

ABANDONED
RAILWAYS
OF
CANADA
1920-1930

Proposed Conversion of Abandoned Railway to Highway.

Discussions have been proceeding in regard to the conversion of Canadian Pacific Ry. abandoned right of way between Burketon, on Peterborough Subdivision, Trenton Division, Ontario District, and Lindsay Jct., on Port McNicoll Subdivision, Trenton Division, Ontario District, about 21 miles, operation of which was abandoned Dec. 10, 1932. The abandoned line ran slightly east of north from Burketon to Lindsay Jct., the greater part of it following the southeast shore of Lake Scugog. It passes through portions of Cartwright, Manvers and Ops Tps. The right of way varies from 66 to 100 ft. wide. The people living along the abandoned line, having discussed the obvious advantages of conversion of the right of way for highway purposes and

having taken up the matter with the Canadian Pacific management, the latter offered to convey the right of way to the three townships mentioned for \$1, subject to retention by the Canadian Pacific of certain incidental privileges, such as maintenance of its telegraph line. Since then, the councils of the townships have discussed the subject and have taken it up with Ontario Highways Department. At a meeting in Lindsay late in March, members of Victoria County Council, Lindsay Town Council and the councils of the three townships discussed the proposition, the idea having been expressed that the Burketon-Lindsay Jct. section could be linked up with Port Perry and thus with the main highway leading to Toronto. A report of the proceedings said that the plan is to widen the road-bed from 14 to 21 ft., that the Dominion and Ontario Governments had agreed to allow the widened road to be built on the

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Proposed Abandonment of Four Canadian National and Four Canadian Pacific Branch Lines.

Following the amending of the Railway Act by an act passed by Parliament at the 1932-33 session (1932-1933 Statutes, chap. 47), a railway company must secure the approval of the Board of Railway Commissioners before abandoning operation of any line of railway, the 1932-33 amending act inserting a sec. 165A in the Railway Act, reading as follows:—"The company may abandon the operation of any line of railway with the approval of the Board, and no company shall abandon the operation of any line of railway without such approval."

Recently, the Canadian National Railway Co. applied to the Board for approval of abandonment of four sections of line, and the Canadian Pacific applied to the Board for approval of abandonment of four sections, the procedure being, in such cases, that the railways file their applications for approval and are also required to serve copies of the applications on the municipalities concerned, following which the municipalities file submissions in the matter with the Board, after which the Board may arrange for hearings.

Canadian National Railways' Proposed Abandonments.

The four sections of line which the Canadian National proposes to abandon are:—(1) Havelock Subdivision, Moncton Division, Atlantic Region, between Elgin and Petitcodiac and Havelock, N.B., 26.1 miles. This distance is made up of 18.8 miles between Elgin and Petitcodiac, the junction point with the Sussex Subdivision, and the 12.3 miles between Havelock and Petitcodiac. (2) Aston Subdivision, Lewis Division, Quebec District, Central Region, between Victoriaville and St. Grégoire, 30.4 miles. This would mean almost complete abandonment of the Aston Subdivision line, leaving only the 4.9 miles of it between St. Grégoire and Doucet's Landing. (3) Freilighsburg Subdivision, St. Lawrence Division, Mont-real District, Central Region, between Farnham and Freilighsburg, Que., 18.4 miles. This would involve abandonment of the whole subdivision. (4) Port Perry Subdivision, Belleville Division, Southern Ontario District, Central Region, between Whitby town and Cresswell, 30 miles. This would leave only a small part of the

Havelock Subdivision line.—In the year from Oct., 1930, to Sept., 1931, the loss from operation of the sections proposed to be abandoned was \$30,122, from which should be deducted earnings on the balance of the system, accruing from the branch, totalling \$16,005, leaving a net loss of \$14,117. These sections were opened for operation in 1885, having been built under the charter of the Petitcodiac and Elgin branch railway company under the statutory authority of New Brunswick 1874 Statutes, chap. 74, and New Brunswick 1878 Statutes, chap. 101. In 1894, the name of the owning company was changed to Elgin and Havelock Ry. Co.; the lines were purchased by the Dominion Government on June 1, 1918, and were entrusted to the C.N.R. Co. for management in 1923. The track is laid with 50 lb. rail on 13.7 miles, 67 lb. on 9.9 miles and 80 lb. on 2.5 miles. The lines serve fairly well settled territory, but excellent gravel-surfaced highways parallel them, and extensively competition from motor vehicles is experienced during periods when they can operate. In the year 1933 the net loss resulting from operation was \$15,916.

Aston Subdivision.—The line proposed to be abandoned was opened for operation in 1864. It was built under Grand Trunk Ry. Co. of Canada charter, and came into the Canadian National system by the amalgamation of 1923. In the year Oct., 1930-Sept., 1931, operation of the branch resulted in net loss of \$63,274. The net loss from operation in the calendar year 1933 was \$38,313. The line is laid with 80 lb. branch line relay rails. There are three bridges on it, two in need of renewal. The line passes through fairly well settled territory, in which mixed farming and dairying are the principal industries, but the territory is well served by improved roads over which regular bus services are operated, and considerable trucking takes place. As the district's products lend themselves to motor vehicle movement, the railway experiences keen competition.

Freilighsburg Subdivision.—The portion of line was opened for operation in 1892; it was abandoned in 1893, but again placed in operation in 1901. It came into the Canadian National system with the beginning of C.N.R. opera-

which later became the Whitby and Port Perry Extension Ry. Co., and in 1877 became known as the Whitby, Port Perry and Lindsay Ry. Co. In 1882, in consolidation with other railways, it became the Midland Ry. Co., which in 1884 was leased to the Grand Trunk Ry. and in 1893 was amalgamated with the Grand Trunk Ry., becoming part of the C.N.R. in 1923. In the year Oct., 1930-Sept., 1931, its operation caused a net loss of \$80,594, and in the calendar year 1933 a net loss of \$17,164. The line passes through a prosperous mixed farming country, but there are no industries of consequence along it. A concrete highway, kept open all year, parallels it, and bus and truck service is available throughout. Of the 80 miles of track, 16 miles are laid with 56 lb. rail, 8 miles with 65 lb. rail and 6 miles with 80 lb. rail. Maximum grade to westbound traffic is 1.9% and to eastbound traffic 1.5%.

Canadian Pacific Railway Proposed Abandonments.

The Canadian Pacific, like the Canadian National, presented a separate application to the Board in respect of each section of line proposed to be abandoned. The sections are:—(1) Shore Line Subdivision, Brownville Division, New Brunswick District, between Shore Line Junction, 1 mile from St. Stephen, and Bonny River, 28.8 miles. This would leave, of the subdivision, the portion between Bonny River and Bay Shore, 51.8 miles.

(2) On Orford Subdivision, Farnham Division, Quebec District, between mile 0.95, at the international boundary, and Eastman, 21.9 miles. This would leave in operation the section of the subdivision from Eastman to Windsor Mills, 36 miles.

(3) On North Fork Subdivision, Kootenay Division, British Columbia District, between West End and Archibald, 17.4 miles. This would involve abandonment of the whole subdivision.

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In separate applications covering each of the four sections described above, the Canadian National management opened with an introductory paragraph as follows:—"Canadian National Railways hereby applies to the Board under section 165A of the Railway Act; sec. 2, subsec. 3, of the Canadian National-Canadian Pacific Act, 1933, and all other appropriate statutory provisions, for an order granting it leave to abandon the operation of the following line of railway, namely: Then, in the separate application for each section of line, it includes a statement giving a general description of the line; its special industrial relationships; its revenue and expenses for the year from Oct., 1930, to Sept., 1931, and for the calendar year 1933; an analysis of its freight traffic for those years, and a map of the territory through which it runs. Summaries of the information presented in respect of each line are given in the following:—

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Frelighsburg Subdivision.—The portion of line was opened for operation in 1882; it was abandoned in 1883, but again placed in operation in 1901. It came into the Canadian National system with the beginning of C.N.R. operation under lease of Nov. 1, 1928, of the Montreal and Province Line Ry. In the year from May, 1930, to April, 1931, it incurred a net loss of \$3,014; since Sept. 27, 1931, all scheduled service has been discontinued, only occasional freight service being given as required. In the year 1933 operation of the line caused a net loss of \$12,376. The line passes through hilly country, which is well settled, the chief industry being dairying. Good roads connect the villages served with provincial highways. Between Farnham and Stanbridge East, the line parallels the Canadian Pacific Ry. line, from one to three miles distant. Motor vehicle competition is quite severe. Of the total mileage of 18.4, 11.10 miles is laid with 56 lb. rail, 4.8 miles with 65 lb. rail, 0.75 mile with 72 lb. rail, 0.75 mile with 79 lb. rail, and 1 mile with 80 lb. rail. The maximum grade in both directions is 2.12%.

Port Perry Subdivision.—This section was opened for operation in 1877, having been built under the charter of the Port Whitby and Port Perry Ry. Co.,

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The Canadian Pacific applications resemble those of the Canadian National in that they were made under the same sections of the Railway Act and of the Canadian National-Canadian Pacific Act, 1933, and all other appropriate statutory provisions, and in that they were each accompanied by a statement giving a general description of the line proposed to be abandoned, its special industrial relationships, description of the territory traversed, and statements of earnings and expenses for specified periods. In all cases, however, the statements of earnings and expenses submitted by the Canadian Pacific apply to the calendar years 1931 and 1933. Brief summaries of the information presented in respect of each Canadian Pacific line are given in the following.

Shore Line Subdivision Line.—This line was built in 1880 by Grand Southern Ry. Co., and in 1901 was sold to New Brunswick Southern Ry. Co., and in 1911 was leased to the Canadian Pacific for 999 years. Of the 28.8 miles proposed to be abandoned, 17.7 miles are laid with 80 and 85 lb. rail, the balance being laid with rails weighing 73 lb. per yard and less. Maximum grades are 2%. The district served is thinly settled, but is

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wholly served by trunk and secondary highways. There are no industries on the line proposed to be abandoned. The net loss from operation in 1931 was \$32,395, and in 1933, \$33,709.

Orford Subdivision Line.—The history of this line goes back to 1888, when the Orford Mountain Ry. Co. was incorporated; the line was built in 1904-1910. It was leased to the Canadian Pacific for 999 years from Oct. 6, 1909, and has been operated as a part of the C.P.R. since March 1, 1910. On 2.1 miles there are 85 lb. rails, on 4.9 miles 80 lb. rails, and on 14.9 miles the rails weigh less than 80 lb. per yard. The maximum grade is 2.11%. The district served is thinly settled, and the railway is paralleled closely by improved highways. Industries served are few and small. In the calendar year 1931, there was a net loss from operation of \$15,960, and in 1933, one of \$13,217.

North Fork Subdivision Line.—This line, a Kettle Valley Ry. branch, was built as far as Lynch Creek, 1.8 miles short of Archibald, in 1906, and was extended to Archibald in 1919. The Kettle Valley Ry. was chartered in 1901, a lease to the Canadian Pacific for 999 years having been made in 1913. All rails on the line are 56 lb., except for 1.9 miles on which 80 lb. rails are laid. The maximum grade is 1%. The line runs through a very thinly settled district in which there is some mixed farming, a few small mines, and some production of logs, fence posts, and firewood. The line is paralleled by a local road. In 1931 it earned a net profit of \$503, but in 1933 there was a net loss of \$8,641.

Lardeau Subdivision Line.—This section of line was incorporated in 1901 as Kootenay and Arrowhead Ry., having been leased to the Canadian Pacific in the same year for 999 years. The line was built in 1902. The rails on 22 miles are 70 lb. and on the balance 56 lb. The maximum grade is 2%. The district traversed is very thinly settled. There are some fruit farming and lumbering, but no important industries. In 1931 operations resulted in a loss of \$28,104, and 1933 operations produced loss of \$23,707.

The railways have filed copies of their applications with the municipalities concerned in all cases. It was mentioned above that the applications were filed with the Board specifically under the Canadian National-Canadian Pacific Act, 1933, as well as under the Railway Act, sec. 165A. The Canadian National-Canadian Pacific Act, Dominion 1932-33 Statutes, sec. 2, subsec. 3, states:—"Notwithstanding anything in this Act or in any other Act any railway company may abandon the operation of any line of railway with the approval of the Board of Railway Commissioners for Canada, and no railway company shall abandon the operation of any line of railway without such approval."

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The Canadian Pacific applications resemble those of the Canadian National in that they were made under the same sections of the Railway Act and of the Canadian National-Canadian Pacific Act, 1933, and all other appropriate statutory provisions, and in that they were each accompanied by a statement giving a general description of the line proposed to be abandoned, its special industrial relationships, description of the territory traversed, and statements of earnings and expenses for specified periods. In all cases, however, the statements of the earnings and expenses submitted by the Canadian Pacific apply to the calendar years 1931 and 1933. Brief summaries of the information presented in respect of each Canadian Pacific line are given in the following:

Shore Line Subdivision Line.—This line was built in 1880 by Grand Southern Ry. Co., and in 1901 was sold to New Brunswick Southern Ry. Co., and in 1911 was leased to the Canadian Pacific for 999 years. Of the 28.8 miles proposed to be abandoned, 17.7 miles are laid with 80 and 85 lb. rail, the balance being laid with rails weighing 73 lb. per yard and less. Maximum grades are 2%. The district served is thinly settled, but is

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Canadian National Seeks to Abandon More Branch Lines

In Canadian Railway and Marine World for February, beginning on pg. 58, details were given of the applications made to the Board of Railway Commissioners by the Canadian National and Canadian Pacific Rys. for authority to abandon four branch lines each. In the case of the Canadian National, the sections for which authority to abandon was asked are:—on Havelock Subdivision, Moncton Division, Atlantic Region, between Elgin and Petitcodiac and Havelock, N.B., 26.1 miles; on Aston Subdivision, Levis Division, Quebec District, between Victoriaville and St. Gregoire, 30.4 miles; Frelighsburg Subdivision, St. Lawrence Division, Montreal District, Central Region, between Farnham and Frelighsburg, Que., 18.4 miles; Port Perry Subdivision, Belleville Division, Southern Ontario District, Central Region, between Whitby Town and Cresswell, 30 miles. The sections which the Canadian Pacific sought authority to abandon are:—on Shore line Subdivision, Brownville Division, New Brunswick District, between Shore line Junction and Bonny River, 28.8 miles; on Orford Subdivision, Farnham Division, Quebec District, between mile 0.95, at the international boundary, and Eastman, 21.9 miles; the North Fork Subdivision, Kootenay Division, British Columbia District, between West End and Archibald, 17.4 miles; the Lardeau Subdivision, Kootenay Division, British Columbia District, between Lardeau and Gerrard, 33.1 miles. The authority to abandon was sought under section 165A of the Railway Act, and sec. 2, subsec. 3 of the Canadian National-Canadian Pacific Act, 1933, and all other appropriate statutory provisions; in respect of each section of line, the article in the February issue gave particulars of the operating loss which the managements claimed; a brief historical review of the line; nature of the territory served; the traffic and the competition present, and information as to the character of the line, as concerns grades, weight of rail, etc.

Since those applications were filed, the Canadian National has filed applications with the Board for authority to abandon 20 additional sections of line, making a total of 24 sections which it has expressed desire to abandon to the time of writing, March 11.

On March 8 we were advised, officially,

operation. The rails on 26.89 miles are 56 lb.; on 1.2 miles they are 80 lb., and on 0.66 mile they are 85 lb. Maximum grades to both northbound and southbound traffic are 4%, compensated, and maximum curvature is 8 degrees. The system loss in 1933 from operation of the section was \$27,585. The territory served is sparsely settled, the chief industries being small lumbering operations with portable sawmills, and excavation of gravel for road building. There is some mixed farming. An excellent gravel road serves the territory, and bus and truck competition is experienced during the open season.

Nicolet Subdivision, Levis Division, Quebec District, Central Region, between St. Leonard Jct., mile 0, and Nicolet, mile 14.7, 14.7 miles. This line was opened for operation in 1890, having been built under the charter of Drummond County Ry. Co., under authority of Quebec 1886 Statutes, chap. 81, and Dominion 1893 Statutes, chap. 46. It was leased to the Dominion Government in 1893, and was later purchased to form a part of the Intercolonial Ry. The rail is 80 lb. on 0.11 mile, 70 lb. on 14.08 miles, and 67 lb. on 0.5 mile. Maximum grade is 1.15%, compensated, in each direction, and maximum curvature is 3 deg. The system loss from operation in 1933 was \$21,753. The territory served is a sparsely settled agricultural district; dairy products are moved by trucks over good gravel roads. The only community on the line is St. Monique, with population of 230.

L'Orignal Subdivision, Laurentian Division, Quebec District, Central Region, from Hawkesbury, mile 47.5, to Hurdman, mile 104.1, and Clarence Creek spur, between Rockland, mile 0, and Clarence Creek, mile 4.6, a total distance of 61.2 miles. The Hawkesbury-Hurdman section was opened for operation in 1909, having been built by Canadian Northern Ry. Co. (successor by change of name to James Bay Ry. Co., incorporated by Dominion Statutes 1895, chap. 50) under authority of Dominion 1907 Statutes, chap. 72. The Clarence Creek spur was opened for operation in 1895. It was built under the charter of the Prescott County Ry. Co. under authority of Dominion 1887 Statutes, chap. 82. The name of the company was changed to Central Counties Ry. Co. in 1889. The line was operated under

having been built under the East Richelieu Valley Ry. Co. charter, under authority of Quebec 1890 Statutes, chap. 91. In 1895, United Counties Ry. Co. was empowered to purchase East Richelieu Valley Ry. In 1900 Quebec Southern Ry. Co. was incorporated under Dominion Statutes to operate United Counties Ry. After a receivership, the property was purchased by Delaware & Hudson Rd., and transferred to Quebec, Montreal and Southern Ry., the latter having been purchased by Canadian National Ry. Co. in 1929 under authority of Dominion Statute. The section is laid with 80 lb. steel, maximum grade in each direction being 1%, and maximum curvature is 5 deg. A mixed farming district is served, but it is served also by good paved roads, and bus and truck competition has been severe. The section has not been operated or maintained since April 26, 1931.

Iberville Subdivision, St. Lawrence Division, Montreal District, Central Region, between St. Hyacinthe, mile 50, and Bellevue Jct., mile 31.3, 31.3 miles. This section was opened for operation in 1894, having been built under charter of United Counties Ry. Co. under authority of Quebec 1883 Statutes, chap. 90. The section came into Canadian National possession by purchase of the Quebec, Montreal and Southern Ry. The rails are 80 lb., maximum grade in both directions is 0.5%, and maximum curvature is 4 deg. The system loss from operation in 1933 was \$38,613. The line passes through a well settled farming district. Highways are good, and motor vehicle competition is acute.

Iberville Subdivision, St. Lawrence Division, Montreal District, Central Region, between Iberville, mile 21.9, and St. Hyacinthe, mile 50, 28.1 miles. This line was opened for operation in 1896. It was built under United Counties Ry. Co. charter, conferred by Quebec Statutes, 1883, chap. 90. It is laid with 80 lb. rail, in poor condition. Maximum grade to northbound traffic is 1% and to southbound traffic 0.9%, maximum curvature being 6 deg. The territory served is good mixed farming country, with an apple belt near Rougemont. A great part of the transportation service is performed by buses and trucks, which operate on good roads, and the Montreal and Southern Counties Ry. serves two points on the section, viz. Rougemont

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of the Railway Act, and sec. 2, subsec. 3 of the Canadian National-Canadian Pacific Act, 1933, and all other appropriate statutory provisions; in respect of each section of line, the article in the February issue gave particulars of the operating loss which the managements claimed; a brief historical review of the line; nature of the territory served; the traffic and the competition present; and information as to the character of the line, as concerns grades, weight of rail, etc.

