

C. RIFF

ATLANTIC
QUEBEC
AND
WESTERN

(Nov., 1906, pg. 607.

Atlantic, Quebec and Western Ry.—W. Moffatt, of Scotland, and J. Lavoie, Perce, Que., interviewed the Dominion Premier Jan. 2, with respect to the Dominion subsidy towards the construction of this line, of which 20 miles have already been completed. (Jan., pg 1).

February 1907

MAR., 1907]

THE RAILWAY AND MARINE WORLD

BRAKE.—Driver, Westinghouse American combined automatic and straight air; tender, Westinghouse air signal.

ENGINE TRUCK.—Two-wheel, swing centre bearing.

GRATE.—Style, C. I. rocking, to shake in four sections.

TENDER.—Frame, A. L. Co. 10 in. channels; tank, U-shape level top; capacity, 5,000 U.S. galls.; 10 tons coal.

VALVES.—Type, Richmond balanced; travel, $5\frac{1}{4}$ in.; steam lap, 1 in.; ex. lap, 0 in. setting line and line in full gear.

WHEELS.—Diameter, outside tire, 56 in.; centres, 50 in.; material, cast iron; engine truck wheels, 30 in. diameter, cast iron double plate; tender truck wheels, cast iron double plate.

Nova Scotia Society of Engineers.—A meeting of civil, electrical and other engineers was held at Halifax, N.S., Jan. 22, when it was decided to form a society with this title

Railway Finance, Meetings, etc.

Bals des Chaleur Ry.—The railway constructed under this title, afterwards transferred to the Atlantic and Lake Superior Ry., and of recent years operated by the bondholders, is reported to have been sold to the Atlantic, Quebec and Western Ry., the price, it is stated, being \$1,500,000. The Bals des Chaleur Ry. extends from Matapedia on the Intercolonial Ry. to Paspebiac, Que., 100 miles, and the Atlantic, Quebec and Western Ry. is under construction from Paspebiac to Gaspé. The B. des C. Ry. was one of the C. N. Armstrong enterprises, and has been the subject of a great deal of litigation, as well as of a Royal Commission.

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MARCH 1907

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)

Barren and Argoshtock Ry.—A contract

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April 1907

July, 1907]

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Railway Finance, Meetings, etc.

Atlantic and Lake Superior Ry. A order was made June 10 by the Exchequer Court confirming the scheme of arrangement filed in March, and amended in some details by the court. In pursuance of the scheme of arrangement the bondholders of the Baie des Chaleurs Ry. one of the companies amalgamated to form the A. and L. S. Ry. are invited to transfer and deliver to the Royal Trust Co., Montreal, up to July 15, the bonds held by them. Bonds not so transferred are barred from the benefits of the special trust fund, and the holders of the same will rank as ordinary unsecured creditors. A special general meeting of the shareholders of the B. d. C. Ry. Co. was called to be held in Montreal, June 15, for the purpose of declaring the forfeiture of the shares belonging to those shareholders who have made default in the payment of any call payable by them for the space of two months after the time appointed for the payment thereof, and of authorizing the directors to sell the shares so forfeited either at public auction or by private sale.

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

Canada Coast and Rd. Co. See Maritime

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July 1907

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.

Canada Water, Light and Wharves Co. The

July 1907

show rich prospects, but are not yet ready for transportation. (Feb., pg. 87.)

Atlantic, Quebec and Western Ry.—The Court of Exchequer at Ottawa has confirmed the sale of the Baie des Chaleurs Ry., which has been operated as the Atlantic and Lake Superior Ry., to the A., Q. and W. Ry. This company completed during 1906 about 20 miles of line from New Carlisle, Que., the terminus of the B. des C. Ry., to Port Daniel, and is going on with the construction of its line to Gaspé, a further distance of 80 miles, which it is expected to have completed within a year. The existing line between New Carlisle and Metapédia, where a junction is effected with the Intercolonial Ry., is to be overhauled, gradients reduced and curves taken out, stronger bridges built and heavier rails laid. The company has power to extend its line from Metapédia, Que., to Edmundston, N.B., and the approval of the Dominion Government is being asked for the location plans. (July, pg. 479.)

The Central Ontario Ry. Co. has completed

August ~~July~~ 1907

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alaska Central Ry.—Reports state that the first 50 miles of this line, which is being constructed from Seward, north via Sushitna Valley, to the Tanana River, has been completed, and is being operated. It is stated that by the end of the current year this mileage will be increased to 75 miles. It is expected the road will be completed to the Matuniska coal fields by Jan., 1909, the total distance being 183 miles from Seward. The main line of the road, as projected, is to extend through to Fairbanks, a distance of 463 miles. The most costly work involved on the entire route has been done. Seven tunnels have been bored, one of which is in use. The Sushitna Valley to be traversed by the road is 160 miles long and from 60 to 70 wide. Within 100 miles of Fairbanks the line crosses the Alaska range, a low pass affording a 1% gradient. The heaviest gradient on the entire system will not exceed 2%. In addition to the Sushitna Valley and Klatnaska coal fields, the A.C. Ry. will open the Yetna mining district, as well as the Kuskowin or Mount McKinley region, which show rich prospects, but are now without transportation. (Feb., pg. 87.)

