

ORFORD  
MOUNTAIN  
RAILWAY.

that company's station in St. John, have given rise to local reports that the C.P.R. has purchased the line.

**Orford Mountain Ry.**—A regular train service was inaugurated to Mansonville, Que., July 12, to which point the line has recently been extended. The railway now extends from Eastman, on the C.P.R. line, to Mansonville, and from Eastman to the G.T.R. at Windsor Mills, a total distance of 60 miles. It is stated that the line will be extended from Windsor Mills to Brompton Falls and thence to Sherbrooke. S. W. Foster, President of the O.M. Ry., is also interested in the construction of the Midland Ry. of Vermont, with which the O.M. Ry. will connect. (May, pg. 327).

The following are members of the board of management of the Provident Fund of the Intercolonial Ry., and Prince Edward Island Ry., to be administered under the act passed last session of the Dominion Parliament: D. Pottinger, General Manager, who is chairman under the act; T. C. Burpee, Engineer of Maintenance of Way, Moncton, N.B.; and W. A. Dube, Superintendent, Levis, Que., appointed by the management; J. Stewart, Moncton; and J. W. Nairn, Truro, N.S., elected by the men.

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NEW YORK RY., ONE OF THE NEW  
York Central lines in Canada. (Feb., 1906,  
pg. 65; June, 1905, pg. 243, and July, 1903,  
pg. 239).

**Orford Mountain Ry.**—There is under con-  
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completed during the current year. North  
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company has completed surveys for its pro-  
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pg. 565).

**Pacific and Atlantic Ry.**—Application will  
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October 1907



FEB., 1908]

## THE RAILWAY AND MARINE WORK

a grant of a right-of-way through the reserve under the general act of Congress of 1899, and early in 1907 let a contract for the construction of 15 miles of line between Republic and the north border of the reservation. The C.N.R. commenced the construction of a line along the same route, claiming the right-of-way under a special act of 1898. Litigation was commenced and the matter is now before the Supreme Court of the State of Washington.

Respecting construction in British Columbia, Mr. Beck said work on the extension up the North Fork of the Kettle River had been completed from Grand Forks to Lynch Creek, that it was intended to carry this extension as far as Franklin Camp and that further construction would be gone on with during the coming summer. (Jan., pg. 21).

The section of the line from Grand Forks to Lynch Creek, B.C., 18.5 miles, has been completed and a regular train service is being operated over it.

**Lothbore and Megantic Ry.**—See Quebec Eastern Ry.

**Manitoulin and North Shore Ry.**—The Minister of Railways replying to a question in the house of Commons, Jan. 8, said there had been completed 13.53 miles of main line, and 1.54 miles of branch line, and on account of the subsidy there was still 200,000

electricity. In 1903 an amending act was passed, changing the location of the line from Blythfield tp. to Ottawa, and authorizing construction along the highway if electricity was to be adopted as the motive power. Some surveys were made in 1905, when a plan and profile was filed with the Ontario Department of Public Works; and in 1906 it was reported but officially denied that the charter had been acquired by the Ottawa and New York Ry., one of the New York Central lines in Canada. (Feb., 1906, pg. 65; June, 1905, pg. 243, and July, 1903, pg. 239).

**Orford Mountain Ry.**—There is under construction an extension of the line from Mansonville, Que., to North Troy, Vt., about four miles, upon which to Dec. 31, 1907, there had been laid 2½ miles of track. The railway company is doing its own construction, and the extension is expected to be completed during the current year. North Troy is a station on the Newport section of the C.P.R., 44.07 miles from Brigham Jct., and 14.31 miles from Newport, Vt. The company has completed surveys for its projected extension from Windsor Mills to Bromptonville, Que., 8 miles. (Aug., 1907, pg. 565).

**Pacific and Atlantic Ry.**—Application will

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Northern Ontario Ry. (April, pg. 245.)

**Orford Mountain Ry.** — The extension which is now practically completed, will give a line from Rockland on the St. Francis River to Masonville, Que. on the International boundary. It was expected that the extension would be open for traffic by the end of April. (Jan., pg. 5.)

**Port Hood Richmond Ry. Coal Co.** — We have been advised that the company has

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mate. (Aug., pg. 351.)

**Oxford Mountain Ry.**—An extension from Eastman south to Potton Springs, Que., 12 miles, with stations at Bolton Centre, South Bolton and Potton Springs, was completed in 1905. A regular daily train service was put in operation over this piece of line June 5. Construction was started in Nov., 1904, on an extension from Kingsbury north-erly to Windsor Mills, about 10 miles, but work was closed down Jan. 15, when about eight miles had been graded and 34 miles of track laid. Construction was resumed April 15, and it is expected that the work will be fully completed by Sept. 30. On the branch from a point between Lawrenceville and Eastman to Lake Bonella, four miles have been completed, and it is expected to complete the remaining mile this season. R. K. Harris is Chief Engineer, and the company is doing the work itself.