Since those applications were filed, the Canadian National has filed applications with the Board for authority to abandon 20 additional sections of line, making a total of 24 sections which it has expressed desire to abandon to the time of writing, March 11.

On March 8 we were advised, officially, that the Canadian Pacific had made no applications to the Board for authority to abandon branch lines, additional to those covering the four lines described in the article in the February issue, as specified above.

In its recent request to the Board for authority to abandon, the Canadian National presented a separate application in respect of each of the 20 lines concerned. A summary of each is given in the following.

St. Martins Subdivision, Moncton Division, Atlantic Region, between Hampton, mile 0, and St. Martins, mile 28.75, 28.75 miles. This line was opened for operation in 1880. It was built under the charter of the St. Martins and Upham Ry. Co. under authority of New Brunswick 1871 Statutes, chap. 49, and Dominion of Canada 1887 Statutes, chap. 75. The name was later changed to the St. Martins Ry.; it was purchased by the Dominion Government in 1918, and entrusted to the Canadian National for

population of 230.

L'Orignal Subdivision, Laurentian Division, Quebec District, Central Region, from Hawkesbury, mile 47.5, to Hurdman, mile 104.1, and Clarence Creek spur, between Rockland, mile 0, and Clarence Creek, mile 4.6, a total distance of 61.2 miles. The Hawkesbury-Hurdman section was opened for operation in 1909, having been built by Canadian Northern Ry. Co. (successor by change of name to James Bay Ry. Co., incorporated by Dominion Statutes 1895, chap. 50) under authority of Dominion 1907 Statutes, chap. 72. The Clarence Creek spur was opened for operation in 1895. It was built under the charter of the Prescott County Ry. Co. under authority of Dominion 1887 Statutes, chap. 82. The name of the company was changed to Central Counties Ry. Co. in 1889. The line was operated under lease by the Canada Atlantic Ry. Co. until 1905, and the lease was assumed by the Grand Trunk Ry. Co. upon purchase of the Canada Atlantic Ry.

The rail is 85 lb. C.P.R. section, laid in 1919, and now in good condition. Maximum grade to eastbound traffic is 0.5%, and to westbound traffic 0.6%. Maximum curvature is 4 deg., and there is very little curvature. The system loss from operation in 1938 was \$35,625. The main line section serves a well settled mixed farming country, with traffic potentialities limited on the north by the Ottawa River, and on the south by a Canadian Pacific Ry. line, about seven miles distant. There are good highways, with the one to Ottawa open all the year, and keen competition from motor vehicles is experienced.

Iberville Subdivision, St. Lawrence Division, Montreal District, Central Region, between Noyan Jct., mile 0, and Iberville, mile 21.9, 21.9 miles. This section was opened for operation in 1896,

through a well settled farming district. Highways are good, and motor vehicle competition is acute.

Iberville Subdivision, St. Lawrence Division, Montreal District, Central Region, between Iberville, mile 21.9, and St. Hyacinthe, mile 50, 28.1 miles. This line was opened for operation in 1896. It was built under United Counties Ry. Co. charter, conferred by Quebec Statutes, 1888, chap. 90. It is laid with 80 lb. rail, in poor condition. Maximum grade to northbound traffic is 1% and to southbound traffic 0.9%, maximum curvature being 6 deg. The territory served is good mixed farming country, with an apple belt near Rougemont. A great part of the transportation service is performed by buses and trucks, which operate on good roads, and the Montreal and Southern Counties Ry. serves two points on the section, viz., Rougemont and Ste. Angele. The section has not been operated or maintained since Nov. 22, 1931.

Hemmingford Subdivision, St. Lawrence Division, Montreal District, Central Region, between St. Remi, mile 6.4, and Hemmingford, mile 21.3, 14.9 miles. This line was opened for operation in 1852, having been built under authority of Province of Canada 1847 Statutes, chap. 120. It was built under charter of the Lake St. Louis and Province Line Ry. Co., which in 1850 joined with the Montreal and Lachine Rd. Co. to become the Montreal and New York Rd. Co., which in 1857 joined with the Champlain and St. Lawrence Rd., becoming the Montreal and Champlain Rd. Co. It was leased in 1864 and sold in 1872 to the Grand Trunk Ry. Co. The section has 65 lb. and 79 lb. steel, laid in 1862, 0.1, and 1907. Maximum grade to northbound traffic is 0.5% and to southbound traffic 0.8%, maximum curvature being 1 deg. The system loss in 1931 was

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to be abandoned applies here also. The line passes through well-settled agricultural territory, in which there are improved roads connecting with the main provincial highways, and motor vehicle competition has been very keen. The section has not been operated or maintained since Dec. 4, 1932.

Hagersville Subdivision, London Division, Southern Ontario District, Central Region, between Jarvis, mile 32.2, and Port Dover, mile 41.2, nine miles. This line was opened for operation in 1878, having been built under the charter of the Hamilton and Lake Erie Ry. Co., granted under Ontario 1869 Statutes, chap. 36. In 1874 the Hamilton and Lake Erie Ry. Co. was amalgamated with the Hamilton and North-Western Ry. Co.; in turn, in 1888, the amalgamated company was amalgamated with the G.T. Ry. Co. of Canada, the line having come under Canadian National Ry. Co. management in 1923. The section proposed to be abandoned is laid with light rail in poor condition. Maximum grade to northbound traffic is 0.75%, and to southbound traffic 0.66%. Maximum curvature is 8 deg. The section of line proposed to be abandoned passes through thinly populated mixed farming territory, well served by improved highway. There has been no train service on the portion of line, and no maintenance done on it, since Sept. 26, 1931.

Lac Ste. Anne Subdivision, Edmonton Division, Alberta District, Western Region, between Peace River Jct., mile 31, and Darson Jct., mile 63.6, 32.6 miles. This line was opened for operation in 1915; it was built under authority granted by Dominion 1910 Statutes, chap. 6, to Canadian Northern Alberta Ry. Co., which was acquired by Canadian Northern Ry. Co. in July, 1914, control of the latter having passed to the Dominion Government in 1917. The line is laid with 80 lb. rail. Maximum grade to both eastbound and westbound traffic is 0.4%, compensated. In the year 1933 the system loss from operation was \$29,104. The line passes through a well-timbered country with scattered farms, and there is considerable summer resort development around Alberta Beach. At Lac Ste. Anne there is a Roman Catholic shrine to which between 1,000 and 2,000 pilgrims move by rail each year. The main Jasper highway

1933 the system loss from operation was \$6,678. The line passes through a non-agricultural district forming part of the Brazeau Forest reserve. Coal and timber have furnished the only traffic for the line, but production of them in the territory served has come to a standstill.

Rates on Pennsylvania Anthracite to Points in Toronto Territory

The Board of Railway Commissioners issued judgment recently, prescribing rate differentials as between Toronto and points in the area surrounding that city as concerns Pennsylvania anthracite, the judgment having been signed by Assistant Chief Commissioner S. J. McLean and concurred in by Deputy Chief Commissioner Garceau and Commissioner Stone. The matter was dealt with in detail by the Board's Chief Traffic Officer, Mr. Campbell, whose report was made the judgment of the Board. No formal order was issued, but the judgment stated that in the absence of action to make the through rates effective in conformity with the conclusions arrived at, the question of issuance of an appropriate order would be dealt with.

The investigation into the rate followed a complaint by A. R. Greenwood et al of increased differentials between the rates to Toronto and those to points situated from 4 to 37 miles from Toronto. Formerly, the through rate from Pennsylvania points to Toronto was \$3.79 per net ton, but to meet water competition it was reduced to \$3.39, while the through rates to the other points concerned (except to Whitby, where there was a reduction from \$4.39 to \$4.19) remained the same as before. This resulted in a large increase in differentials, with the result that Toronto coal dealers, securing coal considerably cheaper than dealers in the outside places, have been able to deliver by truck from Toronto and take the business away from the outside dealers. As examples of the rate situation, while the Toronto rate was reduced from \$3.79 to \$3.39, the Unionville rate remained at \$4.29, increasing the differential from 50c to 90c per net ton; the Uxbridge rate remained at \$4.44, the differential over the Toronto rate increasing from 65c to \$1.05 per net ton, and the Aurora rate remained at \$4.19, increasing the differential over the

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resort development around Alberta Beach. At Lac Ste. Anne there is a Roman Catholic shrine to which between 1,000 and 2,000 pilgrims move by rail each year. The main Jasper highway, kept open during the winter, is south of the line, being about 11 miles distant at Peace River Jct. and two miles at Darson Jct. A district highway parallels the whole line, but is not kept open during the winter.

Lovett Subdivision, Edmonton Division, Alberta District, Western Region, from Foothills, mile 50.7, to Lovett, mile 55.3, 4.6 miles. This section of line was opened in 1913, having been built under the charter of the Alberta Coal Branch of the G.T.P. Branch Lines Co. The line was operated as a construction unit until Jan. 1, 1916, and then by the Grand Trunk Pacific until March 9, 1919; upon the G.T.P. going into receivership, the line was operated under the jurisdiction of the Minister of Railways and Canals as receiver, until the termination of the receivership on May 31, 1927. Since that date, the line has been operated as a part of the Grand Trunk Pacific Ry., which is owned by the Canadian National Ry. Co. The rails are 60 lb. per yard. Maximum grade to northbound traffic is 0.7%, and to southbound traffic 0.5%, and maximum curvature is 8 deg. In

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February, pg. 58, and in the April issue, pg. 141. In the article in the February issue, information was given as to applications by the Canadian National for authority to abandon four lines, and as to applications by the Canadian Pacific for authority to abandon four; in the April issue, particulars were given of applications by the Canadian National for authority to abandon 18 more lines or portions of lines. The Canadian Pacific did not make any more applications beyond the original four. In respect of each line or portion thereof, information was given as to termini, mileage, incorporation, construction, territory served, grades, curvature, weight of steel, loss claimed in operation, and highway competition.

The Board of Railway Commissioners is now well advanced in the hearing of the various applications, the hearings to the time of writing, in order of date, having been as follows:—April 16, at Ottawa, re Canadian National Hawkesbury-Hurdman line and Clarence Creek spur, total of 61.2 miles; April 24, at

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Pembroke, Ont., re Canadian National Golden Lake-National Jct. line, 20.2 miles; at St. Stephen, N.B., April 29, re Canadian Pacific line between Shore Line Jct. and Bonny River, 28.8 miles; at Saint John, N.B., April 30, re Canadian National St. Martins Subdn. line between Hampton and St. Martins, 28.7 miles; at Petitcodiac, N.B., May 1, re Canadian National Elgin-Petitcodiac and Petitcodiac-Havelock lines 26.1 miles; at Simcoe, Ont., May 8, re Canadian National Jarvis-Port Dover line, 9 miles, and Simcoe Jct.-Otterville line, 14.2 miles; at Paris, Ont., May 9, re Canadian National Brant County Siding-Paris Jct. line, 6 miles; at Woodstock, Ont., May 10, re Canadian National Burgessville-Woodstock line 9.2 miles, and Hickson-Tavistock Jct. line, 6.5 miles; at St. Johns, Que., May 13, re Canadian National Noyan Jct.-Iberville line, 21.9 miles; at Farnham, Que., May 14, re Canadian National Farnham-Frelighsburg line, 18.4 miles; at St. Hyacinthe, Que., May 15, re Canadian National Iberville-St. Hyacinthe line, 28.1 miles, and St. Hyacinthe-Bellevue Jct. line, 31.3 miles; at Victoriaville, Que., May 16, re Canadian National Victoriaville-St. Gregoire line, 30.4 miles; at Nicolet, Que., May 17, re Canadian National St. Leonard Jct.-Nicolet line, 14.7 miles; at Trenton, Ont., May 20, re Canadian National Trenton-Brighton line, 9.9 miles; at Port Hope, Ont., May 21, re Canadian National Ronnac-Greenburn line, 41.8 miles.

In practically all cases, judgment was reserved. Also, in practically all cases, residents of the territories served were

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Authority to Abandon New Brunswick Branch Line Refused

In Canadian Railway and Marine World for November, pg. 509, information was given as to the situation on Oct. 22 in regard to the applications made by Canadian National Rys. to the Board of Railway Commissioners, for authority to abandon 24 branch railway lines or portions thereof, and by Canadian Pacific Ry. for authority to abandon four branch lines or portions. To the date specified, the Board had given decisions in respect of many of the proposed abandonments, but was reserving decision in respect of others. One line in regard to which decision was being reserved was the Canadian National Railways' St. Martins Subdivision line, in New Brunswick, between Hampton, mile 0, and St. Martins, mile 28.75, a distance of 28.75 miles. The application in regard to this line was heard at Saint John, N.B., April 30 last. On Nov. 1, the Board passed order 52,408, refusing the application for authority to abandon. The judgment on which the order was based was written by Commissioner G. A. Stone and concurred in by Assistant Chief Commissioner S. J. McLean and Commissioner T. C. Norris.

At the hearing, it was shown that the line passes through sparsely settled territory in which there is some mixed

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Railways' St. Martins Subdivision line, in New Brunswick, between Hampton, mile 0, and St. Martins, mile 28.75, a distance of 28.75 miles. The application in regard to this line was heard at Saint John, N.B., April 30 last. On Nov. 1, the Board passed order 52,408, refusing the application for authority to abandon. The judgment on which the order was based was written by Commissioner G. A. Stone and concurred in by Assistant Chief Commissioner S. J. McLean and Commissioner T. C. Norris.

At the hearing, it was shown that the line passes through sparsely settled territory in which there is some mixed farming, and in which small lumbering operations, with portable sawmills, and excavation of gravel for road building form the chief industries. A statement filed by the Canadian National shows revenues of the line as follows:—Oct. 1, 1930, to Sept. 30, 1931, \$31,068; year 1932, \$18,698; year 1933, \$12,459; year 1934, \$17,890; Jan. 1, 1935, to June 30, 1935, \$13,515. Total expenditure in respect of the line were shown as follows:—Oct. 1, 1930, to Sept. 30, 1931, \$47,539; year 1932, \$32,684; year 1933, \$40,043; year 1934, \$33,516; Jan. 1, 1935, to June 30, 1935, \$20,523. The system loss on account of the line was shown as follows:—Oct. 1, 1930, to Sept. 30, 1931, \$16,471; year 1932, \$13,986; year 1933, \$27,585; year 1934, \$15,626; Jan. 1, 1935, to June 30, 1935, \$7,008. It was stated that the controlling grade on the branch is something over 4%, and, while it is not a very long one, conditions limit the hauling capacity to four or five loaded cars, making lumber and gravel movements expensive. It was shown that the passenger traffic is practically

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the hauling capacity to four or five loaded cars, making lumber and gravel movements expensive. It was shown that the passenger traffic is practically nil. It was also stated that during the summer months much bus and truck competition is experienced, there being an excellent gravel road between St. Martins and Saint John. Counsel appeared for the New Brunswick Government and examined several witnesses who were opposed to the application. It was stated that the province had given the railway a grant of \$131,000 by way of subsidy for the line, and that the greater part of the right of way had been deeded to the railway without charge by the land-owners. It was stated that there is a desirable class of gravel obtainable along the line, and that it cannot be obtained elsewhere in the lower part of New Brunswick. It was also claimed that abandonment of the line would make it very difficult for the residents of the territory served to bring in feed, fertilizers, seed and other necessities. A representative of the lumber interests stated that the cost of taking out lumber by team or truck would be very much greater than the cost of moving it by rail, and that discontinuance of the rail service would mean that the lumber industry in the territory, employing about 500 men, would likely have to cease

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s- operation. It was shown that the popu-
lation of the territory served has de-
creased during the past 60 years, but the
ie judgment concluded:—"However, without
a- this branch line the people of St. Martins
on would be isolated some thirty miles from
is the nearest railroad station or hospital
ie by the highways. More personal acci-
or dents occur in lumber operations than
y in the majority of other industries, as
a- the records of the New Brunswick Work-
on men's Compensation Board show, and
ie many such cases need urgent hospital
e- treatment.

o- "The lumber and gravel business need
g the railroad to continue functioning,
ie which business while available is of con-
g siderable benefit to the public concerned.
al Therefore, I do not consider this an
in opportune time in the public interest to
discontinue the service, and, in my
opinion, the application should be re-
fused."

Canadian National Seeks to Abandon More Branch Lines

In Canadian Railway and Marine World for February, beginning on pg. 58, details were given of the applications made to the Board of Railway Commissioners by the Canadian National and Canadian Pacific Rys. for authority to abandon four branch lines each. In the case of the Canadian National, the sections for which authority to abandon was asked are:—on Havelock Subdivision, Moncton Division, Atlantic Region, between Elgin and Petitcodiac and Havelock, N.B., 26.1 miles; on Aston Subdivision, Levis Division, Quebec District, between Victoriaville and St. Gregoire, 30.4 miles; Frelighsburg Subdivision, St. Lawrence Division, Montreal District, Central Region, between Farnham and Frelighsburg, Que., 18.4 miles; Port Perry Subdivision, Belleville Division, Southern Ontario District, Central Region, between Whitby Town and Cresswell, 30 miles. The sections which the Canadian Pacific sought authority to abandon are:—on Shore line Subdivision, Brownville Division, New Brunswick District, between Shore line Junction and Bonny River, 28.8 miles; on Orford Subdivision, Farnham Division, Quebec District, between mile 0.95, at the international boundary, and Eastman, 21.9 miles; the North Fork Subdivision, Kootenay Division, British Columbia District, between West End and Archibald, 17.4 miles; the Lardeau Subdivision, Kootenay Division, British Columbia District, between Lardeau and Gerrard, 23.1 miles. The authority to abandon was sought under section 165A of the Railway Act, and sec. 2, subsec. 3 of the Canadian National-Canadian Pacific Act, 1933, and all other appropriate statutory provisions; in respect of each section of line, the article in the February issue gave particulars of the operating loss which the managements claimed; a brief historical review of the line; nature of the territory served; the traffic and the competition present, and information as to the character of the line, as concerns grades, weight of rail, etc.

Since those applications were filed, the Canadian National has filed applications with the Board for authority to abandon 20 additional sections of line, making a total of 24 sections which it has expressed desire to abandon to the time of writing, March 11.

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operation. The rails on 26.89 miles are 56 lb.; on 1.2 miles they are 80 lb., and on 0.66 mile they are 85 lb. Maximum grades to both northbound and southbound traffic are 4%, compensated, and maximum curvature is 8 degrees. The system loss in 1933 from operation of the section was \$27,585. The territory served is sparsely settled, the chief industries being small lumbering operations with portable sawmills, and excavation of gravel for road building. There is some mixed farming. An excellent gravel road serves the territory, and bus and truck competition is experienced during the open season.

Nicolet Subdivision, Levis Division, Quebec District, Central Region, between St. Leonard Jct., mile 0, and Nicolet, mile 14.7, 14.7 miles. This line was opened for operation in 1890, having been built under the charter of Drummond County Ry. Co., under authority of Quebec 1886 Statutes, chap. 81, and Dominion 1893 Statutes, chap. 46. It was leased to the Dominion Government in 1898, and was later purchased to form a part of the Intercolonial Ry. The rail is 80 lb. on 0.11 mile, 70 lb. on 14.03 miles, and 67 lb. on 0.5 mile. Maximum grade is 1.15%, compensated, in each direction, and maximum curvature is 3 deg. The system loss from operation in 1933 was \$21,753. The territory served is a sparsely settled agricultural district; dairy products are moved by trucks over good gravel roads. The only community on the line is St. Monique, with population of 230.

