

HALIFAX
AND
SOUTHWESTERN
LINES

River St. Clair Ry. Bridge and Tunnel Co.

Middleton and Victoria Beach Ry. Co.—
The Granville and Victoria Beach Ry. and Development Co. (Ltd.) was incorporated in 1897 by the Nova Scotia Legislature, with two years in which to commence its line; and in 1899 the time within which it was to begin operations was extended for two years. Last session a further act was passed reviving the charter and giving the Co., which was re-named the Middleton and Victoria Beach Ry. Co., (Ltd.), a further period of two years in which to begin work. A further amendment was made in the original act by authorizing the construction of the line from Middleton instead of from Bridgetown.

At a meeting for organization recently held in Halifax, the following officers were elected:

December 1901

complete, but it is not likely that work will be laid until spring. (Dec., 1901, pg. 355.)

Middleton and Victoria Beach Ry.—Two routes have been surveyed by D. S. Noble, C.E., between Bridgetown, N.S., which was to have been the original starting point of the line, and Middleton, N.S., the present proposed point of junction with the Dominion Atlantic Ry. One is next to the main Annapolis highway, and the other just south of the Clarence road. The latter route is most generally desired by the residents of the district. One of the routes, it is stated, parallels the D.A.R. from Middleton to Paradise at a distance of only a few rods. L. Whitman, C.E., and W. F. Pickering have been assisting Mr. Noble in making the surveys. The Co.'s offices are in Bridgetown. (Dec., 1901, pg. 355.)

Middleton and Vernon Ry.—It is reported

January 1902

DEC., 1901.]

THE

S. C. McKay, President; J. Erwin, Vice-President; W. Hay, Secretary-Treasurer; O. T. Daniels, Solicitor and D. S. Noble, engineer.

A contract has been let for the work to M. J. O'Brien, calling for its completion within two years. The first sod of the new line was turned at Granville ferry by the Lieut.-Governor of Nova Scotia, Sept 3. The line starts at Middleton, where junctions will be effected with the Dominion Atlantic and the Nova Scotia Central railways, and will extend to Victoria beach, 48 miles. Originally the line was projected from Bridgetown to Victoria beach, 30 miles, and a subsidy of \$3,200 a mile was obtained from the Dominion Parliament in 1899-1900. Last year a similar subsidy for the additional 18 miles to Middleton was secured. The route has been surveyed via Brooklyn, Clarence and Barrington, in which towns it is proposed to have stations if arrangements can be made, and also in Belleisle, Granville Center, Granville ferry, Karsdale and Lower Granville to Victoria beach. This terminal point is a natural port open all the year round, with a minimum depth of water of 35 ft., and situated 60 miles from Eastport, Me. The Dominion Iron and Steel Co.'s engineer, Mr. Jennison, has been inspecting Victoria beach to report on its facilities as a shipping point. (Aug., 1900, pg. 239.)

The Minnesota and International Ry. is

December
1901

from Rivière à Pierre. (Dec., 1901, pg. 354.)

Halifax and South-Western Ry.—Surveys are reported completed for this line from Halifax, N.S., to Barrington Passage, and rough plans have been prepared, showing several possible routes. No arrangement has yet been made between Mackenzie, Mann & Co., and the N.S. Government, in regard to any particular route, and until this is done it is impossible to say what points will be served by the new line. The surveys have been in charge of H. K. Wicksteed, C.E. It is not probable that any construction will be engaged in until after the meeting of the N.S. Legislature, by which body the contract has to be ratified. It is expected that A. Sinclair, C.E., who is now Manager of Construction of the Inverness and Richmond Ry., will be Manager of Construction of the H. and S.W. R. (Dec., 1901, pg. 355.)

The Hudson's Bay and North-West Rys.

December 1901

pg. 40.)

Coast Ry. of Nova Scotia. The first section of this line, from Yarmouth to East Pubnico, 31 miles, is being operated. Last season the 2nd section of 20 miles from East Pubnico to Barrington was graded to Atwood Brook, 17 miles, structures built & ties distributed. During the winter the stone required for the uncompleted masonry on this section was cut & delivered on the sites of the structures, which are incomplete only for about 3 miles, & are principally box culverts, there being only one bridge of 60 ft. span. We are officially informed that if weather permits work will be resumed about May 1 on the completion of the 2nd section, & that in all probability work will be carried on beyond Barrington. The 3rd section of 30 miles between Barrington & Lockeport has been surveyed & the timber taken off, & surveys have been made for part of the line between Lockeport & Halifax. A stone wharf, 250 ft. long & 60 ft. wide, has been built at Barrington, to which 150 ft. of pile wharf will be added. When the line is completed to Barrington a steamer will run between Barrington & Hali-

tax, ending at all shore ports. It is said the Co. will survey a branch from Liverpool north to Caledonia, 25 miles. It is intended to change the name of the Co. to The Halifax & Yarmouth Ry. Co. (Nov., '98, pg. 238.)