**Potomac, Edward Island Ry.**—The recon-

September 1905



THESSALON  
AND  
NORTHERN  
RAILWAY.

Nyerr Lake, serving a number of mining properties.

**Thessalon and Northern Ry.**—A deputation consisting of A. E. Dymont, A. A. Burke, J. B. Dobie, H. Appleton, of Thessalon, Ont., and W. Greene, of Marquette, Mich., waited on the Minister of Railways at Ottawa, Jan. 10, to ask Government aid towards the construction of this projected railway. The company was incorporated last session of the Ontario Legislature to construct a line from the C.P.R. Algoma branch southeasterly to Thessalon and northeasterly to the Mississagua River. The intention of the company is to construct a line ultimately to the C.P.R. transcontinental line. The Minister of Railways promised consideration of the proposal, favorably commenting on the line southerly to Thessalon. (Mar., 1907, pg. 163).

**Trans-Canada Ry.**—Application is being

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it was asked that a committee be appointed to investigate the matter. (April, pg. 166.)

Thessalon and Northern Ry.—An extension of line has been granted by the Dominion Parliament for the building of the projected line from Thessalon Station, on the C. P. R. Algoma branch, to Thessalon town, and from Thessalon Station thence northerly to the Mississauga River in Gould tp. The section of the line into Thessalon has been built and is being operated by the C. P. R. (Nov., 1909, pg. 831.)

Timiskaming and Northern Ontario Ry.—  
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WINNIPEG

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STRIKE



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### The Winnipeg Sympathetic Strike.

Street railway transportation in Winnipeg was tied up for three days during the week which began on May 18, owing to 1,000 employes of the Winnipeg Electric Ry. striking, in sympathy with civic employes who struck for advances in wages. The strike, which involved 15,000 workers, in over a dozen unions, was the most disastrous in the history of the city and from the time that the first civic employes walked out until a settlement was effected was over a month.

The city was without street car service on one of the most important holidays of the year, viz., May 24, being the first summer holiday, and the tie up, while it only lasted three days, caused inconvenience to thousands of workers, who, living in the outlying districts, had to walk in many cases as much as six miles to get to their places of employment. Hundreds of owners of motor cars co-operated, at the request of the civic authorities, and at the rush hours a continuous string of cars could be seen passing up and down the busy thoroughfares.

The street car men went out on the morning of May 22, and a settlement was reached at noon on May 25, as a result of the visit of Senator Gideon Robertson, who acted as a mediator, and who, at the time the street car men struck, was on his way west. The street car men were called out as a last resort by the striking committee and this action was considered the trump card.

A magnificent spirit of co-operation was manifested throughout the city in a

June 1918



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A magnificent spirit of co-operation was manifested throughout the city in a desire to keep the public utilities running. Society women, who did not know the meaning of work, manned the telephone switchboards and helped to maintain a service for a week that the operators were out. Girls in railway offices dropped their pens, donned overalls and hustled trucks when the freight handlers joined the striking unions, and private motor car owners acted as jitney drivers in their desire to assist to their work those who had long distances to travel.

The underlying motive of the strike was not based entirely upon the refusal of the city to grant increases in the different departments, but rather on a point of principle. The city maintained that employees should arbitrate matters of this kind in war time. Labor spokesmen asserted that the life of unionism rested solely upon the right of labor to strike to procure their demands. The thorn in the flesh, in so far as the city was concerned, was due to the fact that about three-quarters of the firemen, who had lately formed a union, were the first to go out in sympathy, leaving the city without adequate fire protection. The basis of the agreement finally reached was that all matters affecting increases in wages should be arbitrated, with a strike as the last resort.

The Winnipeg Electric Ry. suffered the loss of thousands of dollars in revenue as a result of the rolling stock being tied up over the holiday. May 24 came on a Friday and preparations had been made on a large scale for entertaining the public at the various parks. Up until noon of the holiday hopes were held out that an agreement would be reached that day, and crews were at the various barns waiting to take their cars out. The walkout, from a street railway standpoint, was very regrettable, owing to the fact that only a short time before a new schedule had been drawn up for the street car men, providing for increases in all branches, and the best of relations exist between the company and its employees.

July  
1918



TH&B  
BRIDGEBURG  
YARD

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he work. (Sept., pg. 391.)

Toronto, Hamilton & Buffalo Ry.—A  
re at the shops at Aberdeen Ave., Hamil-  
on, Aug. 27, is reported to have caused  
\$10,000 damage. The boiler room, air-  
compressor room and store room, all of  
frame construction, were destroyed, the  
machine shop only being saved.

The new freight yards at Bridgeburg,  
Ont., laid out at a reported cost of \$100,-  
000, were put into operation Sept. 2.  
(Aug., pg. 337.)

October  
1918