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having been built under the East Richelieu Valley Ry. Co. charter, under authority of Quebec 1890 Statutes, chap. 91. In 1895, United Counties Ry. Co. was empowered to purchase East Richelieu Valley Ry. In 1900 Quebec Southern Ry. Co. was incorporated under Dominion Statutes to operate United Counties Ry. After a receivership, the property was purchased by Delaware & Hudson Rd., and transferred to Quebec, Montreal and Southern Ry., the latter having been purchased by Canadian National Ry. Co. in 1929 under authority of Dominion Statute. The section is laid with 80 lb. steel, maximum grade in each direction being 1%, and maximum curvature is 5 deg. A mixed farming district is served, but it is served also by good paved roads, and bus and truck competition has been severe. The section has not been operated or maintained since April 26, 1931.

Iberville Subdivision, St. Lawrence Division, Montreal District, Central Region, between St. Hyacinthe, mile 50, and Bellevue Jct., mile 81.3, 31.3 miles. This section was opened for operation in 1894, having been built under charter of United Counties Ry. Co. under authority of Quebec 1883 Statutes, chap. 90. The section came into Canadian National possession by purchase of the Quebec, Montreal and Southern Ry. The rails are 80 lb., maximum grade in both directions is 0.5%, and maximum curvature is 4 deg. The system loss from operation in 1933 was \$38,613. The line passes through a well settled farming district. Highways are good, and motor vehicle competition is acute.

Iberville Subdivision, St. Lawrence Division, Montreal District, Central Region, between Iberville, mile 21.9, and St. Hyacinthe, mile 50, 28.1 miles. This line was opened for operation in 1896. It was built under United Counties Ry. Co. charter, conferred by Quebec Statutes, 1883, chap. 90. It is laid with 80 lb. rail, in poor condition. Maximum grade to northbound traffic is 1% and to southbound traffic 0.9%, maximum curvature being 6 deg. The territory served is good mixed farming country, with an apple belt near Rougemont. A great part of the transportation service is performed by buses and trucks, which operate on good roads, and the Montreal and Southern Counties Ry. serves two points on the section, viz. Rougemont

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of the Railway Act, and sec. 2, subsec. 3 of the Canadian National-Canadian Pacific Act, 1938, and all other appropriate statutory provisions; in respect of each section of line, the article in the February issue gave particulars of the operating loss which the managements claimed; a brief historical review of the line; nature of the territory served; the traffic and the competition present, and information as to the character of the line, as concerns grades, weight of rail, etc.

Since those applications were filed, the Canadian National has filed applications with the Board for authority to abandon 20 additional sections of line, making a total of 24 sections which it has expressed desire to abandon to the time of writing, March 11.

On March 8 we were advised, officially, that the Canadian Pacific had made no applications to the Board for authority to abandon branch lines, additional to those covering the four lines described in the article in the February issue, as specified above.

In its recent request to the Board for authority to abandon, the Canadian National presented a separate application in respect of each of the 20 lines concerned. A summary of each is given in the following.

St. Martins Subdivision, Moncton Division, Atlantic Region, between Hampton, mile 0, and St. Martins, mile 28.75, 28.75 miles. This line was opened for operation in 1880. It was built under the charter of the St. Martins and Upham Ry. Co. under authority of New Brunswick 1871 Statutes, chap. 49, and Dominion of Canada 1887 Statutes, chap. 76. The name was later changed to the St. Martins Ry.; it was purchased by the Dominion Government in 1918, and entrusted to the Canadian National for

population of 250.

L'Original Subdivision, Laurentian Division, Quebec District, Central Region, from Hawkesbury, mile 47.5, to Hurdman, mile 104.1, and Clarence Creek spur, between Rockland, mile 0, and Clarence Creek, mile 4.6, a total distance of 61.2 miles. The Hawkesbury-Hurdman section was opened for operation in 1809, having been built by Canadian Northern Ry. Co. (successor by change of name to James Bay Ry. Co., incorporated by Dominion Statutes 1895, chap. 50) under authority of Dominion 1907 Statutes, chap. 72. The Clarence Creek spur was opened for operation in 1895. It was built under the charter of the Prescott County Ry. Co. under authority of Dominion 1887 Statutes, chap. 82. The name of the company was changed to Central Counties Ry. Co. in 1889. The line was operated under lease by the Canada Atlantic Ry. Co. until 1905, and the lease was assumed by the Grand Trunk Ry. Co. upon purchase of the Canada Atlantic Ry.

The rail is 85 lb. C.P.R. section, laid in 1919, and now in good condition. Maximum grade to eastbound traffic is 0.5%, and to westbound traffic 0.6%. Maximum curvature is 4 deg., and there is very little curvature. The system loss from operation in 1938 was \$35,625. The main line section serves a well settled mixed farming country, with traffic potentialities limited on the north by the Ottawa River, and on the south by a Canadian Pacific Ry. line, about seven miles distant. There are good highways, with the one to Ottawa open all the year, and keen competition from motor vehicles is experienced.

Iberville Subdivision, St. Lawrence Division, Montreal District, Central Region, between Noyan Jet., mile 0, and Iberville, mile 21.9, 21.9 miles. This section was opened for operation in 1896,

through a well settled farming district. Highways are good, and motor vehicle competition is acute.

Iberville Subdivision, St. Lawrence Division, Montreal District, Central Region, between Iberville, mile 21.9, and St. Hyacinthe, mile 50, 28.1 miles. This line was opened for operation in 1896. It was built under United Counties Ry. Co. charter, conferred by Quebec Statutes, 1888, chap. 90. It is laid with 80 lb. rail, in poor condition. Maximum grade to northbound traffic is 1% and to southbound traffic 0.9%, maximum curvature being 6 deg. The territory served is good mixed farming country, with an apple belt near Rougemont. A great part of the transportation service is performed by buses and trucks, which operate on good roads, and the Montreal and Southern Counties Ry. serves two points on the section, viz., Rougemont and Ste. Angele. The section has not been operated or maintained since Nov. 22, 1931.

Hemmingford Subdivision, St. Lawrence Division, Montreal District, Central Region, between St. Remi, mile 6.4, and Hemmingford, mile 21.3, 14.9 miles. This line was opened for operation in 1852, having been built under authority of Province of Canada 1847 Statutes, chap. 120. It was built under charter of the Lake St. Louis and Province Line Ry. Co., which in 1850 joined with the Montreal and Lacine Rd. Co. to become the Montreal and New York Rd. Co., which in 1867 joined with the Champlain and St. Lawrence Rd. Co. becoming the Montreal and Champlain Rd. Co. It was leased in 1864 and sold in 1872 to the Grand Trunk Ry. Co. The section has 65 lb. and 79 lb. steel, laid in 1892-1901, and 1907. Maximum grade to northbound traffic is 0.5% and to southbound traffic 0.8%, maximum curvature being 1 deg. The system loss in 1938 was

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to be abandoned applies here also. The line passes through well-settled agricultural territory, in which there are improved roads connecting with the main provincial highways, and motor vehicle competition has been very keen. The section has not been operated or maintained since Dec. 4, 1932.

Hagersville Subdivision, London Division, Southern Ontario District, Central Region, between Jarvis, mile 32.2, and Port Dover, mile 41.2, nine miles. This line was opened for operation in 1878, having been built under the charter of the Hamilton and Lake Erie Ry. Co., granted under Ontario 1869 Statutes, chap. 36. In 1874 the Hamilton and Lake Erie Ry. Co. was amalgamated with the Hamilton and North-Western Ry. Co.; in turn, in 1888, the amalgamated company was amalgamated with the G.T. Ry. Co. of Canada, the line having come under Canadian National Ry. Co. management in 1923. The section proposed to be abandoned is laid with light rail in poor condition. Maximum grade to northbound traffic is 0.75%, and to southbound traffic 0.66%. Maximum curvature is 8 deg. The section of line proposed to be abandoned passes through thinly populated mixed farming territory, well served by improved highway. There has been no train service on the portion of line, and no maintenance done on it, since Sept. 26, 1931.

Lac Ste. Anne Subdivision, Edmonton Division, Alberta District, Western Region, between Peace River Jct., mile 31, and Darson Jct., mile 63.6, 32.6 miles. This line was opened for operation in 1915; it was built under authority granted by Dominion 1910 Statutes, chap. 6, to Canadian Northern Alberta Ry. Co., which was acquired by Canadian Northern Ry. Co. in July, 1914, control of the latter having passed to the Dominion Government in 1917. The line is laid with 80 lb. rail. Maximum grade to both eastbound and westbound traffic is 0.4%, compensated. In the year 1933 the system loss from operation was \$29,104. The line passes through a well-timbered country with scattered farms, and there is considerable summer resort development around Alberta Beach. At Lac Ste. Anne there is a Roman Catholic shrine to which between 1,000 and 2,000 pilgrims move by rail each year. The main Jasper highway

1933 the system loss from operation was \$6,673. The line passes through a non-agricultural district forming part of the Brazeau Forest reserve. Coal and timber have furnished the only traffic for the line, but production of them in the territory served has come to a standstill.

Rates on Pennsylvania Anthracite to Points in Toronto Territory

The Board of Railway Commissioners issued judgment recently, prescribing rate differentials as between Toronto and points in the area surrounding that city as concerns Pennsylvania anthracite, the judgment having been signed by Assistant Chief Commissioner S. J. McLean and concurred in by Deputy Chief Commissioner Garceau and Commissioner Stone. The matter was dealt with in detail by the Board's Chief Traffic Officer, Mr. Campbell, whose report was made the judgment of the Board. No formal order was issued, but the judgment stated that in the absence of action to make the through rates effective in conformity with the conclusions arrived at, the question of issuance of an appropriate order would be dealt with.

The investigation into the rate followed a complaint by A. R. Greenwood et al of increased differentials between the rates to Toronto and those to points situated from 4 to 37 miles from Toronto. Formerly, the through rate from Pennsylvania points to Toronto was \$3.79 per net ton, but to meet water competition it was reduced to \$3.39, while the through rates to the other points concerned (except to Whitby, where there was a reduction from \$4.39 to \$4.19) remained the same as before. This resulted in a large increase in differentials, with the result that Toronto coal dealers, securing coal considerably cheaper than dealers in the outside places, have been able to deliver by truck from Toronto and take the business away from the outside dealers. As examples of the rate situation, while the Toronto rate was reduced from \$3.79 to \$3.39, the Unionville rate remained at \$4.29, increasing the differential from 50c to 90c per net ton; the Uxbridge rate remained at \$4.44, the differential over the Toronto rate increasing from 65c to \$1.05 per net ton, and the Aurora rate remained at \$4.19, increasing the differential over the

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resort development around Alberta Beach. At Lac Ste. Anne there is a Roman Catholic shrine to which between 1,000 and 2,000 pilgrims move by rail each year. The main Jasper highway, kept open during the winter, is south of the line, being about 11 miles distant at Peace River Jct. and two miles at Darson Jct. A district highway parallels the whole line, but is not kept open during the winter.

Lovett Subdivision, Edmonton Division, Alberta District, Western Region, from Foothills, mile 50.7, to Lovett, mile 55.3, 4.6 miles. This section of line was opened in 1913, having been built under the charter of the Alberta Coal Branch of the G.T.P. Branch Lines Co. The line was operated as a construction unit until Jan. 1, 1916, and then by the Grand Trunk Pacific until March 9, 1919; upon the G.T.P. going into receivership, the line was operated under the jurisdiction of the Minister of Railways and Canals as receiver, until the termination of the receivership on May 31, 1927. Since that date, the line has been operated as a part of the Grand Trunk Pacific Ry., which is owned by the Canadian National Ry. Co. The rails are 60 lb. per yard. Maximum grade to northbound traffic is 0.7%, and to southbound traffic 0.5%, and maximum curvature is 8 deg. In

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Applications for Abandonment of Railway Lines Dealt With

Particulars of applications made by railway companies for leave to abandon operation of certain lines, and action thereon, were given in Canadian Railway and Marine World for Nov., 1935, pg. 509, and Dec., 1935, pg. 548. Following is information in regard to applications which have been decided since.

The C.P.R. applied for leave to abandon the operation of the portion of the New Brunswick Southern Ry., known as the C.P.R. Shore Line Subdivision, between Shore Line Jct., mile 1, and Bonny River, mile 29.8, which is the west end segment of a branch line along the shore route, between St. Stephen and West Saint John, N.B. The case was heard at St. Stephen, April 29, 1935, when counsel appeared for the C.P.R., the Province of New Brunswick, the Town of St. Stephen, various businesses and interested parishes, and Rand Matheson, for Maritime Board of Trade. The C.P.R. counsel stated that the case was based very largely on statements filed with the Board, which showed the operating losses to be over \$31,000 a year for the past three years the losses being

of a large community would be virtually disrupted, at least in the winter, and during part of the spring. The railway seems to take for granted that it is enough for them to show operating deficits when asking for leave to abandon the line. They forget that they are a public service, subsidized by the public to give the proper service in order to facilitate an interchange of commodities and foster the prosperity of the country. These subsidies were not paid to permit the railway to grant dividends to shareholders, but to operate even at a loss when necessary. Even if the railway situation cannot be improved, if we take into account that 17 to 20 employees would lose their salaries, amounting to \$20,000 or \$24,000, and who would become dependent on the public may be to that extent, it becomes apparent that public weal outweighs the loss to the railway company. The application asks the Board to permit the violation of a contract, but the Board has no jurisdiction to do so. Even if it had, such action would not be reasonable or expedient. Here, as elsewhere, motor vehicle competition has been responsible for the

Stobie Branch, in Ontario, between mile 0 and the Blezard Mine, 5.02 miles, and, on June 29, amended the application to cover the portion of the line between miles 1.6 and 5.02, stating that the line between miles 3 and 5.02 had not been in operation for approximately 30 years, that the roadbed and right of way were covered with growth and that the ties were rotted out. The only objection to granting the application was from G. W. Coffin, owner of two lots, who contended that the proposed abandonment would handicap him in selling or operating the mine. The C.P.R. submitted plans showing that the nearest part of Coffin's land is at least a quarter of a mile from the Stobie Branch, that it is several miles beyond any portion of the branch which has been used during the past 30 years, and that no mining operations have been carried on in the property since 1915. There is an old shaft which was sunk on the lot about 35 years ago, but no attempt to carry on mining has been made for a great many years. To reach the property by rail would necessitate the rebuilding of the Stobie Branch, and the construction of an additional spur, which would necessitate new bridges

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between Saint John and the territory adjacent to the Shore Line Ry., whether by motor buses, motor trucks, or by water route, develop a situation which must have a strong bearing on the rates structure of the railway. Considering all that is involved, the apparent necessities for combined operation in the public interest are small, and hardship due to abandonment will therefore be negligible. I would grant the application without prejudice to whatever rights or remedies may be open to the parties in the courts."—This was concurred in by the Assistant Chief Commissioner, S. J. McLean, C.M.G., etc., and Commissioner T. C. Norris, and order 52,453 was passed Nov. 8, 1935, granting the application.

A Saint John press report of Dec. 11, 1935, stated that while the portion of the Shore Line Subdivision, between Shore Line Jct., and Bonny River, 29.8 miles, would be closed Jan. 1, there would be a train service daily, except Sunday, between West Saint John and Bonny River, 58.2 miles, in lieu of the every other day service previously in effect.

Canadian National, Aston Subdivision

The C.N.R. applied for leave to abandon the portion of its Aston Subdivision, between Victoriaville and St. George, Que., 30.4 miles. The trunk line was built by the Grand Trunk Ry. Co., with the assistance of the City of Three Rivers, under a contract dated Aug. 20, 1858. The Board's Chief Operating Officer reporting against granting the application. The Deputy Chief Commissioner, F. N. Garceau, K.C., in giving judgment said in part:—"The memoranda filed by the Bishop of Nicolet, by the Three Rivers and Victoriaville Chambers of Commerce, and the resolutions passed by every municipality concerned, established clearly

Canadian National, Frelighsburg Subdivision

The C.N.R.'s application to the Board of Railway Commissioners for leave to abandon operation of its Frelighsburg Subdivision, between Farnham and Frelighsburg, Que., 18.4 miles, was heard by the Deputy Chief Commissioner, F. N. Garceau, K.C., and Commissioners Stone and Norris. The Deputy Chief Commissioner gave a lengthy judgment, Sept. 12, 1935, recommending the application's dismissal. Commissioner Stone, while not agreeing with certain observations made by the Deputy Chief Commissioner, held that, in the public interests the abandonment of the line should be postponed. Commissioner Norris concurred in this, and order 52,425 was passed Nov. 4, 1935, refusing the application.

Canadian National, Iberville Subdivision

The C.N.R. applied, Jan. 18, 1935, to the Board of Railway Commissioners for leave to abandon operation of a portion of its Iberville Subdivision, between Noyan Jct., and Iberville, Que., 21.9 miles. The application was heard at St. Johns, Que., May 13, 1935, by the Deputy Chief Commissioner, F. N. Garceau, and Commissioners G. A. Stone and T. C. Norris. The Deputy Chief Commissioner gave judgment, Nov. 14, 1935, recommending dismissal of the application. Commissioner Stone gave a dissenting judgment, Nov. 22, 1935, recommending the granting of the application. Commissioner Norris concurred in this, and order 52,498 was issued Nov. 25, 1935, granting the application, the approval to be without prejudice to the rights and remedies of the parties, if any, in the courts.

Canadian Pacific, Stobie Branch

THE CANADIAN PACIFIC RAILWAY CO. DIRECTORS

A. Stoneman gave judgment Nov. 7, 1935, stating that no settlers are affected, that the territory is practically barren, and recommending that the application be allowed. The recommendation was concurred in by the Chief Commissioner, Hon. Hugh Guthrie, P.C., K.C., and the Assistant Chief Commissioner, S. J. McLean, C.M.G., etc., and order 52,444 was issued Nov. 7, 1935, granting the amended application for the abandonment of the line between miles 1.6 and 5.02.

Canadian National, Burgessville-Woodstock Line

The C.N.R.'s application to the Board of Railway Commissioners for authority to abandon operation of the portion of its Otterville Subdivision, from Burgessville to Woodstock, Ont., 9.2 miles, was heard at Woodstock, May 10, 1935, by the Assistant Chief Commissioner, S. J. McLean, the Deputy Chief Commissioner, F. N. Garceau, and T. C. Norris. It was announced at Ottawa, Dec. 12, 1935, that the Assistant Chief Commissioner and Commissioner Norris had given judgment in favor of granting the application, that the Deputy Chief Commissioner had given a dissenting judgment, and that an order granting the application had been issued.