Edmonton Bridge.—We are officially informed by the Dominion Department of Public Works that a contract has been let by the Department for the construction of the super-

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E RAILWAY AND SHIPPING WORLD

private fortunes. The Messrs. Brill and Mr. Fletcher intended last summer to proceed with the work of construction from Barrington towards Lockeport, under the terms of a proposed contract, which is now in the possession of the Nova Scotia Government, provided the subsidies on the road from Pubnico to Barrington were paid to them. The road between these two points has not yet been inspected, though it has been completed for some time. The Provincial Engineer granted leave provisionally to the Co. about a year ago to run trains on this part of the railway. Therefore Messrs. Brill and Mr. Fletcher deem it best to cease the operation of this portion of the railway for the present and to await its inspection by the Government Engineer. When it is approved and payment of the subsidies and right of way arranged for, they will resume the operation of it. They are ready to proceed with the work of construction towards Lockeport on the terms of the proposed contract before referred to, provided the following things are arranged on a fair basis: 1. An extension of the contract with the Dominion Government to the same date as that fixed in the proposed contract with the Nova Scotia Government; and a contract with the Dominion Government for a subsidy from Clyde to Lockeport. Some understanding must be arrived at with both Governments that the Co. is undertaking construction on the assumption that it will receive the subsidies from both Governments. 2. The Co. must receive a definite assurance that the municipalities will repay it the money paid for right of way, on filing the receipt of the landowner for his damages. 3. The Co. will also ask that the location of the road be fixed, at least as far as now surveyed by it, before further construction is undertaken. The Co. is quite willing that the road shall be located in accordance with the principle that it should subserve the population along the shore, so far as this can be made to harmonize with the location of a trunk line from Yarmouth to Halifax. With the active assistance of all parties interested it will be possible for the Co. to proceed with the undertaking at once."

Hudson's Bay and Northwest Ry. Co.—
This Co. sought powers at this session of the

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additional stock in the Co.

Halifax and Yarmouth.—This line has been completed from Yarmouth to Barrington Passage, 51 miles, and in addition the line has been located as far as East Jordan, and preliminary surveys have been made through to Halifax. The Co. is only operating the line between Yarmouth and East Pubnico, 31 miles. We have been unable to obtain any information as to the future policy of the Co. When Supt. Wheaton was succeeded as Acting-Supt. by Clark Cooper, in Dec. last, the latter issued the following statement over the signature of President F. Rawle:—

"The Coast Ry. Co., now the Halifax & Yarmouth Ry. Co., with its undertaking to construct a railway from Yarmouth to Lockport, was promoted by T. Robertson, M.P.P. for Shelburne, L. Atwood, A. N. Chandler and A. C. Chadburn. Work was commenced in the spring or early summer of 1894, through the medium of a construction company. The Ry. Co. and the construction company, as originally constituted, had no financial strength whatever. The Messrs. Brill and Mr. Fletcher became connected with the construction company after the enterprise was started, through representations as to the charter rights, contracts, subsidies, rights of way, etc., made by the promoters above-mentioned, which representations, unfortunately, have not been realized. After Messrs. Brill and Mr. Fletcher had, through the construction company, made an expenditure of, approximately, \$60,000, they were compelled to guarantee the completion of the contract to build the road and to pay workmen and material. They had either to do this or lose the money already put into the enterprise. In spite of many difficulties they have constructed 51 miles of railway which is second to none in Canada in the substantial way it has been built. The nature of the country made construction difficult, slow and costly; no machinery could be used; the work was all pick-and-shovel or rock excavation. Up to this date the Messrs. Brill and Mr. Fletcher have expended over \$700,000 on these 51 miles. They have received no part of the Government subsidies for the mileage between Pubnico and Barrington Passage, nor have they been repaid the money paid by them for right of way through the part of the municipality of Barrington traversed by this portion of the road. They have met all their bills as they have become due, and in this respect claim that they have acted honorably by their employees and with those of the public with whom they have had to deal."