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The Central Ontario Ry. Co. has completed the contract with the Dominion Government by which it will become entitled to the usual subsidy allowances upon the construction of 10 mile sections of the extension of its line from near Bancroft, to the Ottawa Division of the G.T.R. (the old

Gaspesian Ry.—The Quebec Legislature by an act passed last session incorporated a company with this title for the purpose of constructing a railway from Paspébiac through the county of Bonaventure, not further north than Causapsca, or further south than Cross Point, in the direction of Edmundston or Grand Falls, or to the boundary of the province of Quebec, in a direction between these two places, or to the boundary of the province of Quebec in the direction of the St. John River, N.B. The section extending from Metapedia to Edmundston or Grand Falls, or the St. John River, must be constructed and in operation before the company shall be allowed to run its trains between Metapedia and New Carlisle, and even afterwards the company shall not have power to stop its trains between these two points except for the taking of coal and water.

The company is given various incidental powers respecting wharves, docks, telephone and telegraph lines, steam and other vessels, the development of water powers, etc. It was given power to issue \$1,000,000 of common stock and bonds to the extent of \$45,000 per mile of railway constructed. The provisional directors are: J. N. Lavoie, Perce, Que.; W. Moffatt, A. W. Carpenter, E. B. Read, J. Mellowes, London, Eng. (Feb., pg. 87.)

Great Northern Ry. United States Lines in Canada.—We have been advised that the company has under construction a line from Waltham, N.D., to Morden, Man., a distance of about 24 miles. Waltham is the present terminus of a branch of the G.N.R. extending from Grafton on the Grand Forks-Neché line. This latter line has been extended to Portage la Prairie, Man., about 78 miles, under the charter of the Midland Ry. of Manitoba. The company's other line in Manitoba extends from St. John, N.D., to Brandon, 73 miles, and was constructed under the charter of the Brandon, Saskatchewan and Hudson's Bay Ry. P. E. Thian is Chief Engineer, and A. Guthrie & Co., St. Paul, Minn., constructed the two lines already completed, and are now grading the Waltham-Morden line. The houses on Ross Ave., Winnipeg, part of which has been acquired by the G.N.R. for terminal purposes, are being moved.

A survey party under B. E. Segar, of the G.N.R. staff, has been working along the Elk River to Michel, B.C. P. E. Thian, the company's engineer at Winnipeg, was recently over a portion of the route, in conjunction with Mr. Segar. The party expected to complete its work early in Aug. The G.N.R. is interested in the Crow's Nest

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Railway Finance, Meetings, etc.

Alberta Ry. and Irrigation Co. Gross earn-
ings for year ended June 30, \$190,975, against
\$112,958 for same period 1905-06.

Atlantic and Lake Superior Ry. - By an
order of the Court of Exchequer, June 24,
unsecured creditors of the Baie des Chaleurs
Ry. were given 30 days in which to file their
accounts against the company.

Another decision of the Court of Exchequer
confirms the agreement of sale of the line to
the Atlantic, Quebec and Western Ry. Co.
This decision clears up the legal tangle which
has been going on for the past 10 years be-
tween the shareholders, bondholders and
creditors of the A. and L.S. Ry., and enables
the A.Q. and W. Ry. to obtain a clear title to
the Baie des Chaleurs Ry., which is the only
portion of the lines proposed to be amal-
gamated as the A. and L.S. Ry., which was
actually operated as such. The other lines
which it was proposed to amalgamate were
the Great Eastern Ry., and the Ottawa
Valley Ry., neither of which are being
operated.

Columbia and Western Ry. F. A. Heinze

August 1907

Sept., 1907]

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Railway Finance, Meetings, etc.

Atlantic and Lake Superior Ry.—Bondholders who shall on or before Sept. 3 next transfer and deliver their bonds to the Royal Trust Company, together with all coupons from Sept. 1, 1895, inclusive, shall be entitled to receive, and the Royal Trust Co. shall issue to them, in exchange for the bonds thus transferred and delivered, certificates of participation in the Atlantic and Lake Superior Ry. Trust Fund in the following proportions, namely: 20% in ordinary certificates and 10% in deferred certificates, calculated on the nominal capital value of such bonds, it being an express condition that such transfer and delivery shall operate as an absolute sale assignment and transfer by the bondholders to the Royal Trust Co. and their successors in trust for the benefit of the said trust fund, of all claims against the company under the bonds thus transferred and delivered. And in pursuance of clause 6 of the scheme of arrangement the bondholders are invited to transfer and deliver under the foregoing conditions to the Royal Trust Co., the bonds held by them not later than Sept. 3, after which day no bonds will be received for the purpose of participating in the trust fund.

A general meeting of the holders of certificates of participation was held Aug. 28, at the Royal Trust Co.'s office, Montreal, for the purpose of authorizing the acquisition of the claims now held by the trustees for the bondholders of the A. and L.S. Ry., against the A. and L.S. Ry. Co. and its bondholders, and of confirming the issues of certificates of participation heretofore made by the trustees of the fund.