Canadian Pacific Railway Co. Directors on Bank of Montreal Board—Sir Edward Beatty, G.B.E., etc., Chairman and President, C.P.R. Co., has been re-elected a director of Bank of Montreal and a member of its executive committee. The following other C.P.R. directors have also been re-elected directors of the bank:—W. A. Black, Col. Hon. H. Cockshutt, Sir Charles F. G. D. H. Macdonald, and

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Applications for Abandonment of Railway Lines Dealt With

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Canadian Pacific, Shore Line Subdivision

The C.P.R. applied for leave to abandon the operation of the portion of the New Brunswick Southern Ry., known as the C.P.R. Shore Line Subdivision, between Shore Line Jct., mile 1, and Bonny River, mile 29.8, which is the west end segment of a branch line along the shore route, between St. Stephen and West Saint John, N.B. The case was heard at St. Stephen, April 29, 1935, when counsel appeared for the C.P.R., the Province of New Brunswick, the Town of St. Stephen, various businesses and interested parishes, and Rand Matheson, for Maritime Board of Trade. The C.P.R. counsel stated that the case was based very largely on statements filed with the Board, which showed the operating losses to be over \$31,000 a year, for three years, the losses being attributed to operation of truck competition, that there are no houses and no industries on the line, with the exception of a portable mill at Dyers and a temporary road construction plan at Oak Bay, and that the line from Watt Jct. to St. Andrews intercepts, at Brunswick Jct., the center of the line proposed to be abandoned. Commissioner G. A. Stone in giving judgment said:—"The competitive methods of transportation between Saint John and the territory adjacent to the Shore Line Ry., whether by motor buses, motor trucks, or by water route, develop a situation which must have a strong bearing on the rates structure of the railway. Considering all that is involved, the apparent necessities for combined operation in the public interest are small, and hardship due to abandonment will therefore be negligible. I would grant the application without prejudice to whatever rights or remedies may be open to the parties in the courts."—This was concurred in by the Assistant Chief Commissioner, S. J. McLean, C.M.G., etc., and Commissioner T. C. Norris, and order 52,453 was passed Nov. 8, 1935, granting the application.

A Saint John press report of Dec. 11, 1935, stated that while the portion of the Shore Line Subdivision, between Shore Line Jct., and Bonny River, 29.8

of a large community would be virtually disrupted, at least in the winter, and during part of the spring. The railway seems to take for granted that it is enough for them to show operating deficits when asking for leave to abandon the line. They forget that they are a public service, subsidized by the public to give the proper service in order to facilitate an interchange of commodities and foster the prosperity of the country. These subsidies were not paid to permit the railway to grant dividends to shareholders, but to operate even at a loss when necessary. Even if the railway situation cannot be improved, if we take into account that 17 to 20 employees would lose their salaries, amounting to \$20,000 or \$24,000, and who would become dependent on the public may be to that extent, it becomes apparent that public weal outweighs the loss to the railway company. The application asks the Board to permit the violation of a contract, but the Board has no jurisdiction to do so. Even if it had, such action would not be reasonable or expedient. Here, as elsewhere, motor vehicle competition has been responsible for the railway plight. I would dismiss the application."

Commissioners G. A. Stone and T. C. Norris said:—"While not adopting certain of the reasons for judgment of the Deputy Chief Commissioner upon which his conclusion is based, in the circumstances of the case, we agree that the application be refused."—Order 52,443 was issued Nov. 6, 1935, refusing the application.

Canadian National, Frelighsburg Subdivision

The C.N.R.'s application to the Board of Railway Commissioners for leave to abandon operation of its Frelighsburg Subdivision, between Farnham and Frelighsburg, Que., 18.4 miles, was heard by the Deputy Chief Commissioner, F. N. Garceau, K.C., and Commissioners Stone and Norris. The Deputy Chief Commissioner gave a lengthy judgment, Sept. 12, 1935, recommending the application's dismissal. Commissioner Stone, while not agreeing with certain observations made by the Deputy Chief Commissioner, held that, in the public interests the abandonment of the line should be postponed. Commissioner Norris concurred in this, and order 52,425 was passed Nov. 4, 1935, refusing the application.

Canadian National, Itherville Subdivision

Stobie Branch, in Ontario, between mile 0 and the Bleazard Mine, 5.02 miles, and, on June 29, amended the application to cover the portion of the line between miles 1.6 and 5.02, stating that the line between miles 3 and 5.02 had not been in operation for approximately 30 years, that the roadbed and right of way were covered with growth and that the ties were rotted out. The only objection to granting the application was from G. W. Coffin, owner of two lots, who contended that the proposed abandonment would handicap him in selling or operating the mine. The C.P.R. submitted plans showing that the nearest part of Coffin's land is at least a quarter of a mile from the Stobie Branch, that it is several miles beyond any portion of the branch which has been used during the past 30 years, and that no mining operations have been carried on in the property since 1915. There is an old shaft which was sunk on the lot about 35 years ago, but no attempt to carry on mining has been made for a great many years. To reach the property by rail would necessitate the rebuilding of the Stobie Branch, and the construction of an additional spur, which would necessitate new bridges crossing the gullies, as those which existed formerly on the old branch beyond mile 3 have rotted and collapsed. The application was heard in Ottawa, Nov. 5, 1935; all interested parties having been notified. The C.P.R. representatives were the only ones appearing. A letter from International Nickel Co. of Canada stated that it offered no objection to the abandonment of the branch from mile 1.6 to 5.02. Commissioner J. A. Stoneman gave judgment Nov. 7, 1935, stating that no settlers are affected, that the territory is practically barren, and recommending that the application be allowed. The recommendation was concurred in by the Chief Commissioner, Hon. Hugh Guthrie, P.C., K.C., and the Assistant Chief Commissioner, S. J. McLean, C.M.G., etc., and order 52,444 was issued Nov. 7, 1935, granting the amended application for the abandonment of the line between miles 1.6 and 5.02.

Canadian National, Burgessville-Woodstock Line

The C.N.R.'s application to the Board of Railway Commissioners for authority to abandon operation of the portion of its Otterville Subdivision, from Burgessville to Woodstock, Ont., 9.2 miles, was heard at Woodstock, May 10, 1935, by

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the Province of New Brunswick, the Town of St. Stephen, various businesses and interested parishes, and Rand Matheson, for Maritime Board of Trade. The C.P.R. counsel stated that the case was based very largely on statements filed with the Board, which showed the operating losses to be over \$31,000 a year, for three years, the losses being attributed to operation of truck companies, that there are no houses and no industries on the line, with the exception of a portable mill at Dyers and a temporary road construction plan at Oak Bay, and that the line from Watt Jct. to St. Andrews intercepts, at Brunswick Jct., the center of the line proposed to be abandoned. Commissioner G. A. Stone in giving judgment said:—"The competitive methods of transportation between Saint John and the territory adjacent to the Shore Line Ry., whether by motor buses, motor trucks, or by water route, develop a situation which must have a strong bearing on the rates structure of the railway. Considering all that is involved, the apparent necessities for combined operation in the public interest are small, and hardship due to abandonment will therefore be negligible. I would grant the application without prejudice to whatever rights or remedies may be open to the parties in the courts." This was concurred in by the Assistant Chief Commissioner, S. J. McLean, C.M.C., etc., and Commissioner T. C. Norris, and order 52,463 was passed Nov. 8, 1935, granting the application.

A Saint John press report of Dec. 11, 1935, stated that while the portion of the Shore Line Subdivision, between Shore Line Jct., and Bonny River, 29.8 miles, would be closed Jan. 1, there would be a train service daily, except Sunday, between West Saint John and Bonny River, 58.2 miles, in lieu of the every other day service previously in effect.

Canadian National, Aston Subdivision

The C.N.R. applied for leave to abandon the portion of its Aston Subdivision, between Victoriaville and St. George, Que., 30.4 miles. The trunk line was built by the Grand Trunk Ry. Co., with the assistance of the City of Three Rivers, under a contract dated Aug. 20, 1858. The Board's Chief Operating Officer reporting against granting the application. The Deputy Chief Commissioner, F. N. Garceau, K.C., in giving judgment said in part:—"The memoranda filed by the Bishop of Nicolet, by the Three Rivers and Victoriaville Chambers of Commerce, and the resolutions passed by every municipality concerned, established clearly that if this petition was granted the economic, social, and religious conditions

extent, it becomes apparent that the real outweighs the loss to the railway company. The application asks the Board to permit the violation of a contract, but the Board has no jurisdiction to do so. Even if it had, such action would not be reasonable or expedient. Here, as elsewhere, motor vehicle competition has been responsible for the railway plight. I would dismiss the application."

Commissioners G. A. Stone and T. C. Norris said:—"While not adopting certain of the reasons for judgment of the Deputy Chief Commissioner upon which his conclusion is based, in the circumstances of the case, we agree that the application be refused."—Order 52,448 was issued Nov. 6, 1935, refusing the application.

Canadian National, Freleighsburg Subdivision

The C.N.R.'s application to the Board of Railway Commissioners for leave to abandon operation of its Freleighsburg Subdivision, between Farnham and Freleighsburg, Que., 18.4 miles, was heard by the Deputy Chief Commissioner, F. N. Garceau, K.C., and Commissioner Stone and Norris. The Deputy Chief Commissioner gave a lengthy judgment, Sept. 12, 1935, recommending the application's dismissal. Commissioner Stone, while not agreeing with certain observations made by the Deputy Chief Commissioner, held that, in the public interests the abandonment of the line should be postponed. Commissioner Norris concurred in this, and order 52,425 was passed Nov. 4, 1935, refusing the application.

Canadian National, Iberville Subdivision

The C.N.R. applied, Jan. 18, 1935, to the Board of Railway Commissioners for leave to abandon operation of a portion of its Iberville Subdivision, between Noyan Jct., and Iberville, Que., 21.9 miles. The application was heard at St. John's, Que., May 13, 1935, by the Deputy Chief Commissioner, F. N. Garceau, and Commissioners G. A. Stone and T. C. Norris. The Deputy Chief Commissioner gave judgment, Nov. 14, 1935, recommending dismissal of the application. Commissioner Stone gave a dissenting judgment, Nov. 22, 1935, recommending the granting of the application. Commissioner Norris concurred in this, and order 52,498 was issued Nov. 25, 1935, granting the application, the approval to be without prejudice to the rights and remedies of the parties, if any, in the courts.

Canadian Pacific, Stobie Branch
The C.P.R. Co. applied, June 27, 1935, for leave to abandon the portion of its

carried on in the property since 1919. There is an old shaft which was sunk on the lot about 35 years ago, but no attempt to carry on mining has been made for a great many years. To reach the property by rail would necessitate the rebuilding of the Stobie Branch, and the construction of an additional spur, crossing the gullies, as those which existed formerly on the old branch beyond mile 3 have rotted and collapsed. The application was heard in Ottawa, Nov. 5, 1935; all interested parties having been notified. The C.P.R. representatives were the only ones appearing. A letter from International Nickel Co. of Canada stated that it offered no objection to the abandonment of the branch from mile 1.6 to 5.02. Commissioner J. A. Stoneman gave judgment Nov. 7, 1935, stating that no settlers are affected, and that the territory is practically barren, and recommending that the application be allowed. The recommendation was concurred in by the Chief Commissioner, Hon. Hugh Guthrie, P.C., K.C., and the Assistant Chief Commissioner, S. J. McLean, C.M.C., etc., and order 52,444 was issued Nov. 7, 1935, granting the amended application for the abandonment of the line between miles 1.6 and 5.02.

Canadian National, Burgessville-Woodstock Line

The C.N.R.'s application to the Board of Railway Commissioners for authority to abandon operation of the portion of its Ottawa Subdivision from Burgessville to Woodstock, Ont., 9.2 miles, was heard at Woodstock, May 10, 1935, by the Assistant Chief Commissioner, S. J. McLean, the Deputy Chief Commissioner, F. N. Garceau, and T. C. Norris. It was announced at Ottawa, Dec. 12, 1935, that the Assistant Chief Commissioner and Commissioner Norris had given judgment in favor of granting the application, that the Deputy Chief Commissioner had given a dissenting judgment, and that an order granting the application had been issued.

Canadian Pacific, Railway Co. Directors on Bank of Montreal Board—Sir Edward Beatty, G.B.E., etc., Chairman and President, C.P.R. Co., has been re-elected a director of Bank of Montreal, and a member of its executive committee. The following other C.P.R. directors have also been re-elected directors of the bank:—W. A. Black, C.M.A., Hon. E. Cockshutt, Sir Charles G. G. R. H. McMaster, and W. N. Tilley, A.

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Branch Line Abandonments

The Board of Railway Commissioners has given judgments on applications to it for authority to abandon branch lines, or portions thereof, in addition to the judgments dealt with in these columns previously. The latest ones are dealt with briefly in the following.

Re Canadian National Rys. portion of Renfrew Subdivision, between Two Rivers and Cache Lake, on Ottawa Division, and portion of Algonquin Subdivision, between Cache Lake and Ravensworth, on Allandale Division, a total of 37.5 miles.—The application was heard at Toronto, June 18, 1935; in judgment of Feb. 13, signed by Commissioner Stoneman and concurred in by Assistant Chief Commissioner McLean and Commissioner Stone, it was pointed out that it had been agreed that the Province of Ontario will not impose the annual tax of \$2,470 which has been levied in the past on the portion of line concerned, in return for which the Canadian National has withdrawn its application for authority to abandon.

Canadian National Hemmingford Subdivision, between St. Remi and Hemmingford, Que., 14.9 miles. The application was heard at Montreal, June 25, 1935; by order 52,772, Feb. 11, authority to abandon was refused, without prejudice, however, to any future application.

Canadian National Port Perry Subdivision between Whitby and Cresswell, 30 miles.—The application was heard at Port Perry, Ont., May 29, 1935; by order

52,747, Feb. 6, abandonment between Port Perry and Cresswell was authorized, to become effective March 7; the line between Port Perry and Whitby is to be rehabilitated and operated to take care of traffic offering, this requirement to be without prejudice to renewal of application for abandonment at the end of two years if operation shows continued loss of revenue.

Canadian National Rys. Lakesfield Subdivision, between Port Hope and Peterborough, Ont., 28 miles. The application was heard at Peterborough, May 28, 1935; by order 52,621, Dec. 31, authority to abandon was refused.

Canadian National Rys. Orono Subdivision, between Ronnac and Greenburn, Ont., 41.8 miles. The application was heard at Port Hope, Ont., May 21, 1935; by order 52,610, Dec. 26 last, abandonment was authorized.

Canadian Pacific Ry. Orford Subdivision, between international boundary and Eastman, 21.9 miles. The application was heard at Mansonville, Que., June 26, 1935; by order 52,622, Dec. 31, abandonment of the portion of the line between mile 0.95 and mile 16 was authorized, and it was ordered that the remainder of the line, between mile 16 and Eastman, be maintained in serviceable condition to take care of traffic offering.

Joint application by Canadian Pacific and Canadian National for approval of abandonment of portion of Canadian Pacific Edmundston Subdivision, 28.2 miles, and for order to permit the Cana-

dian Pacific to connect its tracks with those of the Canadian National. By order 52,712, Jan. 22, the application was granted.

Applications under Consideration and to be Heard.

The Board heard at St. Johns, Que., early in February, a joint application by Canadian National and Canadian Pacific for leave to abandon a section of the Canadian National line between Iberville and Farnham, Que., and for approval of running rights to the Canadian National over the Canadian Pacific line as per agreement of Aug. 1, last.

At the time of writing, hearings as follows are scheduled:—At Fernie, B.C., Feb. 20, re proposed discontinuance of train service on Crows Nest Southern Ry. (Great Northern) between Fernie and Newgate, B.C.; at Princeton, B.C., Feb. 22, and at Vancouver Feb. 24, re Vancouver, Victoria and Eastern Ry. and Navigation Co. application to abandon line between Princeton and international boundary, 58.4 miles: at Edmonton, Alta., Feb. 28, re Canadian National application for leave to abandon portion of Lac St. Anne Subdivision, between Peace River Jct. and Darson Jct., 32.6 miles; at Brandon, March 4, application of Brandon, Saskatchewan and Hudson Bay Ry. to abandon line between Brandon and international boundary, 69.5 miles; at Winnipeg, March 5, application of Brandon, Saskatchewan and Hudson Bay Ry. to abandon line between Mornden and international boundary, 14.66 miles.

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cation fails."

Orono Subdivision Line

The Canadian National application was for authority to abandon the portion of the subdivision between Ronnac, mile 0, and Greenburn, mile 41.8. The line, opened for operation in 1911, was built by Canadian Northern Ontario Ry. under James Bay Ry. Co. charter. In Sept., 1926, the portion of line between Greenburn and Todmorden was dismantled, and in Aug., 1923, the portion between Brighton and Cobourg was abandoned and later dismantled. In Nov., 1925, the portion between Cobourg and Ronnac was dismantled. At the time the application was heard, train service was restricted to two trains a week between Ronnac and Brinlook Crossing, 35.39 miles. The railway was built after the territory was settled. It was shown at the hearings that the territory is well served by good roads, and that there has been much bus and truck competition. One witness stated that practically 75% of the livestock raised is shipped by truck, while another stated that practically all of the apples grown, destined for Toronto, are shipped by truck, and many are shipped to Montreal by truck. The judgment, written by Commissioner Stoneman and concurred in by Assistant Chief Commissioner McLean and Commissioner Norris, concluded:—"If the application were granted there would be little, if any, inconvenience to those whom the line serves, with the exception possibly of the few industries which have been mentioned. The evidence in this case is such that I think the application should be granted."

Orono Subdivision Line

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Orford Subdivision Line

The Canadian Pacific application was for authority to abandon the portion of the Orford Subdivision, between mile 0.9 at the international boundary (between the State of Vermont and the Province of Quebec), and mile 22.8, at Eastman, a distance of 21.9 miles. Judgment in the matter was written by Commissioner Stone and concurred in by Commissioner Norris, while a dissenting judgment, setting forth the view that the application should have been dismissed, was written by Deputy Chief Commissioner Garceau. Abandonment between mile 0.95 and mile 16 was authorized, and it was ordered that the remainder of the line, between mile 16 and Eastman, be maintained in serviceable condition to take care of traffic offering.

The line serves a territory, thinly settled, and only partly farmed, bounded on the east by Lake Memphremagog, on the west by the Drummondville and Newport Subdivisions of the C.P.R., on the north by the Sherbrooke Subdivision of the C.P.R., and joined at the south by the Newport Subdivision. At the hearing, counsel for the C.P.R. explained that the part of the line between mile 16 and mile 21.9 would be retained as a spur to a ballast pit at mile 16, and would be re-conditioned for service as and when required. The evidence submitted showed that there had been substantial operating deficits despite drastic reductions in train service and in maintenance, and evidence was also furnished to show that much of the business formerly handled by the railway had gone to motor trucks. It was shown that passenger traffic did not warrant continued train operation. The judgment

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Branch Line Abandonments

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Re Canadian National Rys. portion of Renfrew Subdivision, between Two Rivers and Cache Lake, on Ottawa Division, and portion of Algonquin Subdivision, between Cache Lake and Ravensworth, on Allandale Division, a total of 37.5 miles.—The application was heard at Toronto, June 18, 1935; in judgment of Feb. 13, signed by Commissioner Stoneman and concurred in by Assistant Chief Commissioner McLean and Commissioner Stone, it was pointed out that it had been agreed that the Province of Ontario will not impose the annual tax of \$2,470 which has been levied in the past on the portion of line concerned, in return for which the Canadian National has withdrawn its application for authority to abandon.

Canadian National Hemmingford Subdivision, between St. Remi and Hemmingford, Que., 14.9 miles. The application was heard at Montreal, June 25, 1935; by order 52,772, Feb. 11, authority to abandon was refused, without prejudice, however, to any future application.

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52,747, Feb. 6, abandonment between Port Perry and Cresswell was authorized, to become effective March 7; the line between Port Perry and Whitby is to be rehabilitated and operated to take care of traffic offering, this requirement to be without prejudice to renewal of application for abandonment at the end of two years if operation shows continued loss of revenue.

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Joint application by Canadian Pacific and Canadian National for approval of abandonment of portion of Canadian Pacific Edmundston Subdivision, 28.2 miles, and for order to permit the Cana-

dian Pacific to connect its tracks with those of the Canadian National. By order 52,712, Jan. 22, the application was granted.

Applications under Consideration and to be Heard.

The Board heard at St. Johns, Que., early in February, a joint application by Canadian National and Canadian Pacific for leave to abandon a section of the Canadian National line between Iberville and Farnham, Que., and for approval of running rights to the Canadian National over the Canadian Pacific line as per agreement of Aug. 1, last.