"The principle on which they have proceeded was to incur no debts for labor or supplies, which they had not the means to meet when they became due. They deemed this the juster course to the public and the Government as well, even if the construction of the road was deferred beyond the contract time. Up to this date they have had to carry this heavy financial burden at the expense of their

MAY 1901

shall be completed by Dec. 31, 1901, forty miles of it by Dec. 31, 1902, and 60 miles of it by Dec. 31, 1903. If the Co. fails to carry out these requirements its powers with respect to so much of its railway as remains uncompleted at the time of default shall cease.

The Guelph Junction Ry. Co., by legislation passed at the present session of the Dominion Parliament, is granted an additional term of five years to complete its line from its present terminus in Guelph to or near Goderich or to such other convenient point as shall give access thereto. So long as the city of Guelph holds \$20,000 of the stock of the Co. any citizen who is the holder of the Co.'s bonds, or who is assessed for \$1,000 or more shall be eligible as a director; and the Mayor or any citizen authorized by the City Council shall be a director to represent the city. The city is also given power to acquire and hold additional stock in the Co.

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Halifax and South Western Ry.—With the exception of some minor deviations, notably at Liverpool and between Milton and Shelburne, now under consideration, the route for the H. and S. W. Ry. has been definitely settled. Commencing at a junction with the Intercolonial Ry., about one mile on the Halifax side of Bedford station, the line runs via near English Corner, to the head of St. Margaret's bay, and skirts the bay to Hubbard's cove, proceeding via Chester along the shore of Mahone bay to a junction with the Nova Scotia Central Ry., recently acquired by MacKenzie, Mann & Co. The N.S.C. line will be used to Bridgewater, and from this point the route to be followed will be cross-country to Mill village and to near Milton, then on to Shelburne and Barrington, where connection will be made with the Halifax and Yarmouth Ry. At Milton an alternative route is under consideration by which the line will run into Liverpool and will join the other survey about 14 miles north of Shelburne. L. H. Wheaton was, according to latest reports, engaged in revising location surveys between Mahone bay and Bedford, and A. Mitchell making alternate location surveys between Liverpool and Shelburne. There is a tramway in operation between Liverpool and Milton, and the location of the H. and S.W.Ry. in this section depends largely on whether this line will be acquired or not. The general character of the

January 1903

JAN., 1903.]

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work is rather heavy excavation in a rocky and rough country, very similar to that between Lake Superior and Manitoba. Grading operations were carried on during last fall on a 10-mile section of the line from the boundary line between Halifax and Lunenburg counties, easterly, by J. A. Wheaton. This work was put in hand in lieu of going on with grading for a similar distance from the junction with the I.C.R. near Bedford, easterly, the plans for which had not been approved of by the Government. (Nov., 1902, pg. 382.)

Hamilton and Caledonia Ry. (Electric).

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extend the line to Goderich. (March, 1900,
pg. 77.)

Halifax and South Western Ry.—Dr. Martin Murphy, Provincial Engineer of Nova Scotia, in his annual report to Sept. 30, 1902, reports the progress made with surveys on the line. The contract was entered in on Aug. 20, 1901, and immediately thereafter preliminary surveys were made under the direction of H. K. Wicksteed, C.E.; and location surveys were commenced in April, 1902, after the contract had been ratified by the Legislature. On Aug. 7 plans were filed for a section of the line, and some correspondence took place in regard thereto, the plan and profile being approved from mileage 27 to mileage 40. The excess of curvature and unreasonable trestle structures were the objectionable features on the plans for the sections between station O, and mileage 27, and mileage 40 and 48½, and modifications of the same were being arranged with T. H. White, Chief Engineer in charge of construction. Special surveys were made by W. A. Hendry, on behalf of the Government, with a view of securing a suitable crossing of the La Have river, and several lines were recommended. "The delay in commencing construction throughout," the report states, "is fully justified in selecting the best course to adopt through rolling, tortuous, hilly ridges. The southwest coast of Nova Scotia is closely serrated by bays, bights and creeks that branch far inland, with bold, rocky headlands intervening, the peaks of which seldom exceed a height of 200 ft. The line has to keep as near as possible its course, keep clear of these tidal indents and find a favorable location across or between these ridges. One can easily get a location, many have been made, but to find the best and most advantageous one to adopt in the interests of construction and operation is the problem. Too many mistakes of injudicious alignment have been made in the past for lines in operation to repeat them here."

The completed plans have been submitted to the Government, and the Lieut.-Governor, at the opening of the Legislature recently, stated that construction would be vigorously prosecuted during the year. Surveys have been made from Margaret's Bay, with a view of providing an entrance into Halifax independent of the I.C.R.; the surveys previously made having contemplated joining the I.C.R.