Atlantic and St. Lawrence Rd.—The annual meeting of shareholders was called for

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September 1907

(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 Gaspé, 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

October 1907

Co., the work of construction will be suspended temporarily. (Sept., pg. 663).

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 under construction from Fernie to Michel,

December 1907

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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.

April
1922

Train and interlocking rules be refused.

The Atlantic, Quebec and Western Railway's Financial Position.

A statement sent out by the trustees under the bankruptcy of the Charing Cross Bank, London, Eng., accompanying a third dividend, amounting to fourpence in the pound, making a total of 10%, gives some information concerning the bank's holdings in the Atlantic Quebec and Western Ry., now the only unrealized asset. The trustees of the bank hold 65% of the first mortgage bonds, and practically the whole of the second ones, the total outstanding bonded issue being \$4,598,650; as well as practically the whole of the \$2,000,000 of common stock. The first mortgage bonds are secured on the railway, rolling stock, lands, buildings and investments in the hands of the trustees for the bondholders. The trustees for the bank state that their policy of advancing money for the completion of the railway has been justified by securing for the company the cash, and land subsidies voted by the Dominion Parliament and the Quebec Legislature, and by relieving the railway of large claims which might have arisen as a result of unfulfilled contracts for construction. The trustees paid £51,597 to enable the railway to complete construction and to provide equipment, thus enabling it to claim £153,841 of cash subsidies, £51,546 of bridge subsidies and 400,000 acres of land subsidies. The land subsidies were disposed of to the Chicoutimi Estates Co. for £25,132 cash, and £180,000 of 6% bonds, of which £86,350 have been redeemed. £15,000 was also advanced the railway to enable it to meet its early operating expenses. The trustees received from the railway £89,273 for interest on bonds to Dec. 31, 1916. The operating losses from Aug. 1913 to Dec. 31, 1922, were £131,584, of which £6,517 represented the loss for 1922, and £26,592 that for 1921. The bankruptcy statement estimated the value of the rail-

JUNE 1924

Que. (July, pg. 320.)

The Atlantic, Quebec & Western Ry. and the Quebec Oriental Ry. operated by one management, extend from Matapedia, on the Intercolonial Ry., to Gaspé, Que., 202 miles. New ties are being put in at various points, a press report stating that it is intended to put in 100,000 this year. Additional ballasting is being done between Matapedia and Escuminac, 27 miles.

Burrard Inlet Tunnel and Bridge Co.—
The Board of Railway Commissioners

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e to give the Canadian latitude in financing its share of the cost
f of the waterfront grade separation, etc.
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e **Gaspe Railway Situation.**—A Quebec,
7. Que., newspaper said on May 15 that
-, Speaker Lemieux, of the House of Com-
o mons, who represents Gaspe, had an-
s. nounced that failure to agree on the
e terms under which the Canadian Na-
h tional Ry. would lease the Quebec Orien-
e tal and the Atlantic, Quebec and Western
d Rys., which are said to be unable to give
i an adequate service under present condi-
ic tions, had resulted in the situation being
d placed before Chief Commissioner Mc-
ic Keown, of the Board of Railway Com-
ls missioners. Mr. Lemieux advised Cana-
al dian Railway and Marine World on May
e 19 that he had not made such an an-
n nouncement "to the electors of Gaspe,"
7e but that the whole question was before
n the Dominion Government.

an **Windsor-Detroit Tunnel.**—A press re-

JUNE
1925

Railway Development, Projected Lines, Surveys, Construction, Betterments, Etc.

Alma & Jonquiere Ry.—The Board of Railway Commissioners has authorized the connection of the C. N. Rys. with the Alma & Jonquiere Ry. near Haberville, Que. (July, pg. 320.)

The Atlantic, Quebec & Western Ry. and the Quebec Oriental Ry. operated by one management, extend from Matapedia, on the Intercolonial Ry., to Gaspé, Que., 202 miles. New ties are being put in at various points, a press report stating that it is intended to put in 100,000 this year. Additional ballasting is being done between Matapedia and Escuminac.

and Buffalo Ry. It is said that the construction will be done by the Michigan Central Rd. (March, pg. 118.)

Edmonton, Dunvegan and British Columbia Ry.—A press report states that it is expected that an early decision will be reached with regard to the starting of construction on the projected extension of the Grand Prairie branch for 15 miles westerly. (March, pg. 320.)

Esquimalt and Nanaimo Ry.—We are officially advised that it has been decided to build a temporary boiler house at Wellington, Vancouver Island, B.C., to replace the buildings burned some time since. A definite decision

the Nipissing Central Ry. charter, from Swastika to Larder Lake. This is the line for which Sinclair Construction Co. has a contract.

A contract has been let to Jeffrey & Stevens, North Bay, Ont., for the erection of an addition to the Commission's office buildings at North Bay, at an estimated cost of \$20,000. (July, pg. 321.)

Vancouver Harbor Railway.—We are officially advised that a contract has been let to Leith, Murry & Co., for rails, fastenings, switches, frogs, switch stands, etc., for the Ballantyne pier section of the terminal railway under construction by Vancouver Harbor Commission. (July,