At the time of writing, hearings as follows are scheduled:—At Fernie, B.C., Feb. 20, re proposed discontinuance of train service on Crows Nest Southern Ry. (Great Northern) between Fernie and Newgate, B.C.; at Princeton, B.C., Feb. 22, and at Vancouver Feb. 24, re Vancouver, Victoria and Eastern Ry. and Navigation Co. application to abandon line between Princeton and international boundary, 58.4 miles; at Edmonton, Alta., Feb. 28, re Canadian National application for leave to abandon portion of Lac St. Anne Subdivision, between Peace River Jct. and Darson Jct., 32.6 miles; at Brandon, March 4, application of Brandon, Saskatchewan and Hudson Bay Ry. to abandon line between Brandon and international boundary, 69.5 miles; at Winnipeg, March 5, application of Brandon, Saskatchewan and Hudson Bay Ry. to abandon line between Moriden and international boundary, 14.66 miles.

Car Loadings on Railways by Commodities

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Judgments and Orders re Branch Line Abandonments

In Canadian Railway and Marine World for March, pg. 104, brief summaries were given as to decisions arrived at and orders issued by the Board of Railway Commissioners on applications made to it by the Canadian National and Canadian Pacific Railways for authority to abandon specified branch lines, or portions thereof, the lines concerned being as follows:—Canadian National Rys., portion of Renfrew Subdivision, between Two Rivers and Cache Lake, on Ottawa Division, and portion of Algonquin Subdivision, between Cache Lake and Ravensworth, on Allandale Division; Canadian National Rys. Hemmingford Subdivision, between St. Remi and Hemmingford, Que.; Canadian National Rys. Port Perry Subdivision, between Whibby and Cresswell; Canadian National Rys. Lakefield Subdivision, between Port Hope and Peterborough; Canadian National Rys. Orono Subdivision, between Ronnac and Greenburn; Canadian Pacific Ry. Orford Subdivision, between International boundary and Eastman, Que.; 28.2 miles of Canadian Pacific Ry. Edmundston Subdivision (joint application); portion of Canadian National Rys. line between Iberville and Farnham, Que. (joint application). The Board's judgments in each of the foregoing cases are summarized in the following.

Portions of Renfrew and Algonquin Subdivisions

The Canadian National application was for authority to abandon the portion of the Renfrew Subdivision between Two Rivers, mile 162.3, and Cache Lake, mile 166.8, on the Ottawa Division, and the portion of the Algonquin Subdivision between Cache Lake, mile 37.5, and Ravensworth, mile 70.5, a

was shown that the Ontario Northern Development Department is building a road between Whitney and Dwight, which will parallel a portion of the line between Two Rivers and Algonquin Park, the road being located, between those two stations, within one mile of the railway. It parallels the railway for four miles west from Algonquin Park, and then road and railway separate sharply. At Canoe Lake station, the road is being built four miles from the railway; from Brule Lake, the road is 12 miles south, and from Ravensworth 14 miles south. The Board found that the road could be used by only a very small proportion of those now interested in Algonquin Park; that the lumber industry would be almost, if not entirely, cut off from transportation facilities of any kind, and that there are no transportation facilities other than rail being operated in the area served by the line. It was shown that the Canadian National has been paying the Province of Ontario a yearly corporation tax of \$2,470 in respect of the line; it was suggested by the railway company that this tax be not charged, in return for which the application for authority to abandon would be withdrawn, and an agreement was reached on those terms. The Board's judgment, written by Commissioner Stoneman, said:—"In these circumstances, no direction or order of the Board at the present time seems necessary."—Assistant Chief Commissioner McLean and Commissioner Stone concurred.

Hemmingford Subdivision Line

The Canadian National application in respect of this line was for authority to abandon that portion between St. Remi, Que., mile 6.4, and Hemmingford, Que.,

and Port Perry Ry. Co., was opened for operation in 1877, and in 1882, in consolidation with other lines, became the Midland Ry. Co., which in 1884 was leased to, and in 1893 was amalgamated with, the Grand Trunk Ry., which entered the Canadian National consolidation in 1923. Prior to March 9, 1931, service consisted of a passenger train daily except Sunday and a mixed train daily except Sunday, connecting with main line trains at Whitby Jct. Later, this service was reduced considerably, finally to a bi-weekly mixed train service. The application stated that the line passes through a good mixed farming country, but that a good concrete highway parallels the railway and is kept open all year, with buses and trucks serving most of the territory. It also stated that the system loss resulting from operation of the line was \$17,164 in 1933 and \$8,336 in 1934. Business interests of Port Perry and other points opposed the proposed abandonment. It was shown that 80% of the freight movement is from and to Port Perry and points south thereof; Port Perry is 19.64 miles north of Whitby Jct., Cresswell being north of Port Perry. The paucity of traffic between Port Perry and Cresswell was emphasized in the judgment, which was written by Commissioner Stone and concurred in by Assistant Chief Commissioner McLean and Commissioner Norris, and which concluded as follows:—"I am of the opinion order should issue authorizing the railway company to abandon that portion of its line between Cresswell and Port Perry, to take effect 30 days subsequent to issuance of the order. The line between Port Perry and Whitby to be rehabilitated and operated to take care of traffic affecting the same to be without

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(joint application). The Board's judgments in each of the foregoing cases are summarized in the following:

Portions of Renfrew and Algonquin Subdivisions

The Canadian National application was for authority to abandon the portion of the Renfrew Subdivision between Two Rivers, mile 162.3, and Cache Lake, mile 166.8, on the Ottawa Division, and the portion of the Algonquin Subdivision between Cache Lake, mile 37.5, and Ravensworth, mile 70.5, a total distance of 37.5 miles. The line was opened for operation in 1897. It was built under statutory authority of Dominion Act 54-55 Victoria, Chap. 98. There has been no train service between Two Rivers and Cache Lake for some time, but the Canadian National management has been permitting summer residents to operate an automobile with steel wheels over the rails between Madawaska and Algonquin Park stations. In 1935, trips were made up to Oct. 22, it thus having been demonstrated that it was possible for both passengers and vehicles to cross the trestle between Two Rivers and Algonquin Park stations. On the Algonquin Park Subdivision mixed trains were operated between Algonquin Park and Ravensworth twice a week, while on the Renfrew Subdivision passenger and mixed trains were operated between Madawaska and Two Rivers. The portion of line covered by the application lies almost entirely within the limits of Algonquin Park. H. C. Draper, representing the Province of Ontario, stated at the hearings that the province has a very substantial investment in the Park, and that present annual revenue is estimated at \$250,000. He testified that there are 42 timber leases and 208 leaseholders and licensees in the Park; that there are many camps with accommodation for large numbers of guests; that there are numerous people with summer residences served by the railway, and that if the application were allowed the summer activities within the Park would be very seriously handicapped. Representatives of lumbering concerns stated that they have large investments, and claimed that if the line were abandoned they would suffer very great loss. It

drawn, and an agreement was reached on those terms. The Board's judgment, written by Commissioner Stoneman, said:—"In these circumstances, no direction or order of the Board at the present time seems necessary."—Assistant Chief Commissioner McLean and Commissioner Stone concurred.

Hemmingford Subdivision Line

The Canadian National application in respect of this line was for authority to abandon that portion between St. Remi, Que., mile 6.4, and Hemmingford, Que., mile 21.3, a distance of 14.9 miles. The line was built in 1852, and in 1872 was sold to the Grand Trunk Ry. Co., which was amalgamated with Canadian National Ry.s. in 1923. Among the figures submitted by the railway were those showing a deficit of \$11,173 in 1933 and one of \$5,308 in 1934. Several witnesses indicated the necessity of a railway, and the railway company admitted that there is no highway open to motor vehicles during winter. The judgment pointed out that the claimed deficit for 1934, \$5,308, included \$1,100 for divisional supervision, said that it is to be presumed that this expense would have been incurred even if the line were abandoned, and indicated that it could be concluded that the real deficit was \$4,208. It was pointed out that, in the event of abandonment, the railway employees would lose wages totalling \$16,600, and farmers would lose \$5,556, on milk, through the winter season alone, on account of having to accept lower prices. The figures submitted showed that traffic is on the increase, the 1934 earnings having been about \$6,000 higher than those of 1933. The judgment, written by Deputy Chief Commissioner Garceau, dismissed the application, without prejudice to enter future application for authority to abandon should the public fail to utilize the railway service sufficiently to justify operation of the line; Commissioners Norris and Stone concurred.

Port Perry Subdivision

The Canadian National application was for authority to abandon the line on the Port Perry Subdivision between Whitby Town, mile 28, and Cresswell, mile 32.8, a distance of 30 miles. The line, built under the charter of the Port Whitby

well was emphasized in the judgment, which was written by Commissioner Stone and concurred in by Assistant Chief Commissioner McLean and Commissioner Norris, and which concluded as follows:—"I am of the opinion order should issue authorizing the railway company to abandon that portion of its line between Cresswell and Port Perry, to take effect 30 days subsequent to issuance of the order. The line between Port Perry and Whitby to be rehabilitated and operated to take care of traffic offering; the same to be without prejudice to any future application the railway company may desire to make after the expiration of two years, provided future operation demonstrates this segment of the line shows a continued loss in revenue."

Lakefield Subdivision Line

The Canadian National Ry.s. application was for authority to abandon that portion of the Lakefield Subdivision between Port Hope, mile 2, and Peterborough, mile 30. This line, built under the charter of the Peterborough and Port Hope Ry. Co., was opened for operation in 1856 and became part of the Midland Ry. of Canada in 1882. The Midland Ry. of Canada was leased to the Grand Trunk Ry. Co. in 1884 and amalgamated with the Grand Trunk Ry. in 1893. Ontario King's highway 28, a paved road, parallels the line between Port Hope and Peterborough, and there are improved cross highways, with the result that there is much bus and truck competition. In 1934 the system loss from operation of the line was \$17,041. At the hearings, much conflicting evidence was given as to the severity of truck competition, and a lot of it tended to show that this competition is steadily becoming less severe, as truck owners gradually discover that long haul trucking, to points such as Toronto, is a losing proposition. One witness said:—"While the new truck lasted, people could continue, but when the new truck came out they were not able to buy another."—The judgment, written by Assistant Chief Commissioner McLean and concurred in by Commissioners Norris and Stone, concluded:—"It will appear from what is above set out that there is a very considerable diversity

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(joint application). The Board's judgments in each of the foregoing cases are summarized in the following.

Portions of Renfrew and Algonquin Subdivisions

The Canadian National application was for authority to abandon the portion of the Renfrew Subdivision between Two Rivers, mile 162.3, and Cache Lake, mile 166.8, on the Ottawa Division, and the portion of the Algonquin Subdivision between Cache Lake, mile 37.5, and Ravensworth, mile 70.5, a total distance of 37.5 miles. The line was opened for operation in 1897. It was built under statutory authority of Dominion Act 54-55 Victoria, Chap. 98. There has been no train service between Two Rivers and Cache Lake for some time, but the Canadian National management has been permitting summer residents to operate an automobile with steel wheels over the rails between Madawaska and Algonquin Park stations. In 1935, trips were made up to Oct. 22, it thus having been demonstrated that it was possible for both passengers and vehicles to cross the trestle between Two Rivers and Algonquin Park stations. On the Algonquin Park Subdivision mixed trains were operated between Algonquin Park and Ravensworth twice a week, while on the Renfrew Subdivision passenger and mixed trains were operated between Madawaska and Two Rivers. The portion of line covered by the application lies almost entirely within the limits of Algonquin Park. H. C. Draper, representing the Province of Ontario, stated at the hearings that the province has a very substantial investment in the Park, and that present annual revenue is estimated at \$250,000. He testified that there are 42 timber leases and 208 leaseholders and licensees in the Park; that there are many camps with accommodation for large numbers of guests; that there are numerous people with summer residences served by the railway, and that if the application were allowed the summer activities within the Park would be very seriously handicapped. Representatives of lumbering concerns stated that they have large investments, and claimed that if the line were abandoned they would suffer very great loss. It

drawn, and an agreement was reached on those terms. The Board's judgment, written by Commissioner Stoneman, said:—"In these circumstances, no direct or order of the Board at the present time seems necessary."—Assistant Chief Commissioner McLean and Commissioner Stone concurred.

Hemmingford Subdivision Line

The Canadian National application in respect of this line was for authority to abandon that portion between St. Remi, Que., mile 6.4, and Hemmingford, Que., mile 21.3, a distance of 14.9 miles. The line was built in 1852, and in 1872 was sold to the Grand Trunk Ry. Co., which was amalgamated with Canadian National Ry. in 1923. Among the figures submitted by the railway were those showing a deficit of \$11,173 in 1933 and one of \$5,308 in 1934. Several witnesses indicated the necessity of a railway, and the railway company admitted that there is no highway open to motor vehicles during winter. The judgment pointed out that the claimed deficit for 1934, \$5,308, included \$1,100 for divisional supervision, said that it is to be presumed that this expense would have been incurred even if the line were abandoned, and indicated that it could be concluded that the real deficit was \$4,208. It was pointed out that, in the event of abandonment, the railway employees would lose wages totalling \$16,600, and farmers would lose \$5,556, on milk, through the winter season alone, on account of having to accept lower prices. The figures submitted showed that traffic is on the increase, the 1934 earnings having been about \$6,000 higher than those of 1933. The judgment, written by Deputy Chief Commissioner Garceau, dismissed the application, without prejudice to enter future application for authority to abandon should the public fail to utilize the railway service sufficiently to justify operation of the line; Commissioners Norris and Stone concurred.

Port Perry Subdivision

The Canadian National application was for authority to abandon the line on the Port Perry Subdivision between Whitby Town, mile 2.8, and Cresswell, mile 32.8, a distance of 30 miles. The line, built under the charter of the Port Whitby

well was emphasized in the judgment, which was written by Commissioner Stone and concurred in by Assistant Chief Commissioner McLean and Commissioner Norris, and which concluded as follows:—"I am of the opinion order should issue authorizing the railway company to abandon that portion of its line between Cresswell and Port Perry, to take effect 30 days subsequent to issuance of the order. The line between Port Perry and Whitby to be rehabilitated and operated to take care of traffic offering; the same to be without prejudice to any future application the railway company may desire to make after the expiration of two years, provided future operation demonstrates this segment of the line shows a continued loss in revenue."

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Edmundston Subdivision Line

The application, a joint one by the Canadian Pacific and Canadian National, was for (a) approval of the abandonment of operation of that portion of the Canadian Pacific Ry. commencing at mile 28.2 (Cyr Diamond) on its Edmundston Subdivision, then northerly to mile 56.4 (Edmundston yard), a distance of 28.2 miles, and (b) an order to permit the Canadian Pacific to connect its tracks with the Canadian National tracks at points shown on plans filed with the Board. The application was granted, the order stating:—"Upon reading what has been filed on behalf of the towns of Edmundston and Grand Falls, and the consent of the New Brunswick Railway Company and the county of Madawaska, filed, it is ordered:—1. That the abandonment of operation of that portion of the Canadian Pacific Railway Company's line of railway commencing at mileage 28.2 (Cyr Diamond), on its Edmundston Subdivision, thence northerly to mileage 56.4 (Edmundston yard), a distance of 28.2 miles, all in the province of New Brunswick, be, and it is hereby, approved. 2. That the Canadian Pacific Railway Company be, and it is hereby, granted leave to connect its tracks with the tracks of the Canadian National Railway Company at the points shown on the said plans on file with the Board under file no. 39309.5."

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Judgment re Nicolet-St. Leonard Jct. Branch Line Abandonment

Brief reference was made in Canadian Railway and Marine World for October, pg. 462, to passage by the Board of Railway Commissioners, on Sept. 8, of order 53,417, to amend order 53,012, of April 15 last, which approved abandonment of operation on that portion of the Canadian National Rys. Nicolet Sub-division line, between Nicolet and St. Leonard Jct., Que., 14.7 miles.

Order 53,417 was based on a judgment written by Chief Commissioner Guthrie of the Board and concurred in by Commissioner Stone. This judgment is summarized in the following.

The hearing of the original application from Canadian National Rys., for authority to abandon the section of line between Nicolet and St. Leonard Jct., was held on May 17, 1935, and the order granting the right to abandon, issued April 15, 1936, specified that the C.N.R. should abandon the line on the following June 15, and also contained the following provision:—"Provided the applicants furnish adequate train service between Nicolet, Doucet's Landing and Aston Jct., connecting with main line trains at Aston Jct., as well as suitable station and siding facilities to take care of the traffic." On May 27, however, the town of Nicolet filed with the Board a notice of appeal from the Board's order, and that was followed on June 19 by a notice, signed by the Mayor of Nicolet and by Mr. Justice Trahan, a resident of the town, protesting against the order, and asking for a rehearing of the whole matter. On June 16, the Board issued an order extending the time for hearing the appeal from the order, and also providing that, pending the hearing and until further order, the C.N.R. should suspend any action in the way of dismantling the line. On July 14 last, the Board held a hearing at Nicolet, at which Mr. Justice Trahan and counsel for the town and the C.N.R. appeared. At that hearing, it developed that exception had been taken to figures furnished by the C.N.R. relative to losses caused by operation of the line, and that, with the concurrence of all parties, led the Board to appoint A. V. Franklyn, Railway Auditor, Dominion Railways and Canals Department, to conduct an examination into the figures which the C.N.R. management had submitted. Mr. Franklyn's investigations showed that the C.N.R. figures were quite accurate, and that operating losses had been experienced on the line as follows:—1933, \$17,187; 1934, \$20,785; 1935, \$18,555. No evidence was given at the July 14 hearing which would lead to the belief that there would be any likelihood of improvement in either freight or passenger traffic. The records show that total revenue from the line has been as follows:—1933, \$4,095; 1934, \$4,931; 1935, \$6,643. In 1933, the railway had to spend \$5.20 to earn \$1, compared with 96¢ for the whole C.N.R. system. In 1934, the outlay was \$5.21 to

earn \$1, and in 1935, \$5.22 for the whole system. In his opinion subject to the reservation, however, that reasonable railway service must be furnished by the C.N.R. between Nicolet, Doucet's Landing and Aston Jct., as mentioned in order 53,012, and he said:—"To carry out the Board's intention in regard to this proviso, I think more definite language than appears in the said order should be employed. Order 53,012 should be amended by adding the following clause at the end thereof, viz.—"Local passenger train service between Nicolet and St. Leonard Jct. shall be diverted via St. Gregoire and Aston Junction. Connecting tracks shall be constructed by the applicant company at St. Gregoire and Aston Junction to provide straightaway movements between St. Hyacinthe and Nicolet."

Re Leave to Appeal

In regard to the application by the town of Nicolet for leave to appeal to the Supreme Court of Canada from order 53,012, the Chief Commissioner found that such leave should not be granted. It appeared that, following adoption of a bylaw in 1888, the town of Nicolet made a grant of \$10,000 in respect of the line (then Drummond County Ry. Co., which was subsequently incorporated into the Intercolonial Ry. and then into Canadian National Rys.), and counsel for the town claimed that by reason of the grant the C.N.R. became obligated to maintain a daily service between Nicolet and Drummondville. It was claimed that the Board's order, which had the effect of terminating the contract, was ultra vires. However, a copy of the 1888 bylaw filed with the Board showed that there was no reference to assumption by the Drummond County Ry. of an obligation to maintain a railway service in perpetuity. The bylaw stated merely that the bonus was granted to assist in the construction of a railway. In view of these facts, the Chief Commissioner expressed the opinion that there exists no contractual obligation to compel the C.N.R. to operate the line; also, he stated, he was of opinion that, under section 165A of the Railway Act, the Board has jurisdiction to issue an order approving abandonment of the line, and he added:—"In my opinion, the Board should not grant leave to appeal either upon a question of law, or of jurisdiction, or both. I do not consider that the questions raised in the application for leave to appeal warrant such a course. I think that in this case the Board should refuse leave to appeal." He pointed out, however, that, notwithstanding the Board's ruling, the interested parties could apply for leave to appeal to the Supreme Court of Canada under the provisions of Sec. 52, sub-sec. 2, of the Railway Act, upon a question of the Board's jurisdiction. As mentioned in the October issue article, the order issued on Sept. 8 amended order 53,012 by stating more clearly that train service to be given by the C.N.R.