April
1903

R. L. T. Galbraith, H. Watt, J. A. Harvey,
of Fort Steele, B.C. (Feb., pg. 41.)

Liverpool and Milton Ry.—Arguments
have been heard in the Supreme Court at Ot-
tawa and judgment reserved upon the appeal
of this company against a decision of the Su-
preme Court of Nova Scotia, granting an in-
junction to restrain the company from operat-
ing its trains on the railway where it passes
along a street in Liverpool, until certain re-
gulations made by the town council have been
complied with.

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MAY 1903

village council has decided to grant a franchise for a similar period. (Feb., pg. 43.)

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Middleton and Victoria Beach Ry.—An act was passed at the recent session of the Nova Scotia Legislature to enable this Company to proceed with the work of construction, which was being impeded by certain legal proceedings. The contract for the construction of the line from Middleton to Victoria Beach, about 41 miles, was entered into June 25, 1902, and construction was commenced immediately thereafter. In his report to Sept. 30, 1902, the Provincial Engineer says: "The work of grading is chiefly of a light loamy nature, through shallow cuttings that cannot be constructed in winter without undue expenditure. About seven miles of roadbed has been formed or roughly graded. So far no work in connection with bridge construction has been done, other than providing materials for erection during the ensuing working season. Material, such as ties, fencing, posts, etc., are being contracted for, for delivery in the spring." (Aug., 1902, pg. 265.)

MAY
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~~April~~
1903

miles from Port Arthur, Ont., and which line was originally planned to extend to Duluth, Minn.

Halifax Electric Tramway.—A special committee of the Halifax city council has been investigating the powers of the council in regard to the Tramway Co., and as a result suggests that legislation should be sought to require the Company to make a deposit with the city as security for the proper up-keep of the road-bed, and to compel it to live up to an approved time-table.

The new plant, which is in progress of installation at the power house, is expected to be ready for operation by Nov. 1. Of the additional power which will be generated, 300 h.p. will be utilized for the street railway purposes. The enlarged power house is 110 ft. by 126 ft., the addition being 45 ft. by 110 ft. (Nov., 1902, pg. 382.)

Halifax and Southwestern Ry.—The surveyed route, from a junction with the I.C.R. at Bedford, N.S., to the head of St. Margaret's bay, via English Corner, has been abandoned, and instead the line will be constructed from the I.C.R. at the west end of the yard in Halifax in a direct line to the head of St. Margaret's bay, via the Chain lakes. The route as surveyed between the head of St. Margaret's bay and Mahone has not been altered, and nothing definite has been settled with regard to the route from Bridgewater to Barrington Passage. The Halifax city council has indicated its opposition to the land

damages from Dutch Village to the city, less \$5,000 voted by the rural municipality. A contract for grading from Mahone Bay, on the Central Ry. of N.S., easterly for 40 miles, Kenzie, Mann & Co., has been let to Angus Sinclair, and press reports state that McDonald & Mitchell, of Williamstown, Ont., have a contract between Halifax and Chester. Labor is reported to be scarce. Contracts have been let for ties for 60 miles of line, and we are advised that it is expected to get track laid this year between Halifax and Mahone, and from Bridgewater to Liverpool; this, with the 13 miles of the Central Ry., which will be used between Mahone and Bridgewater, will give Liverpool a direct line into Halifax. (May, pg. 147.)

Halifax and Yarmouth Ry.—We are advised that the work of ballasting, etc., on the line as required by the Provincial Engineer, has been completed, and passenger trains have been operated for some time over the whole line from Yarmouth to Barrington Passage, N.S., 50 miles. (May, pg. 147.)

Hamilton and Caledonia Ry. (Electric).—In connection with the Company's application to the Ontario Legislature for an extension to the Ontario Legislature for an extension

DOMINION LINE STEAMSHIPS
FAST TWIN-SCREW SERVICE. WEEKLY SAILINGS.

MONTREAL TO LIVERPOOL

WEDNESDAY VIA QUEBEC

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delay and expense ever since the road has been built.

Halifax and Southwestern Ry. — The Halifax city engineer and T. H. White, chief engineer of the line, have been in consultation respecting the road crossings on the proposed entrance into the city. The clearing of the route in the vicinity of the city has been nearly completed. About a mile of track has been laid from Mahone towards Halifax and bridge building materials, ~~etc.~~, are being hauled in. (July, pg. 235.)

Halifax Electric Tramway. — The new power station, which is estimated to cost \$200,000, is expected to be completed by the

August
1903

will be proceeded with simultaneously with the projected Canada Central Ry. (April, pg. 119.)

