freight Carried for Years Ended Dec. 31.			
		Location of Lines.	
		Nova Scotia	
		Quebec	
		Ontario	
		Manitoba	
		Saskatchewan	
		Alberta	
		British Columbia	
		Minnesota	
		Total	
		Average miles operated for fiscal year	
		Summary of Mileage.	
		Mileage owned by Canadian Northern Ry. System	
		Joint running rights, etc.—	
		Toronto to Rosedale, G.T.R.	
		Grand Trunk Crossing, Orillia, C.P.	
		Riverside to Kingston, C.P.R.	
		Hawthornside to Ottawa Union Station, G.T.R.	
		Current River to Port Arthur, G.P.R.	
		Chip Lake to Obed, G.T.P.	
		Snaring to Gekie, G.T.P.	
		New Westminster to Vancouver, Great Northern	
		Halifax to Southwestern Jct., C.G.R.	
		Middleton Jct. to Middleton, D.A.R.	
		Dunth to D.W. & P. Jct. Nor. Pac.	
		Lines leased—Northern Pacific in Manitoba	
		Total mileage operated	
		9,566.5	

Flour, sacks (100 lb. each)		1918	
Grain, bushels		8,904,498	
Live stock, head (all kinds)		7,138,927	
Logs and lumber, ft., m.f.		634,538	
Firewood, cords		1,614,829	
Coal, tons		1,370,656	
Immigrants' effects, cars		334,489	
Building material (lime, stone, brick, sand, etc.), cars		2,373,985	
Miscellaneous, tons		29,794	
Passenger, Freight and Miscellaneous Statistics Compared With Previous Fiscal Year.		4,048,065	
PASSENGER TRAFFIC		1917	
Passengers carried (earning revenue)		4,114,965	
Passengers carried one mile		288,067,800	
Passengers carried one mile per mile of road		30,477	
Average distance carried		70.01	
Total passenger revenue		\$7,127,141.55	
Average amount received per passenger		\$1.73.225	
Average amount received per passenger per mile, cents		.02.474	
Total passenger train earnings		\$8,783,084.63	
Passenger train earnings per train mile		1.28.903	
FREIGHT TRAFFIC		1917	
Revenue tons carried		13,289,641	
Revenue tons carried one mile		4,021,275,963	
Revenue tons carried one mile per mile of road		425,442	
Average distance hauled of one ton		302.59	
Total freight revenue		\$35,874,816.63	
Average amount received for each ton of freight		\$2.68.441	
Average revenue per ton per mile, cents		.00.887	
Total freight train earnings		\$36,719,186.76	
Freight train earnings per train mile		\$3.24.220	
Mileage of passenger		TRAIN MILEAGE	

Operating expenses		1918	
Net earnings		7,443,369.41	
Total		100.00	
Earnings, Expenses and Net Earnings		Per mile operated year ended Dec. 31.	
Year		Net earnings	
miles		expenses	
operated		earnings	
1917		\$4,386.27	
1918		\$3,607.19	
		\$789.08	
		\$461.76	
		\$48.53	
Fixed Charges Per Mile of Line.		1917	
Amount required per mile of road to pay fixed charges, including leased lines		\$1.893.60	
Description of Freight Carried for Years Ended Dec. 31.		\$1,695.24	
		1918	
		8,904,498	
		7,138,927	
		634,538	
		1,614,829	
		1,370,656	
		334,489	
		2,373,985	
		29,794	
		4,048,065	
Passenger, Freight and Miscellaneous Statistics Compared With Previous Fiscal Year.		1917	
PASSENGER TRAFFIC		1918	
Passengers carried (earning revenue)		4,114,965	
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Average distance carried		70.01	
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Freight train earnings per train mile		\$3.24.220	
Mileage of passenger		TRAIN MILEAGE	

sioned. It was evident that the Canadian Express Company showed lack of care in transportation. It ought to know its business sufficiently not to take over a defective car from another company, if it was necessary to assume in this case to believe that this car was not in a proper condition when taken over at Port Huron. As it was admitted the temperature of the car was too high when it arrived at Montreal, it was probable that it had not been sufficiently iced between Port Huron and Montreal. The Superior Court's decision dismissing the action as against the American Express Co. was affirmed, and reversed as against the Canadian Express Co. Judgment for \$424.74 with interest and costs was entered against the Canadian Express Co.

Railway Situation in Gaspe Peninsula.

A meeting of merchants, lumbermen and others interested in the development of the Gaspe Peninsula was held in Quebec, Feb. 5, to consider the railway situation in their district. It is served by the Quebec Oriental Ry., from Matapedia on the Intercolonial Ry., to New Carlisle, 98 miles; and the Atlantic, Quebec and Western Ry., from New Carlisle to Gaspe Basin, 104 miles; both lines being under one management. After hearing reports as to the condition of the roadbed, the rolling stock and the service being given, an association for the improvement of the railway situation on the Gaspe coast was formed, with Hon. J. H. Kelly as President, and a number of resolutions were passed. The two important ones were: To authorize the executive committee to place before the Dominion Government the real situation as to the railways, and to ask that the government acquire the lines either by agreement as to value, or by arbitration, and that meanwhile the Board of Railway Commissioners be asked to order the companies to furnish a daily mail and passenger service in each direction between Matapedia and Gaspe Basin.

Ice Railway at Port Arthur—The Contractors for the extension of the breakwater at Current River, Port Arthur, Ont., Chambers, McQuigge, McCaffrey