Deputy Chief Commissioner F. N. Garceau, who dissented from the original judgment, again expressed dissent, saying that he would have granted leave to appeal to the Supreme Court of Canada from order 53,012, with the railway continuing service pending judgment on the appeal, and as concerns the application for a rehearing he said that he would leave the matter in abeyance pending judgment on the appeal.

Air Transport of Freight

Probably many of our readers do not appreciate the extent to which airplanes are being utilized in freight transportation in Canada. The view that the airplane carriage of commodities must be restricted to comparatively light pieces, which one associates in his mind with express traffic, is a wholly fallacious one, as is recognized by anyone acquainted with the manner in which the airplane is employed for the transportation of freight in the mining country. Outstanding among the several Canadian mining enterprises which have utilized the airplane in development is the Argosy Mine in Northwestern Ontario.

Official information is to the effect that in the spring of this year the mine entered into a contract for the transport of 500 tons of freight from Gold Pines, at the head of Lac Seul navigation, delivery of all the freight before freeze-up having been one of the stipulations. The water transport work was awarded Patricia Transport Co., Hudson, Ont., while the air transport work was awarded Canadian Airways, Ltd. With the docking facilities at Gold Pines limited, careful co-ordination between water and air services was necessary. Delivery of freight (consisting largely of fuel oil, dynamite and lumber) at the mine began in June, and by Sept. 28 the contracted tonnage and an additional 100 tons had been moved, and at the time of our advice, at the beginning of October, more freight was being flown in. Six or seven transport planes have been working steadily since deliveries commenced, and these have consumed about 10 carloads of gasoline and oil in the operation. One of the planes employed is the Canadian Airways, Ltd., "Flying Boxcar", a Junkers Ju 52 model; this is the largest freighting plane in Canada, and regularly carries loads of from 2 to 2½ tons. Freight has been moved at the average rate of 20 tons a day; on favorable days up to 24 tons have been transported, and, in the week Sept. 15-21, 129 tons were moved. The return trip by air is 140 miles. A feature of the operation has been the transport of large units intact, including ore buckets, crated machine parts, etc. Radio has played an important part in the operation, the equipment enabling operators to keep in touch with headquarters, to receive weather reports and to facilitate operation.

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Order 58,417 was based on a judgment written by Chief Commissioner Guthrie of the Board and concurred in by Commissioner Stone. This judgment is summarized in the following.

The hearing of the original application from Canadian National Rys., for authority to abandon the section of line between Nicolet and St. Leonard Jct., was held on May 17, 1935, and the order granting the right to abandon, issued April 15, 1936, specified that the C.N.R. should abandon the line on the following June 15, and also contained the following provision:—"Provided the applicants furnish adequate train service between Nicolet, Doucet's Landing and Aston Jct., connecting with main line trains at Aston Jct., as well as suitable station and siding facilities to take care of the traffic." On May 27, however, the town of Nicolet filed with the Board a notice of appeal from the Board's order, and that was followed on June 19 by a notice, signed by the Mayor of Nicolet and by Mr. Justice Trahan, a resident of the town, protesting against the order, and asking for a rehearing of the whole matter. On June 15, the Board issued an order extending the time for hearing the appeal from the order, and also providing that, pending the hearing and until further order, the C.N.R. should suspend any action in the way of dismantling the line. On July 14 last, the Board held a hearing at Nicolet, at which Mr. Justice Trahan and counsel for the town and the C.N.R. appeared. At that hearing, it developed that exception had been taken to figures furnished by the C.N.R. relative to losses caused by operation of the line, and that, with the concurrence of all parties, led the Board to appoint A. V. Franklyn, Railway Auditor, Dominion Railways and Canals Department, to conduct an examination into the figures which the C.N.R. management had submitted. Mr. Franklyn's investigations showed that the C.N.R. figures were quite accurate, and that operating losses had been experienced on the line as follows:—1933, \$17,187; 1934, \$20,795; 1935, \$18,555. No evidence was given at the July 14 hearing which would lead to the belief that there would be any likelihood of improvement in either freight or passenger traffic. The records show that total revenue from the line has been as follows:—1933, \$4,095; 1934, \$4,931; 1935, \$6,643. In 1933, the railway had to spend \$5.20 to earn \$1, compared with 96c for the whole C.N.R. system. In 1934, the outlay was \$5.21 to

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Manner of application—Running-boards shall be securely fastened with bolts, rivets or studs. Locomotives having Wootten type boilers with cab located on top of boiler more than twelve (12) inches forward from boiler-head shall have suitable running boards running from cab to rear of locomotive, with hand railing not less than twenty (20) nor more than forty-eight (48) inches above outside edge of running-boards, securely fastened with bolts, rivets or studs.

Subsequently the Board passed general order 537, substituting the word "widening" for the word "tapering" in that part of general order 534 specifying running board dimensions.

Hearings on Applications for Authority to Abandon Branch Lines

Applications from the two Canadian transcontinental railways to the Board of Railway Commissioners, for authority to abandon a number of branch lines, made under the Railway Act, sec. 165A, the Canadian National-Canadian Pacific Act, 1933, sec. 2, subsec. 3, and other relevant legislation, were dealt with in Canadian Railway and Marine World for

Pembroke, Ont., re Canadian National Golden Lake-National Jct. line, 20.2 miles; at St. Stephen, N.B., April 29, re Canadian Pacific line between Shore Line Jct. and Bonny River, 28.8 miles; at Saint John, N.B., April 30, re Canadian National St. Martins Subdn. line between Hampton and St. Martins, 28.7 miles; at Petitcodiac, N.B., May 1, re Canadian National Elgin-Petitcodiac and Petitcodiac-Havelock lines 26.1 miles; at Simcoe, Ont., May 8, re Canadian National Jarvis-Port Dover line, 9 miles, and Simcoe Jct.-Otterville line, 14.2 miles; at Paris, Ont., May 9, re Canadian National Brant County Siding-Paris Jct. line, 6 miles; at Woodstock, Ont., May 10, re Canadian National Burgessville-Woodstock line 9.2 miles, and Hickson-Tavistock Jct. line, 6.5 miles; at St. Johns, Que., May 13, re Canadian National Noyan Jct.-Iberville line, 21.9 miles; at Farnham, Que., May 14, re Canadian National Farnham-Frelighsburg line, 13.4 miles; at St. Hyacinthe, Que., May 15, re Canadian National Iberville-St. Hyacinthe line, 28.1 miles, and St. Hyacinthe-Bellevue Jct. line, 31.3 miles; at Victoriaville, Que., May 16, re Canadian National Victoriaville-St. Gregoire line, 30.4 miles; at Nicolet, Que., May 17, re Canadian National St. Leonard Jct.-Nicolet line, 14.7 miles; at Trenton, Ont., May 20, re Canadian National Trenton-Brighton line, 9.9 miles; at Port Hope, Ont., May 21, re Canadian National Ronnac-Greenburn line, 41.8 miles.

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Locksley Subdivision, Ottawa Division, Montreal District, Central Region, between Golden Lake, mile 0, and National Jct., mile 20.2, 20.2 miles. This section of line was opened for traffic in 1899, having been built under authority granted by Ontario 1898 Statutes, chap. 96, to Pembroke Southern Ry. Co. In 1906 the line was purchased by the Canadian Atlantic Ry., which was amalgamated with the Grand Trunk under Dominion 1914 Statutes, chap. 59. The section is laid with 72 and 80 lb. rails. The maximum grades are 1.6% to northbound traffic and 2.2% to southbound. Maximum curvature is 6 deg. In the year 1933 the net loss from operation was \$29,732. The territory served is wooded, and sparsely settled. Where cleared, mixed farming and live stock raising are carried on. County and township roads serve the district, although there is no organized motor vehicle competition. The subdivision offers a short route to Pembroke from Madawaska and other points on the Renfrew Subdivision, and traffic therefrom can readily be handled in alternative ways.

Renfrew Subdivision, Ottawa Division, Montreal District, Central Region, between Two Rivers, mile 162.8, and Cache Lake, mile 166.8, and between Cache Lake, mile 37.5, and Ravensworth, mile 70.5, on the Algonquin Subdivision, Allandale Division, for a total distance of 37.5 miles. This section was opened for operation in 1897. It was built under authority of Dominion Statutes 54-55 Vic., chap. 98. In 1899, the Ottawa, Arnprior and Parry Sound Ry. was amalgamated with the Canada Atlantic Ry., which in 1914 was amalgamated with the Grand Trunk Ry. The line is laid with 80 lb. steel. Two trestles at Cache Lake have been condemned. Maximum grade to westbound traffic is 1.5%. conven-

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Orono Subdivision, Belleville Division, Southern Ontario District, Central Region, between Ronnac, mile 0, and Greenburn, mile 41.8, 41.8 miles. The section was opened for operation in 1911, having been built under the charter of the James Bay Ry. Co., under authority of Dominion 1905 Statutes, chap. 110. It was built by the Canadian Northern Ontario Ry. Co., successor by change of name to James Bay Ry. Co. In 1914 Canadian Northern Ontario Ry. Co. became part of the Canadian Northern Ry. system. Control of it was acquired by the Dominion Government in 1917. The section is laid with 80 lb. rails. Maximum grade in both directions is 0.5%, and maximum curvature is 4 deg. The system loss from operation in 1933 was \$22,496. The line passes through fairly well settled agricultural territory; buses and trucks operate over excellent highways in keen competition with the railway.

Tweed Subdivision, Belleville Division, Southern Ontario District, Central Region, between Tweed, mile 33.9, and Bannockburn, mile 53.4, 19.5 miles. The line between Tweed and Bannockburn was opened for operation in 1903. It was built under the charter of the Napanee, Tamworth and Quebec Ry. Co., under authority of Ontario 1879 Statutes, chap. 67. The company changed its name to Kingston, Napanee and Western Ry. in 1890, and in 1896 amalgamated with the Bay of Quinte Ry. and Navigation Co. to form the Bay of Quinte Ry. Co. That company was acquired by the Canadian Northern Ry. Co. in July, 1914, control having passed to the Dominion Government in 1917. The steel on the section is 70 lb., laid in 1903. Maximum grade to both eastbound and westbound

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Otterville Subdivision, London Division, Southern Ontario District, Central Region, between Simcoe Jct., mile 9.1, and Otterville, mile 23.3, 14.2 miles. This line was opened for operation in 1875, it having been built under the charter of the Port Dover and Lake Huron Ry. Co., conferred by Ontario 1872 Statutes, chap. 53. In 1881, the Port Dover and Lake Huron Ry. Co., by an amalgamation, formed the Grand Trunk, Georgian Bay and Lake Erie Ry. Co., which was amalgamated with the Grand Trunk Ry. Co. of Canada in 1893. The section of line to be abandoned is laid chiefly with 60 and 65 lb. rails in poor condition. The maximum grade is 1.8% to northbound traffic and 1% to southbound traffic, maximum curvature being 2 deg. There has been no operation of the line, and no maintenance work done, since Nov., 1933. The territory through which the line passes is a rather poor farming district, on account of the sandy nature of the soil, and agricultural production is limited to tobacco, vegetables and small fruits. The district is connected with main highways by country roads which are kept open all year, and while there is no bus competition, there has been considerable

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Lakefield Subdivision, Belleville Division, Southern Ontario District, Central Region, between Port Hope, mile 2, and Peterborough, mile 30, 28 miles. This section was opened for operation in 1856, having been built under Peterborough and Port Hope Ry. Co. charter issued under authority of Upper Canada Statutes of 1846, chap. 109. In 1854 the name was changed to Port Hope, Lindsay and Beaverton Ry. Co., which in 1882 became Midland Ry. of Canada. The Midland Ry. of Canada was leased to the Grand Trunk in 1884, and amalgamated with the Grand Trunk in 1893. The rails on 28.6 miles are 80 lb., and on 2.8 miles are 100 lb. Maximum grade to westbound traffic is 2%, compensated, and to eastbound traffic 1.5%, compensated.

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Deseronto Subdivision, Belleville Division, Southern Ontario District, Central Region, between Trenton, mile 35.5, and Brighton, mile 45.4, 9.9 miles. This line was opened for operation in 1911. The original charter was granted to James Bay Ry. Co. in 1895, and in 1906 the name was changed to Canadian Northern Ontario Ry. Co., which was granted right to build the line. The line is laid with 80 lb. rail in good condition. Maximum grade to both eastbound and westbound traffic is 0.5%. Maximum curvature is 4 deg. 6 min. The line passes through well settled farming territory, a good paved highway, open all year round, parallels it, and railway revenue has suffered severely from bus and truck competition. There has been no train service.

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Otterville Subdivision, London Division, Southern Ontario District, Central Region, between Burgessville, mile 31, and Woodstock, mile 40.2, 9.2 miles. This section was opened for operation in 1875, it having been built under the charter of the Port Dover and Lake Huron Ry. Co., under authority of Ontario 1872 Statutes, chap. 53. The same historical information as applies to the Simcoe Jct.-Otterville section of this subdivision applies to this portion also.

The Burgessville-Woodstock section is laid chiefly with 60 lb. steel, in poor condition. The maximum grade to northbound traffic is 1.4% and to southbound traffic is 1.2%, maximum curvature being 3 deg. The territory served is a prosperous and well-settled farming one, with various industries. Considerable truck competition has been experienced. As a rule the roads are kept open throughout the winter. The section has not been operated or maintained since Sept. 25, 1932.

Ottawa Subdivision, London Division, Southern Ontario District, Central Region, between Hickson, mile 49.1, and Tavistock Jct., mile 55.6, 6.5 miles. The historical information given for the other two sections of this subdivision proposed

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Tweed Subdivision, Belleville Division, Southern Ontario District, Central Region, between Tweed, mile 33.9, and Bamockburn, mile 53.4, 19.5 miles. The line between Tweed and Bamockburn was opened for operation in 1903. It was built under the charter of the Napanee, Tamworth and Quebec Ry. Co., under authority of Ontario 1879 Statutes, chap. 67. The company changed its name to Kingston, Napanee and Western Ry. in 1890, and in 1896 amalgamated with the Bay of Quinte Ry. and Navigation Co. to form the Bay of Quinte Ry. Co. That company was acquired by the Canadian Northern Ry. Co. in July, 1914, control having passed to the Dominion Government in 1917. The steel on the section is 70 lb., laid in 1903. Maximum grade to both eastbound and westbound

vice on the line since early in 1932, and no maintenance work has been done on it since then.

Harrisburg Subdivision, London Division, Southern Ontario District, Central Region, between Brant County siding, mile 6.9, and Paris Jct., mile 12.9, 6 miles. The section was opened for operation in 1858, having been built under Great Western Rd. Co. charter under Upper Canada 1845 Statutes, chap. 86. In 1863 the name of the company was changed to Great Western Ry. Co. Amalgamation with the Grand Trunk took place in 1882. The section is laid with 100 lb. rail. Maximum grade to westbound traffic is 0.9% and to eastbound traffic 0.5%. Maximum curvature is 2 deg. The line passes through a well-settled farming district, well served by highways, kept open during the winter. There has been no train service on the line, and no maintenance work on it, since March 3, 1932.

Otterville Subdivision, London Division, Southern Ontario District, Central Region, between Simcoe Jct., mile 9.1, and Otterville, mile 23.3, 14.2 miles. This line was opened for operation in 1875, it having been built under the charter of the Port Dover and Lake Huron Ry. Co., conferred by Ontario 1872 Statutes, chap. 53. In 1881, the Port Dover and Lake Huron Ry. Co., by an amalgamation, formed the Grand Trunk, Georgian Bay and Lake Erie Ry. Co., which was amalgamated with the Grand Trunk Ry. Co. of Canada in 1893. The section of line to be abandoned is laid chiefly with 60 and 65 lb. rails in poor condition. The maximum grade is 1.8% to northbound traffic and 1% to southbound traffic, maximum curvature being 2 deg. There has been no operation of the line, and no maintenance work done, since Nov., 1933. The territory through which the line passes is a rather poor farming district, on account of the sandy nature of the soil, and agricultural production is limited to tobacco, vegetables and small fruits. The district is connected with main highways by country roads which are kept open all year, and while there is no bus competition, there has been considerable

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for operation in 1897. It was built under authority of Dominion Statutes 54-55 Vic, chap. 98. In 1899, the Ottawa, Arnprior and Parry Sound Ry. was amalgamated with the Canada Atlantic Ry., which in 1914 was amalgamated with the Grand Trunk Ry. The line is laid with 80 lb. steel. Two trestles at Cache Lake have been condemned. Maximum grade to westbound traffic is 1.5%, compensated, and to eastbound traffic 1.2%, being 6 deg. The country served is rough and wooded, and unsuitable for farming, and 26 miles of the section is in Algonquin Park, which is not open for settlement. There has been some effort to develop a summer resort district in the territory. The only industrial development consists of sawmills at Brule Lake and Canoe Lake, and there is little, if any, highway development. The system loss from operation in 1933 was \$19,681.

Lakefield Subdivision, Belleville Division, Southern Ontario District, Central Region, between Port Hope, mile 2, and Peterborough, mile 30, 28 miles. This section was opened for operation in 1856, having been built under Peterborough and Port Hope Ry. Co. charter issued under authority of Upper Canada Statutes of 1846, chap. 109. In 1854 the name was changed to Port Hope, Lindsay and Beaverton Ry. Co., which in 1882 became Midland Ry. of Canada. The Midland Ry. of Canada was leased to the Grand Trunk in 1884, and amalgamated with the Grand Trunk in 1893. The rails on 28.6 miles are 80 lb., and on 2.8 miles are 100 lb. Maximum grade to westbound traffic is 2%, compensated, and to eastbound traffic 1.5%, compensated.

name to Kingston, Napanee and Western Ry. in 1890, and in 1896 amalgamated with the Bay of Quinte Ry. and Navigation Co. to form the Bay of Quinte Ry. Co. That company was acquired by the Canadian Northern Ry. Co. in July, 1914, control having passed to the Dominion Government in 1917. The steel on the section is 70 lb., laid in 1903. Maximum grade to both eastbound and westbound traffic is 1.23%, and maximum curvature is 12 deg. 45 min. In 1933 net loss to the system arising from the section's operation was \$12,826. The territory served is a mixed farming country served by good macadamized roads, and substantial competition is experienced from trucks operated by farmers and merchants. Tweed is served by the Canadian Pacific also, and there is regular bus service to Belleville daily. When the line was built, considerable mining activity was anticipated, but it has not materialized.