Middleton and Victoria Beach Ry.—

This line, which is under construction from Middleton to Victoria Beach, N.S., about 40 miles, is reported to have been acquired by Mackenzie, Mann, & Co. (May, pg. 149.)

Montreal and Southern Counties Ry. (Electric).—Negotiations are in progress between A. J. DeB. Corriveau and the officials of the Central Vermont Ry. respecting the

August 1903

SEPT., 1905.]

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ered at Goderich for that end of the

A Goderich press representative re-
went over the line from that end as
the Manchester bridge, and reports
grading nearly all completed, and the
work well advanced. (Aug., pg. 351.)

St. Mary and Southwestern Ry.—A plan and
description of the site and side elevation of
proposed fixed railway bridge at the cross-
the Jordan River, Shelburne, N.S., has
been filed, and application has been made
for an Order-in-Council approving of the plan
location. (July, pg. 281.)

Intercolonial Ry.—A contract has been
made with W. Kitchen, Fredericton, N.B., for

September 1905

of the line into Goderich, as originally located, did not prove satisfactory, and others have been filed showing a number of deviations. (Sept., pg. 405.)

Halifax and South Western Ry.—The grading between Sable River and Shelburne, N.S., has been completed, and work between Sable River and Liverpool is well advanced. R. McColl, Provincial Engineer, recently inspected the line, accompanied by T. H. White, Chief Engineer, and approved of the location of stations. The ballasting of the Middleton and Victoria Beach section has been completed.

Mackenzie, Mann & Co. have ordered from F. H. Hopkins & Co., Montreal, 8,000 tons of English steel rails for this line, delivery to be made this fall.

An order has been placed with the Acton Burrows Co., Toronto, for enamelled iron station name signs for all the stations on the line. (Sept., pg. 407.)

Intercolonial Ry.—A new bridge over the

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JULY, 1906]

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have been in the field for some time, and a third left Dartmouth June 7. (May, pg. 253).

Halifax and South-Western Ry.—Ballasting on the line between Liverpool and Shelburne, N.S., is being gone on with, and the permanent bridge at Liverpool is nearly completed. The line through to Yarmouth is expected to be opened for traffic in the fall. The ballasting of the Middleton and Victoria Beach section has been completed, and it is expected to have the line opened for public traffic at an early date. (Dec., 1905, pg. 565).

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July 1906

10 EACH DIVISION CAME TO THE CONGRESS OF THE AMERICAN
11 Sept., pg. 313.)

12 **Halifax and South Western Ry.** We were
13 recently advised, that tracklaying on the sec-
14 tion of the line between Mahone and Halifax,
15 27 S. 68 miles, the ballasting and surfacing,
16 catleguards, fencing, crossing signs and tele-
17 graph line had been completed. The water
18 tanks were all completed and station build-
19 ings had been completed at Martin's River,
20 Chester Basin, Chester, East River, Hubbards
21 and Ingram Bay. From Mahone to Bridge-
22 water, nine miles of the old Nova Scotia Cen-
23

December 1904

PLANT OF THE LOCOMOTIVE

RAILWAY DEVELOPMENT.

(Continued from page 121.)

tral Ry. will be run over. On the section from Bridgewater to Liverpool, 31 miles, the grading has been completed to Brooklyn, 30 miles, the bridgework over the La Have River has been practically completed, and work is in progress on the foundations for the bridge over the Medway River. Fencing is being gone on with, and track had been laid to Liverpool Oct. 31. The foundations for the stations and tanks were being constructed. This will leave about 90 miles of line between Liverpool and Barrington Passage to be completed, but nothing will be done on it this year as the route has not been finally approved of by the Government. On the Middleton and Victoria Beach branch the 40 miles of grade was completed Nov. 12. Tracklaying is expected to be completed this year. The Railway Commissioners have made an order authorizing a junction of this line with the Dominion Atlantic Ry., and with the old Nova Scotia Central Ry., now H. and S. W. Ry., at Middleton. (Sept., pg. 313.)

Hamilton, Lancaster and Brantford Ry.

December 1904

Cameron, and H. M. FLOWER OF
Man.

Halifax and Southwestern Ry.—The line between Halifax and the junction with the old Nova Scotia Central Ry., at Mahone, 68 miles, has been completed, and track has been laid on the section from Bridgewater to Liverpool, 31 miles, but this latter section has not been ballasted. With the nine miles of the old Nova Scotia Central Ry., run over between Mahone and Bridgewater, trains are

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February ~~January~~ 1905

FEB., 1905.]

THE RAILWAY AND SHIPPING WORK

RAILWAY DEVELOPMENT.

(Continued from page 45.)

ters, Moncton, N.B.; Vice-President, Hon. F. A. Laurence, Truro, N.S.; other directors: Dr. Jos. Hayes, Parrsboro, N.S.; D. J. Thomas, Truro, N.S.; E. J. Ward, Kentville, N.S.; and Capt. J. Flemming, Halifax, N.S.

Edmonton, Yukon and Pacific Ry.—Appli-

being run over 108 miles of line on the eastern coast of the province. At present a tri-weekly service is being operated. Ballasting will be gone on with on the Bridgewater-Liverpool section in the spring. No decision has been reached respecting the location of the remaining section of the line from Liverpool to Barrington Passage or Yarmouth. (Dec., 1904, pg. 421.)

Hamilton Terminal Ry.—Application will

February 1905

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Haliburton to Mattawa, Ont.

Halifax and Southwestern Ry. A return presented Feb. 21 to the Nova Scotia Legislature showed that the plans for the line between Bristol and Sable River had been deposited Aug. 3, 1901, but had not been approved. There was a dispute between the company and the Government as to the proper place to construct the railway, in the interests of the road and the people of the country. A number of conferences had taken place between the company, its managers and engineers and the Government, and the Government had heard numerous delegations from the people of the locality. The plans for the line between Sable River and Barrington Passage were approved Sept. 12. Mar. 26 '03

MARCH 1905

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there. (Mar., pg. 93.)

Halifax and Southwestern Ry. The Provincial Engineer, in his report for 1904, dated Jan., 1905, states that the construction of the line from Halifax to Liverpool was pushed forward with considerable vigor. Tracklaying was completed from Mahone Bay to Halifax in Nov. On July 20, application was made to open the line from Mahone Bay to Chester for some special traffic. In company with the Dominion Government engineer and W. A. Hendry, C.E., of the Provincial staff, R. McColl, the Provincial Engineer, inspected the line and passed it for traffic at a slow rate of speed. The line was closed down immediately after the Chester regatta, in order to enable the company to complete the ballasting. There was considerable delay in this work owing to the difficulty experienced in securing material sufficiently clean for ballast anywhere along the line. A feature of the road is the masonry, which is of massive cut granite of the finest quality, equal, if not

superior, to any in the province. The steel bridges have all been completed and the station houses are either completed or under way. One lift of ballast has been put on throughout, and in some places a second lift has been put on, and will be completed as soon as the weather permits in the spring. Tracklaying was completed from Bridgewater to Liverpool in Nov., but too late to permit of much ballast being put on. The line was opened for passenger traffic, after

(Continued on page 185.)

April
1905

RAILWAY DEVELOPMENT.

(Continued from page 181.)

section, in Jan. Trains are being run on the Caledonia branch three times a week, there not being traffic for a daily train. West of Liverpool the work has been delayed, owing to the difficulty of deciding on the most suitable location. The first line surveyed was from Bridgewater west, passed north of Millidge, thence through Milton and down the east side of the Mersey River to Broad River, thence up Broad River and through the interior to Shelburne. A survey was made by the Department under the superintendence of W. A. Hendry, C.E., starting from the company's line a short distance west of Italy Cross, and running within $2\frac{1}{2}$ miles of Port Medway, thence through Brooklyn to Bristol, on the east side of the town of Liverpool. Later on, a survey was made by Mr. Hendry from Shelburne along the coast towards Liverpool, with the idea of diverting the line nearer the shore, to accommodate East Jordan, Lockeport, Ragged Island Harbor, Sable River, Port L'Herbert, Granite Village, Port Bell and Port Mouton,—connecting with the company's survey and running from Broad River through Summerville, Hunts Point, and Whites Point to Liverpool. Notwithstanding the shore being so rocky and rugged, he succeeded in getting a very fair line, which would touch most of the points along the shore, and at the same time would neither increase the length or cost to any extent. The company adopted the general route of the Department's survey from Italy Cross to Liverpool, but extended its own location up the east side of the Mersey River, through Milton, and then across the river and through the interior to Tom Tidney River, and then down the Tom Tidney to Sable River, where it connected with the Department's survey along the shore to Shelburne. The plan of the line from Liverpool to Barrington was not submitted until Aug. 5. Immediately upon receipt of this, the portion from Sable River to Barrington was recommended for approval, but the other portion was disapproved, on the ground that the line along the shore would be more suitable to the public. Work was immediately started on the portion approved from Shelburne to Sable River, and has been vigorously prosecuted ever since. A further examination has since been made over the disputed line, and it is hoped, now that full information has been gathered regarding these routes, that the location will be settled shortly, so as to enable work to be pushed forward as soon as the weather permits. (April, pg. 143.)