Deseronto Subdivision, Belleville Division, Southern Ontario District, Central Region, between Trenton, mile 35.5, and Brighton, mile 45.4, 9.9 miles. This line was opened for operation in 1911. The original charter was granted to James Bay Ry. Co. in 1895, and in 1906 the name was changed to Canadian Northern Ontario Ry. Co., which was granted right to build the line. The line is laid with 80 lb. rail in good condition. Maximum grade to both eastbound and westbound traffic is 0.5%. Maximum curvature is 4 deg. 6 min. The line passes through well settled farming territory; a good paved highway, open all year round, parallels it, and railway revenue has suffered severely from bus and truck competition. There has been no train ser-

work done, since Nov., 1933. The territory through which the line passes is a rather poor farming district, on account of the sandy nature of the soil, and agricultural production is limited to tobacco, vegetables and small fruits. The district is connected with main highways by country roads which are kept open all year, and while there is no bus competition, there has been considerable truck competition, which has reduced railway revenue.

Otterville Subdivision, London Division, Southern Ontario District, Central Region, between Burgessville, mile 31, and Woodstock, mile 40.2, 9.2 miles. This section was opened for operation in 1876, it having been built under the charter of the Port Dover and Lake Huron Ry. Co. under authority of Ontario 1872 Statutes, chap. 53. The same historical information as applies to the Simcoe Jct.-Otterville section of this subdivision applies to this portion also. The Burgessville-Woodstock section is laid chiefly with 60 lb. steel, in poor condition. The maximum grade to northbound traffic is 1.4% and to southbound traffic is 1.2%, maximum curvature being 3 deg. The territory served is a prosperous and well-settled farming one, with various industries. Considerable truck competition has been experienced. As a rule the roads are kept open throughout the winter. The section has not been operated or maintained since Sept. 25, 1932.

Ottawa Subdivision, London Division, Southern Ontario District, Central Region, between Hickson, mile 49.1, and Tavistock Jct., mile 55.6, 6.5 miles. The historical information given for the other two sections of this subdivision proposed

the Province of New Brunswick, the Town of St. Stephen, various businesses and interested parties, and Rand Matheson, for Maritime Board of Trade. The C.P.R. counsel stated that the case was based very largely on statements filed with the Board, which showed the operating losses to be over \$81,000 a year, for three years, the losses being attributed to operation of truck companies, that there are no houses and no industries on the line, with the exception of a portable mill at Dyers and a temporary road construction plant at Oak Bay, and that the line from Watt Jet to St. Andrews Intercept, at Brunswick Jet, the center of the line proposed to be abandoned, Commissioner G. A. Stone in giving judgment said:—"The comparative methods of transportation between Saint John and the territory adjacent to the Shore Line Ry., whether by motor buses, motor trucks, or by water route, develop a situation which must have a strong bearing on the rates structure of the railway. Considering all that is involved, the apparent necessities for combined operation in the public interest are small, and hardship due to abandonment will therefore be negligible. I would grant the application without prejudice to whatever rights or remedies may be open to the parties in the courts."—This was concurred in by the Assistant Chief Commissioner, S. J. McLeann, C.M.G., etc., and Commissioner T. C. Norris, and order 52,468 was passed Nov. 8, 1935, granting the application.

A Saint John press report of Dec. 11, 1935, stated that while the portion of the Shore Line Subdivision, between Shore Line Jet, and Bonny River, 29.8 miles, would be closed Jan. 1, there would be a train service daily, except Sunday, between West Saint John and Bonny River, 58.2 miles, in lieu of the every other day service previously in effect.

Canadian National, Aston Subdivision

The C.N.R. applied for leave to abandon the portion of its Aston Subdivision, between Victrolaville and St. George, Que., 30.4 miles. The trunk line was built by the Grand Trunk Ry. Co., with the assistance of the City of Three Rivers, under a contract dated Aug. 20, 1868. The Board's Chief Operating Officer reporting against granting the application. The Deputy Chief Commissioner, F. N. Garneau, K.C., in giving judgment said in part:—"The memoranda filed by the Bishop of Nicolet, by the Three Rivers and Victrolaville Chambers of Commerce, and the resolutions passed by every municipality concerned established clearly that if this petition was granted the economic, social, and religious conditions

extending therefrom would be seriously and irreversibly affected. The application asks the Board to permit the violation of a contract, but the Board has no jurisdiction to do so. Even if it had, such action would not be reasonable or expedient. Here, as elsewhere, motor vehicle competition has been responsible for the railway plight. I would dismiss the application."

Commissioners G. A. Stone and T. C. Norris said:—"While not adopting certain of the reasons for judgment of the Deputy Chief Commissioner upon which his conclusion is based, in the circumstances of the case, we agree that the application be refused."—Order 52,443 was issued Nov. 6, 1935, refusing the application.

Canadian National, Freilighsburg Subdivision

The C.N.R.'s application to the Board of Railway Commissioners for leave to abandon operation of its Freilighsburg Subdivision, between Farnham and Freilighsburg, Que., 18.4 miles, was heard by the Deputy Chief Commissioner, F. N. Garneau, K.C., and Commissioner Stone and Norris. The Deputy Chief Commissioner gave a lengthy judgment, Sept. 12, 1935, recommending the application's dismissal. Commissioner Stone, while not agreeing with certain observations made by the Deputy Chief Commissioner, held that, in the public interest, the abandonment of the line should be postponed. Commissioner Norris concurred in this, and order 52,425 was passed Nov. 4, 1935, refusing the application.

Canadian National, Iberville Subdivision

The C.N.R. applied, Jan. 18, 1935, to the Board of Railway Commissioners for leave to abandon operation of a portion of its Iberville Subdivision, between Noyan Jet, and Iberville, Que., 21.9 miles. The application was heard at St. John's, Que., May 18, 1935, by the Deputy Chief Commissioner, F. N. Garneau, and Commissioners G. A. Stone and T. C. Norris. The Deputy Chief Commissioner gave judgment, Nov. 14, 1935, recommending dismissal of the application. Commissioner Stone gave a dissenting judgment, Nov. 22, 1935, recommending the granting of the application. Commissioner Norris concurred in this, and order 52,493 was issued Nov. 20, 1935, granting the application, the approval to be without prejudice to the rights and remedies of the parties, if any, in the courts.

Canadian Pacific, Stobie Branch

The C.P.R. Co. applied, June 27, 1935, for leave to abandon the portion of its

carried on in the property since 1910. There is an old shaft which was sunk on the lot about 35 years ago, but no attempt to carry on mining has been made for a great many years. To reach the property by rail would necessitate the rebuilding of the Stobie Branch, and the construction of an additional spur, which would necessitate new bridges crossing the gullies, as those which existed formerly on the old branch beyond mile 3 have rotted and collapsed. The application was heard in Ottawa, Nov. 6, 1935; all interested parties having been notified. The C.P.R. representatives were the only ones appearing. A letter from International Nickel Co. of Canada stated that it offered no objection to the abandonment of the branch from mile 1.6 to 5.02. Commissioner J. A. Stoenman gave judgment Nov. 7, 1935, stating that no settlers are affected, that the territory is practically barren, and recommending that the application be allowed. The recommendation was concurred in by the Chief Commissioner, Hon. Hugh Guthrie, P.C., K.C., and the Assistant Chief Commissioner, S. J. McLeann, C.M.G., etc., and order 52,444 was issued Nov. 7, 1935, granting the amended application for the abandonment of the line between miles 1.6 and 5.02.

Canadian National, Burgessville-Woodstock Line

The C.N.R.'s application to the Board of Railway Commissioners for authority to abandon operation of the portion of its Otterville Subdivision, from Burgessville to Woodstock, Ont., 9.2 miles, was heard at Woodstock, May 10, 1935, by the Assistant Chief Commissioner, S. J. McLeann, the Deputy Chief Commissioner, F. N. Garneau, and T. C. Norris. It was announced at Ottawa, Dec. 12, 1935, that the Assistant Chief Commissioner and Commissioner Norris had given judgment in favor of granting the application, that the Deputy Chief Commissioner had given a dissenting judgment, and that an order granting the application had been issued.

Canadian Pacific Railway Co. Directors on Bank of Montreal Board—Sir Edward Beatty, G.B.E., etc., Chairman, and President, C.P.R. Co., has been re-elected a director of Bank of Montreal and a member of its executive committee. The following other C.P.R. directors have also been re-elected officers of the bank:—W. A. Black, O.B.E., Hon. H. Coatsworth, Sir Charles Gairdner, T. H. McMaster, and W. N. Tilley, K.

vice on the line since early in 1932, and
no maintenance work has been done on
it since then.
Harrisburg Subdivision, London Divi-

Early Days of Canadian Railroad-ing Recalled

An outstanding feature of the Transportation Festival which is being held in Saint John, N.B., May 31-June 3, is the Canadian National Rys. exhibit, the background of which shows a 15-ft. enlargement of the first railway train in Canada, which operated on the old Champlain and St. Lawrence Rd., between Laprairie, Que., and St. Johns, Que. This enlargement shows every detail of this historic train, and, having been made on a single piece of enlarging paper, is very probably the largest photographic enlargement of its kind ever produced in Canada. The train is shown in the accompanying illustration.

Immediately in front of the enlargement is being shown a decided contrast with the present in railroad locomotion by exhibit of a model of the locomotive "Dorchester", which hauled the first Canadian train on its momentous and historic trip from Laprairie to St. Johns. Alongside is a model of the present-day

Dimensions—Not less than ten inches wide. If of wood not less than one and one-half (1½) inches in thickness; if of metal not less than three-sixteenths (3/16) of an inch, properly supported. Providing that in the case of locomotives of such dimensions in the diameter of that portion of the boiler between the front of cab and the forward end of the course adjoining the fire-box a ten (10) inch width cannot be obtained without extending beyond the side clearance allowance, the width of running board may be reduced to a minimum of five and one-half (5½) inches tapering to ten (10) inches as the reducing diameter of the boiler permits. Pipes or other appurtenances must be so located as will provide for not less than the minimum width of running board above prescribed.

Location—One (1) on each side of boiler, extending from cab to front end near pilot beam. Running-boards may be in sections where necessary to provide for the location of air compressors, water pumps or heaters, reservoirs, or other

February, pg. 58, and in the April issue, pg. 141. In the article in the February issue, information was given as to applications by the Canadian National for authority to abandon four lines, and as to applications by the Canadian Pacific for authority to abandon four; in the April issue, particulars were given of applications by the Canadian National for authority to abandon 18 more lines or portions of lines. The Canadian Pacific did not make any more applications beyond the original four. In respect of each line or portion thereof, information was given as to termini, mileage, incorporation, construction, territory served, grades, curvature, weight of steel, loss claimed in operation, and highway competition.

The Board of Railway Commissioners is now well advanced in the hearings of the various applications, the hearings to the time of writing, in order of date, having been as follows:—April 16, at Ottawa, re Canadian National Hawkesbury-Hurdman line and Clarence Creek spur, total of 61.2 miles; April 24, at

Branch Line Proposed Abandonments

The Board of Railway Commissioners continued into June hearings on the applications made by Canadian National Rys. for authority to abandon operation on 22 branch lines or portions of branch lines, and on those made by the Canadian Pacific for authority to abandon operation on four branch lines or portions. Hearings, additional to those listed in our June issue, pg. 259, were scheduled as follows:—Tweed, Ont., May 27, re Canadian National Tweed Subdivision, between Tweed and Bannockburn, 19.5 miles; Peterborough, Ont., May 28, re Canadian National Lakefield Subdivision, between Port Hope and Peterborough, 28 miles; Port Perry, Ont., May 29, re Canadian National Port Perry Subdivision, between Whitby Town and Cresswell, 30 miles; Toronto, June 18, re Canadian National Renfrew Subdivision, between Two Rivers and Cache Lake, and Algonquin Subdivision, between Cache Lake and Ravensworth, total distance of 37.5 miles. Full particulars of all the lines of both railways desired to be abandoned were given in Canadian Rail-

way and Marine World for February, pg. 58, and April, pg. 141.

On June 7, the Board passed order 52,012, approving abandonment of the Canadian National Deseronto Subdivision line between Trenton and Brighton, Ont., 9.9 miles.

Rail Grain Movement—The Dominion Bureau of Statistics, Agricultural Branch, reports that in May the Canadian Pacific handled 2,666 cars of grain to Fort William and Port Arthur, and the Canadian National 4,389, a total of 7,055 cars, and that in the ten months to May 31, the first ten months of the current crop year, the Canadian Pacific handled 35,142½ cars of grain to Fort William and Port Arthur, and the Canadian National 49,233½, a total of 84,376 cars.—In April, the Canadian Pacific handled 2,018 cars of grain to Vancouver, and the Canadian National 1,260, a total of 3,278 cars; in the nine months ended April 30, total receipts at Vancouver were 27,776 cars, of which 16,865 were handled by the Canadian Pacific, 10,910 by the Canadian National and one by the Pacific Great Eastern.

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Railway Abandonment Authority Refused—Among the branch lines, or portions thereof, which the Canadian National sought authority to abandon, were Elgin and Havelock Subdivision lines in New Brunswick, between Elgin, mile 13.8, and Petitcodiac, mile 0, and between Petitcodiac and Havelock, mile 12.3, a total distance of 26.1 miles. Following a hearing at Petitcodiac on May 1 last, the Board issued order 52,206, Sept. 3, refusing permission to abandon the line. The order was passed upon a judgment written by Commissioner Stone, concurred in by Assistant Chief Commissioner S. J. McLean and Commissioner Norris.

Great Northern seeks to abandon Canadian lines—We were advised, officially, Nov. 9, that the Board of Railway Commissioners for Canada is in receipt of an application from the Vancouver, Victoria and Eastern Railway and Navigation Co., Great Northern Ry. (U.S.A.) subsidiary, for authority to abandon its line between Princeton, B.C., and the international boundary, 58.4 miles, and that the Board is also in receipt of applications for authority to abandon the Brandon, Saskatchewan and Hudson Bay Ry. lines in Manitoba, between Brandon and the international boundary and between Morden and the international boundary. The Brandon, Saskatchewan and Hudson Bay Ry. is a Great Northern Ry. subsidiary. To Nov. 9, our advice stated, none of the applications had been heard; it is possible that they will be dealt with on the next trip to Western Canada made by members of the Board, but at the date mentioned no definite date for the commencement of a western trip had been set.

U.S.A. Railway Car Loadings—A re-

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Great Northern Railway Line Abandonment in Manitoba.

In 1901 the Province of Manitoba took over from the Northern Pacific Ry. its lines in Manitoba, which were being operated as the Northern Pacific and Manitoba Ry., together with several charters for the construction of other lines, and leased them for 999 years to the Canadian Northern Ry. Co., a confirmatory act being passed by the Dominion Parliament. In 1903 the Manitoba Legislature incorporated the Midland Ry. Co. of Manitoba, with C. S. Mellin, then President, Northern Pacific Ry., as its principal incorporator, and also incorporated the Manitoba Central Ry. Co., in which Northern Pacific Rd. interests were represented, both companies being authorized to build railways in the province. The Manitoba Central Ry. Co. did not do any construction, but the Midland Ry. Co. of Manitoba provided terminals in Winnipeg and built short lines connecting with Canadian Pacific and Canadian Northern lines, connection of its terminals with outside points being obtained by running rights over the former Northern Pacific line from Winnipeg to Emerson. These terminals and connecting lines, 6.40 miles, are owned jointly by the Northern Pacific Ry. and the Great Northern Ry. Under the Midland Ry. Co. of Manitoba's charter the Great Northern built a line from the international boundary, to which point its

with its tracks at Carman and Plum Coulee and has been operating the intervening mileage as an extension of its Elm Creek-Barnsley-Carman branch. The Manitoba Great Northern Ry. from the international boundary at West Gretna, to Plum Coulee, 17 miles, is still being operated. The rails on the track between Carman and Portage la Prairie were sold to the Canadian Pacific and the removing of them was started, but was stopped almost immediately upon an order from the officer administering the Manitoba Public Utilities Act, pending the hearing of an application to prevent the track being taken up at all. At this hearing, on Sept. 1, objection was taken to the jurisdiction of the commissioner under the Public Utilities Act, and it was decided to have the matter argued at a later date. Some evidence was taken at the hearing, as a result of which the Canadian Pacific offered voluntarily to maintain a service for the removal of this season's grain on the portion of the line from Dunn, 7 miles south of Portage la Prairie, to south of Magnus, where connection is made with its Glenboro Subdivision, a little west of Elm Creek.

Canadian National Train Service Discontinued.

Canadian National Ry. has owing to

Montreal Harbor Commission Electric Locomotives.

Montreal Harbor Commission received, on Oct. 4, the last 3 of the 5 electric locomotives ordered in England as stated in Canadian Railway and Marine World for April, pg. 192. The first 2 were delivered on Aug. 14, having been brought out from England on the same ship as the last 3, viz., the Manchester Hero. These 5 locomotives are the same as the 4 received from the same builders in the latter part of 1924, these having been described, and an illustration of one of them given, in Canadian Railway and Marine World for March, 1925, pg. 105. They are 100-ton machines, of the 4-axle type, with cabs mounted on two 4-wheel trucks. They operate at 2,400 volts, d.c., and are equipped with double end control and pantograph current collection. Continuous tractive effort is 32,000 lb. up to 16 m.p.h., and gear ratio and size of wheels is such as to give a motor speed of approximately 565 r.p.m. at a locomotive speed of 16 m.p.h. The 4 motors are of the D.K.-96 type, 430 h.p. each. Total locomotive wheel base is 28 ft. and rigid wheel base $9\frac{1}{4}$ ft. Length over buffers is 40 ft. The cabs and trucks were shipped separately, and the locomotives were re-assembled at the Commission's shops. The Commission now has 9 electric locomotives in service.

A recent Montreal press report stated that during the 1925 season the 4

November 1926

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Great Northern (V.V. & E.R. and N. Co.) Midway-Bridessville, B.C., Line Abandonment Authorized.

The Board of Railway Commissioners passed order 51,612, recently, authorizing the Vancouver, Victoria and Eastern Ry. and Navigation Co., a Great Northern Ry. Co. subsidiary, under the Railway Act, sec. 165A, to abandon the portion of its line in Canada, extending from the international boundary near Midway, B.C., to the international boundary near Bridesville, B.C., the order having been dated Dec. 14, 1934, and having specified that the approval of abandonment be effective thirty days from that date.

The judgment upon which the order was based was written by Commissioner Stone and concurred in by Deputy Chief Commissioner Garceau and Commissioner Norris. A summary of it is given in the following:

The V.V. and E.R. and N. Co. was incorporated by a British Columbia Act, viz., 1897 Statutes, chap. 75, and was brought under Dominion control by Dominion Statutes of 1898, chap. 89. The line involved in the order was completed and operation began in 1906. It was part of the original line through United States territory and the interior of British Columbia to Vancouver. However, the line failed to obtain sufficient traffic to justify its operation as a through route, and a segment west of Cannor, B.C., was abandoned after one season's operation. The application to the Board for authority to abandon the 28.9 miles in Canada, which is a portion of a branch line commencing and terminating in the U.S.A., was made June 9, 1934, and at the same time the Great Northern Ry. applied to the U.S.A. Interstate Commerce Commission for authority to abandon the ends of the line south of the international boundary, viz., extending from Curlew to the international boundary, 14.85 miles, and from the international boundary to a point one-quarter mile northwest of Molson, 2.41 miles. The through line from Molson extended west to Oroville, also in the U.S.A., 23.49 miles, and thence northerly to Princeton, B.C. Later a

line was built from Oroville south to Wenatchee, in the U.S.A. On April 26, 1931, service between Molson and Oroville was discontinued on authority of an Interstate Commerce Commission order, and the rails on that section were removed in 1932.