James Bay Ry.—We are advised that at the meeting of March the grading had been well

April 1905

with a view of an appeal being made against
the order.

Halifax and Southwestern Railway.

At the last session of the Nova Scotia Legislature an act was passed providing for a further loan to this company of \$1,075,000 for the purpose of purchasing the Halifax and Yarmouth Ry., and the Middleton and Victoria Beach Ry. This latter line is under construction from Middleton to Victoria Beach, about 40 miles, the tracklaying and ballasting being in progress. At the time it was acquired by Mackenzie, Mann & Co., some few miles had been graded, but some difficulties had been met with in connection with the location of the route, etc. The act provides for the loan of \$10,000 a mile for the 40 miles of the line at 3½%, the money to be raised by an issue of Government bonds.

The Halifax and Yarmouth Ry. extends from Yarmouth to Barrington Passage, 50 miles, and the act provides for a loan at the rate of \$13,500 a mile at 3½%, the money to be raised by an issue of provincial bonds. The original company chartered to construct the line was the Coast Ry. of Nova Scotia, the railway being projected from Halifax to Yarmouth, about 200 miles, and organization was started in Feb., 1893. The line was opened from Yarmouth to Pubnico, 28 miles, Aug. 18, 1897; to East Pubnico, 30.80 miles, Oct. 18, 1897; and to Barrington Passage, Jan. 15, 1900. This latter section of 20 miles was not continuously operated. A contract was made with the Dominion and Provincial Governments for the construction of a further 90 miles from Barrington Passage to Lockport, but nothing was done. In 1899 the name of the company was changed to the Halifax and Yarmouth Ry. The length of the line is officially given as 50.10 miles, sidings 3.26 miles, laid with 56-lb. steel. The sharpest curve has a radius of 955 ft., and the steepest gradient is 79 ft. to the mile. Its rolling stock on June 30, 1904, consisted of 4 locomotives, 7 first-class cars, 2 baggage and mail cars, 8 cattle and box cars, 28 flat cars, and one snow plow. During the year ended June 30, 1904, its operations showed: Train mileage—passenger trains, 18,500 miles; mixed trains, 29,600 miles; total, 48,100 miles; engine mileage, 50,315 miles. Passengers carried, 51,477; freight carried, 9,540 tons. Passenger receipts, \$26,523.59, freight receipts, \$11,328.33, mail and express, \$1,357.10; other sources, \$675.22;

June 1905

JUNE, 1905.]

THE RAILWAY AND SHIPPING WORK

for the express purpose of helping an
"man friend." The commissioner cites
instances which, in his opinion, go to
show that the American officials unneces-
sarily found fault with some of the subor-
dinate officials, no doubt for the purpose
of compelling them to resign their positions,
so that American friends could be appointed
in their place. The report closes with a
statement by the commissioner as follows:
"and no effort whatever was made to
get Canadians for the positions now

total earnings, \$39,884.29; working ex-
penses, \$30,354.11; net earnings, \$9,530.13.
Capital, issued and paid up, \$500,000; bonds,
\$750,000 issued; Dominion subsidy paid,
\$160,000; Provincial subsidy paid, \$156,-
449.33; municipal aid, \$15,338.93; total
capital, \$1,621,178.93, on which there had
been paid \$831,788.26. Total cost of line
and rolling stock, \$973,146.86.

The transfer of the line to the H. and S.W.
Ry. was made on May 27.

June 1905

kenzie, Mann & Co.
n, **Halifax and South Western Ry.** J. D. Sul-
livan, heretofore attached to the office of the
2 Superintendent of Transportation, C.P.R.,
ed Montreal, has been appointed Superintendent
ie Halifax and South Western Ry., succeeding
en J. Brignell, appointed Local Auditor. Office,
Bridgewater, N.S.
nt A circular issued by W. H. Grant, Manager
as of Construction for Mackenzie, Mann & Co.'s
ed Halifax and South Western Ry. contract
or states that L. H. Wheaton has been appointed
lot Chief Engineer of the Halifax and South
ng Western Ry. with headquarters at Bridge-
es water, N.S., vice T. H. White, assigned to
other duties. See also Mackenzie, Mann &
ent Co.'s Eastern Lines.
Intercolonial Ry.—We are officially advised

December
1905

the line crossing the
points. (Oct., pg. 459).

Halifax and Southwestern Ry.—A plan of the proposed bridge across the line at the crossing of the Mersey River, near Liverpool, N.S., has been deposited with the Minister of Public Works, Ottawa, and an application has been made for an order-in-council approving of the location of the bridge. (Oct., pg. 459).

Intercolonial Ry.—Tenders are under consideration for the erection of seven 50,000

December 1905

Nov., 1906]

THE

present line in the Cascade mountains, and will cross the Spokane River below Fort Wright, striking in nearly an air line for the Snake River. It will follow the valley of the Snake and the Columbia rivers to Portland. The gradient is expected not to exceed in any case 0.4%, and the curvature 3 degrees. A despatch from Tacoma, Wash., says: "J. J. Hill will build the town of St. James, on Gray's Bay, 16 miles above the mouth of the Columbia river. Mr. Hill's North Bank road, now being built down the Columbia river from Pasco to Vancouver, will be extended westward to Gray's Bay, an ocean port will be created at that point."

Halifax and Southwestern Ry.—With the completion of the connection between the H. and S. Ry. and the old Halifax and Yarmouth Ry., near Barrington, N.S., this system has a length of 370 miles, distributed as follows: Halifax to Yarmouth, 248 miles, including 1.7 miles trackage over the I.C.R.; Lunenburg branch, 7 miles; Caledonia branch, 23 miles;—Middleton section to Victoria beach, 93 miles. There are altogether 155 steel bridges on the line, ranging from 25 ft. to 80 ft. spans. The system comprises the old Halifax and Yarmouth Ry. and the old Central Ry. of Nova Scotia, which were acquired by Mackenzie, Mann & Co. in connection with the construction of the Halifax and Southwestern Ry. The charter of the Middleton and Victoria Beach Ry. was also acquired, and the line completed, and the line from New Germany to Caledonia was constructed under the charter of the old Central Ry. (Oct., pg. 583).

Hill Lines in Canada.—A contract has been let to Neil & Moody, of Warroad, Minn., for

October
1906

service. (Sept., pg. 529).

Springfield Ry. Co.—There has been constructed in Nova Scotia a regular standard gauge railway for lumbering purposes, about eight miles in length, near Bridgewater, by the Davison Lumber Co. The company owns extensive timber areas in Lunenburg, Queens and Annapolis counties, and it was for the purpose of developing these that the construction of the line was decided upon. The plans were deposited with the Provincial Engineer at Halifax, in Aug., 1904, for a section of $4\frac{1}{2}$ miles, and subsequently plans for the construction of a further $3\frac{1}{4}$ miles were deposited. The plans were approved, and construction was proceeded with, and upon inspection by — Hendry, C.E., was opened for traffic. The line, the Provincial Engineer reports, while having rather heavier gradients than is desirable on a railway to carry on a general passenger and freight traffic, is well adapted for the present trade, and the location is such that these gradients can be improved with a small expenditure at any time it is proposed to take up passenger traffic or extend the line. In other respects the railway is practically up to the standard for a railway suitable for carrying on a general passenger and freight traffic.

Temiskaming and Northern Ontario Ry.—

October 1906

decide whether construction will be gone on with this fall or not. (Sept., pg. 527).

Halifax and Southwestern Ry.—C. W. Spencer, General Manager Mackenzie, Mann & Co.'s Eastern Lines recently completed a trip over the H. and S.W.R. The line between Halifax and Yarmouth is completed, with the exception of a stretch of about three miles east of Barrington. This was expected to be completed early in October, and it was hoped to have this portion of the line in operation by the fall. The branch from Middleton to Victoria Beach was opened for traffic early in the month.

Indian River Ry.—The Dominion Parliament will be asked next session to pass an act

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October 1906

completed. (July, pg. 379).

Halifax and South-Western Ry.—We were recently advised that the grading on the main line had been finished, and all the bridge sub-structures, except at Mersey, Jordan and Clyde Rivers, completed. At these points the work is well under way, the piers and abutments at the latter two rivers being more than half completed. The steel spans are being shipped for all the bridges west of Liverpool, N.S. Track has been laid from Liverpool to about two miles west of Shelburne, about 53 miles in all, and good progress is being made with the work towards Barrington. About six miles of the additional track have been ballasted, and two steam shovels are employed in getting out ballast. The station buildings and tanks are being erected.

The Middleton and Victoria Beach section, 39.6 miles, has been completed, and has been inspected by Inspecting Engineer Johnson of the Department of Railways. The large pier which the Department of Public Works has erected at the Victoria Beach terminus, at a cost of about \$100,000, is practically completed. (July, pg. 381).

Hamilton and Guelph Junction Ry.—Fol-

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