Application to the Board of Railway Commissioners for authority to abandon the line within Canada was dealt with at a hearing at Midway on Nov. 7, 1934, at which the applicant was represented by F. D. Pratt. Several persons appeared on behalf of the citizens of Bridesville, but there were no appearances on behalf of the citizens of Midway or on behalf of any industries. Since abandonment of the Molson-Oroville service, there was no through service, the train service on the line in Canada since 1931 having been confined to one round trip a week. It was generally admitted at the hearing that in the event of the U.S.A. Interstate Commerce Commission granting the Great Northern authority to abandon the ends of the branch, within the United States, operation of the intermediate link in Canada would become impracticable and would serve no useful public purpose. The Interstate Commerce Commission, by judgment of Nov. 15, 1934, granted the Great Northern the authority which it applied for. A witness for the applicant presented figures to show that in 1931, 1932 and 1933 passenger and freight earnings at stations on the Canadian portion of the line averaged \$1,700 a year, while operation and maintenance cost \$9,700 a year and taxes were over \$6,000 a year, causing a total loss of about \$15,000 a year. It was shown that any employees affected by abandonment of the Canadian section would be given employment elsewhere. Residents of Bridesville and vicinity protested against the abandonment; their representative testified that in 1927, 70 cars of grain were shipped from the district, part via Great Northern, and part via Canadian Pacific, but it was shown that no grain

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43,931

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has been shipped since 1929. The main highways in the district appear to be usable throughout the year for the transportation of commodities of all kinds, although there might be difficulty at times on account of snow. Motor truck rates were in effect from Bridesville and vicinity; there is a good gravel highway from Midway to Bridesville. The Greyhound Bus Line operates a daily passenger and express service between Pen-ticton and Nelson, B.C., passing through Bridesville. The transportation needs of the communities served by the portion of the line concerned have adequate bus and truck service available. Under the circumstances as recited, the application should be granted.

The Vancouver, Victoria and Eastern Ry. & Navigation Co. has before the Board an application for authority to discontinue service between Keremeos and Princeton, B.C., and to reduce its service between Keremeos and the international boundary. On April 20, 1927, the Board passed order 38,933, directing the Great Northern to furnish a mixed train service on its Oroville-Princeton Subdivision, B.C., during the months of June, July, August and September; on Dec. 7, 1934, it passed order 51,579, suspending order 38,933 temporarily pending final judgment. (Jan., pg. 12.)

Great Northern (V.V. & E.R. and N. Co.) Midway-Bridessville, B.C., Line Abandonment Authorized.

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The judgment upon which the order was based was written by Commissioner Stone and concurred in by Deputy Chief Commissioner Garceau and Commissioner Norris. A summary of it is given in the following:

The V.V. and E.R. and N. Co. was incorporated by a British Columbia Act, viz., 1897 Statutes, chap. 75, and was brought under Dominion control by Dominion Statutes of 1898, chap. 89. The line involved in the order was completed and operation began in 1906. It was part of the original line through United States territory and the interior of British Columbia to Vancouver. However, the line failed to obtain sufficient traffic to justify its operation as a through route, and a segment west of Cannor, B.C., was abandoned after one season's operation. The application to the Board for authority to abandon the 28.9 miles in Canada, which is a portion of a branch line commencing and terminating in the U.S.A., was made June 9, 1934, and at the same time the Great Northern Ry. applied to the U.S.A. Interstate Commerce Commission for authority to abandon the ends of the line south of the international boundary, viz., extending from Curlew to the international boundary, 14.35 miles, and from the international boundary to a point one-quarter mile northwest of Molson, 2.41 miles. The through line from Molson extended west to Oroville, also in the U.S.A., 23.49 miles, and thence northerly to Princeton, B.C. Later a

line was built from Oroville south to Wenatchee, in the U.S.A. On April 26, 1931, service between Molson and Oroville was discontinued on authority of an Interstate Commerce Commission order, and the rails on that section were removed in 1932.

Application to the Board of Railway Commissioners for authority to abandon the line within Canada was dealt with at a hearing at Midway on Nov. 7, 1934, at which the applicant was represented by F. D. Pratt. Several persons appeared on behalf of the citizens of Bridesville, but there were no appearances on behalf of the citizens of Midway or on behalf of any industries. Since abandonment of the Molson-Oroville service, there was no through service, the train service on the line in Canada since 1931 having been confined to one round trip a week. It was generally admitted at the hearing that in the event of the U.S.A. Interstate Commerce Commission granting the Great Northern authority to abandon the ends of the branch, within the United States, operation of the intermediate link in Canada would become impracticable and would serve no useful public purpose. The Interstate Commerce Commission, by judgment of Nov. 15, 1934, granted the Great Northern the authority which it applied for. A witness for the applicant presented figures to show that in 1931, 1932 and 1933 passenger and freight earnings at stations on the Canadian portion of the line averaged \$1,700 a year, while operation and maintenance cost \$9,700 a year and taxes were over \$6,000 a year, causing a total loss of about \$15,000 a year. It was shown that any employees affected by abandonment of the Canadian section would be given employment elsewhere. Residents of Bridesville and vicinity protested against the abandonment; their representatives testified that in 1927, 70 cars of grain were shipped from the district, part via Great Northern, and part via Canadian Pacific, but it was shown that no grain

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has been shipped since 1929. The main highways in the district appear to be usable throughout the year for the transportation of commodities of all kinds, although there might be difficulty at times on account of snow. Motor truck rates were in effect from Bridesville and vicinity; there is a good gravel highway from Midway to Bridesville. The Greyhound Bus Line operates a daily passenger and express service between Penticton and Nelson, B.C., passing through Bridesville. The transportation needs of the communities served by the portion of the line concerned have adequate bus and truck service available. Under the circumstances as recited, the application should be granted.

The Vancouver, Victoria and Eastern Ry. & Navigation Co. has before the Board an application for authority to discontinue service between Keremeos and Princeton, B.C., and to reduce its service between Keremeos and the international boundary. On April 20, 1927, the Board passed order 38,933, directing the Great Northern to furnish a mixed train service on its Oroville-Princeton Subdivision, B.C., during the months of June, July, August and September; on Dec. 7, 1934, it passed order 51,579, suspending order 38,933 temporarily pending final judgment. (Jan., pg. 12.)

1933

November, 1926

CANADIAN RAILWAY AND MARINE WORKS

Great Northern Railway Line Abandonment in Manitoba.

In 1901 the Province of Manitoba took over from the Northern Pacific Ry. its lines in Manitoba, which were being operated as the Northern Pacific and Manitoba Ry., together with several charters for the construction of other lines, and leased them for 999 years to the Canadian Northern Ry. Co., a confirmatory act being passed by the Dominion Parliament. In 1903 the Manitoba Legislature incorporated the Midland Ry. Co. of Manitoba, with C. S. Mellin, then President, Northern Pacific Ry., as its principal incorporator, and also incorporated the Manitoba Central Ry. Co., in which Northern Pacific Rd. interests were represented, both companies being authorized to build railways in the province. The Manitoba Central Ry. Co. did not do any construction, but the Midland Ry. Co. of Manitoba provided terminals in Winnipeg and built short lines connecting with Canadian Pacific and Canadian Northern lines, connection of its terminals with outside points being obtained by running rights over the former Northern Pacific line from Winnipeg to Emerson. These terminals and connecting lines, 6.40 miles, are owned jointly by the Northern Pacific Ry. and the Canadian Northern Ry. Co. Under the

with its tracks at Carman and Plum Coulee and has been operating the intervening mileage as an extension of its Elm Creek-Barnsley-Carman branch. The Manitoba Great Northern Ry. from the international boundary at West Gretna, to Plum Coulee, 17 miles, is still being operated. The rails on the track between Carman and Portage la Prairie were sold to the Canadian Pacific and the removing of them was started, but was stopped almost immediately upon an order from the officer administering the Manitoba Public Utilities Act, pending the hearing of an application to prevent the track being taken up at all. At this hearing, on Sept. 1, objection was taken to the jurisdiction of the commissioner under the Public Utilities Act, and it was decided to have the matter argued at a later date. Some evidence was taken at the hearing, as a result of which the Canadian Pacific offered voluntarily to maintain a service for the removal of this season's grain on the portion of the line from Dunn, 7 miles south of Portage la Prairie, to south of Magnus, where connection is made with its Glenboro Subdivision, a little west of Elm Creek.

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

November 1926

the Great Northern Ry. Under the Midland Ry. Co. of Manitoba's charter the Great Northern built a line from the international boundary, to which point its branch from Neche, N.D., was extended to Portage la Prairie, Man., 77.01 miles, the line being opened for traffic March 11, 1908. Terminal facilities were provided at Portage la Prairie by the Grand Trunk Pacific Ry., under agreement confirmed by the Dominion Parliament in May 1909. The Midland Ry. Co. of Manitoba also built a line from the international boundary north of Walhalla, N.D., to Morden, Man., 15.54 miles, which was opened for traffic at the end of 1908. In Oct. 1909 these two lines were acquired from the Midland Ry. of Manitoba by the Manitoba Great Northern Ry. Co., which had been incorporated that year by the Manitoba Legislature. Under the Brandon, Saskatchewan and Hudson Bay Ry. Co.'s charter the Great Northern Ry. also built a line to Brandon, Man., 79.88 miles, as an extension of its branch from Church's Ferry, N.D., to the international boundary.

In connection with the closing down and proposed abandonment of a portion of the Great Northern line from the international boundary to Portage la Prairie, we are advised officially that the Grand Trunk Pacific Ry., at the time of its construction, had no direct route to the east, and it was expected there would be a considerable flow of grain from its territory to United States lake ports. While the line to Portage la Prairie did a fair amount of business for the first year or two, it never paid, and for the past 10 years has not only failed to pay any return on investment, but also operating expenses. Negotiations were carried on with the Canadian National and Canadian Pacific Rys. during the past two or three years for one or the other of those roads to take over the branch and continue to operate it. Neither of those roads, however, felt that there was sufficient business on the line as a whole to justify operating it, but the Canadian Pacific undertook to take over and operate the portion between Carman and Plum Coulee, Man., 25 miles. After giving the usual notices, the Manitoba Great Northern Ry. tariffs to stations north of Carman to and including Portage la Prairie were cancelled as from July 1, and tariffs to stations north of Plum Coulee to and including Carman were cancelled as from Aug. 10. In the meantime the C.P.R. had built connections

November
1926

WHITE PASS AND YUKON

ests, but refused to make any statement.
(Feb., pg. 84.)

White Pass and Yukon Route.—O. L. Dickeson, arrived in Vancouver, B.C., June 3, and proceeded to Skagway and Dawson City, to inspect the line, and to give consideration to plans for its extension. In an interview at Vancouver he is reported to have stated that if the Canadian and United States Governments would grant subsidies the company would extend its line from White Horse down the Yukon River to Dawson, Yukon, and Fairbanks, Alaska.

August 1913

[February, 1914]

White Pass and Yukon Railway Co.'s Annual Meeting.

The annual meeting was held in London, Eng., Dec. 16. The chairman of the company, C. C. Macrae, said:—

I shall invite your attention to the principal figures in the accounts. Interest on local securities remains as usual. Dividends on shares of local companies yield £47,756, as against £34,142 in the previous year. On the debtor side of that account the figures are substantially similar to those in the preceding year, but the larger amount received from dividends paid by the local companies and various reductions in the items of expenditure increase the balance of profit carried to the balance-sheet by £15,178—or £41,018, against £25,840 in 1912. Going to the balance sheet, the item of our holding in securities of the local companies, taken at cost price, remains at £2,374,011. The balance due from local companies stands this year at £47,294, as compared with £56,509 in the previous year. The sinking fund investment is increased from £210,819 to £239,984, and we have a further credit this year of £4,849 expended in advance for the sinking fund contribution required for the year ended June 30, 1913. On the debit side of this account the items remain constant until you get to that of sundry creditors, which stands at £5,419, against £19,109 in the preceding year, or a reduction of £13,690. The item representing the sinking fund is increased in the natural course of the accumulations to that fund by an amount of £29,165, and the profit and loss account is brought up from £35,090 in 1912 to £44,392 in 1913, in the way shown in the balance sheet.

River." Owing to the longer season there was an increase in the expenses of operating this division of \$5,931, but this was offset by the increased revenue obtained from the larger business done. On the winter mail service figures I need say nothing, except that they correspond fairly closely with those of the previous year, while the operating expenses are substantially reduced. The anomaly of the situation in which your chairman regularly finds himself at these general meetings is that he has to address you at the end of each year upon a report and accounts relating to the previous year only, while at the time he knows generally what has been the result of the companies' operations in the succeeding year—namely, the year in which he is speaking. I have myself always endeavored in my speeches at these meetings to confine my own remarks to the period strictly before the meeting—although later information has ordinarily been given by the President of the local companies—but, inasmuch as in the report before you we recommend the carrying forward of the whole balance of profit and loss instead of paying a dividend thereout, as the figures justify, and, inasmuch as our reasons for coming to this decision are due to circumstances which have arisen in the present year—that is, the year after that dealt with in the report before you—I am compelled to travel outside the period of that report in order to explain to you why we have come to this conclusion.

Briefly, then, let me say that in the present year we have been faced with an organ-

rectors.

O. L. Dickeson, of Vancouver, President of the local companies then said.

Last year I dealt at some length with the general conditions of the country, giving my impressions of the situation, and I will refrain, therefore, from again referring to the general conditions, except to say that the ideas expressed at that time remain unchanged, and quite briefly to touch upon interesting new developments. In the Atlin district the gold output increased as compared with the previous year, and additional investments in the improvement of properties in that district have been made throughout the summer, which should ensure further increase in the output next year. An important gold quartz property in the vicinity of Atlin has been opened up, and it holds promise of developing into a permanent paying property. The successful operation of this property would mean renewed interest in the prospecting for the development of other quartz prospects in that district. While the final figures are not available I am informed that the gold output in the Klondike region increased this year, and a large additional undertaking for the operation of an area of placer ground has been financed and activities on a new and large scale should begin in the Klondike region following the opening of navigation next year. In the Fairbanks district the production of placer gold decreased, roughly, from \$5,000,000 in 1912 to about \$4,000,000 in 1913, due to a lack of water. Considerable development and prospecting for gold quartz was carried on. The gold quartz industry in the Fairbanks district is very promising, but has not as yet reached the stage where it

February 1913

ments due this year, there remains a balance of £25,801, which would have been sufficient to enable a dividend at least equal to that paid last year to have been distributed, but which, for considerations which I shall explain to you when I have finished with the figures, the directors recommend to be carried forward to next year.

Turning to the report of the President of the local companies, a comparison of the figures shows that in the rail division there were carried 10,898 passengers and 51,517 tons of revenue freight, against 10,441 passengers and 20,028 tons of revenue freight in the preceding year. This large increase of about 150% in the tonnage of paying freight carried is very gratifying, and is principally due to the active development in the copper mining work done in the White Horse territory. The average load per car is also materially increased, an important matter as regards the cost of carrying. The operating expenses, which have shown substantial decreases in each of recent years, show a decrease of \$42,318, as compared with the previous year, and of \$109,446 as compared with the year before that. In the river division the number of passengers carried is, curiously enough, almost identical with that of the previous year, while the tonnage of revenue freight carried is increased by about 6%, or from 15,825 tons to 16,723 tons. This traffic was worked with one steamer less than in the preceding year. It is also satisfactory to note that the season during which the fleet operated was prolonged by about a week at the opening, and that the last boat (from Atlin to Caribou) ran as late as Nov. 2, which beats the record for date of running in the history of the White Pass companies. On this point I may ask you to note a statement in Mr. Dickeson's report to the effect that "two small steamers endeavored to operate later than ourselves, with the result that they were both frozen in at Indian

to hold our own and prevent ourselves from being driven out of the business which we have built up at such great cost and by so many years of hard work. It was a veritable fight for existence, and not of our seeking. But it was forced on us, and, that being the case, Mr. Dickeson has faced the situation with energy and resource. The war, although costly to both sides, and telling on the revenue of the company by reason of the cut rates, which are an invariable feature of these fights has resulted in this company maintaining and, I trust I may go so far as to say, even strengthening its position. But a situation has been created which will prove of the greatest permanent advantage to the enterprise, but in which it is of the utmost importance to the future interests of this company that its cash resources should be maintained at the highest possible level. This situation is of a character that, having regard to negotiations which are now pending in the way of its development it is most inexpedient that I should, at present, further explain it, and I must ask your forbearance to excuse me from now giving details and your trust in your board that they are doing what, with the knowledge they possess, they believe to be in your best interest. All I would say is that we have reason to hope these negotiations may prove to be successful, and if they turn out as we trust they may do, I believe, and I am fortified by the opinion of Mr. Dickeson, the position of the White Pass Co. will be stronger than it has been at any time in its history, and we may look forward with reasonable grounds of assurance to a future of prosperity for the company, and to very much more satisfactory results than those we have experienced in recent years of struggle with aggressive competition and declining traffics.

The report and accounts having been adopted, E. Hanson, of Montreal, and E. F. North, of London,

prospecting was done on the streams tributary to the Yukon River. An entirely new and what promises to be an important discovery of gold was made at Shushanna in May, 1913. The new diggings are located in the White River mining district in Alaska, just across the boundary line from the Yukon territory, or approximately ten minutes north of latitude 62, longitude 142. From the time of discovery in May until September, when prospecting was practically abandoned owing to the lack of food supplies and to winter setting in, roughly \$30,000 was taken out of the discovery claim by a few men with the hand sluicing method. It was only late in July when this discovery was made public in Dawson, and intense interest was immediately manifested, and a stampede was made from all directions, with the result that several hundred people reached the diggings, but only in time to stake claims and return for additional supplies before the severe winter weather. In view of these conditions, very little prospecting was possible in the Shushanna district this year. Those who staked claims, however, are returning with supplies and are building cabins, etc., preparatory to prospecting their claims for gold as soon as spring opens.

While this discovery is approximately 320 miles from our line in the interior, it is contiguous to our property by reason of our route being the easiest and safest for travel. And in order to assist in the development of this region and to lessen the burdens of the prospector, we have inaugurated a new service, placing in operation a winter trail direct from White Horse to Shushanna for the transportation of passengers and supplies. During the summer the Shushanna district is much easier of access than in winter, as our light draft steamers operating up the White River (tributary to the Yukon) land passengers and deliver supplies at a new town called Donjek, within

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summer and to discontinue the production of tonnage in winter, devoting attention to development work only preparatory to handling the ore on a larger scale. It may be considered advisable to continue development work and not resume shipping for a considerable period, with a view to determining the extent and value of the deposit so as to enable the working out of an economic solution of operating the mine. Our tourist traffic has been increased this year, and we may confidently look forward to a much greater number of tourists when the country becomes better known to the pleasure seeking public. A satisfactory feature is that the tourists are well pleased, and many of them state that they will induce others to make this wonderful trip.

I cannot speak too highly of the attitude of the present Canadian Government in lending their assistance to new projects for the development of the Yukon. This year the Government appropriated an additional sum of \$50,000 for the improvement of the overland trail between White Horse and Dawson, and it is expected that additional appropriation will be made so as to place the trail in such shape as to admit of the use of automobiles for the transportation of freight and passengers, thus eliminating the present expensive methods of handling traffic on the trail and lessening the cost of transport to the public. The Government is also considering a proposition for the construction of a dam at Miles Canyon, near White Horse, the head of navigation, for the purpose of storing and controlling the flood waters, which will improve the transportation conditions at all stages of water in the river, and will ensure a longer season of open navigation. We confidently hope an appropriation for this purpose may be made in Ottawa during this winter, particularly as the amount of money required is so very small as compared with the benefit to be derived. The work could be started as soon

as before the inauguration of this new service. Further, one of the ocean lines, having a regular established service from Seattle to Skaguay as well as to St. Michaels, undertook to divert a large part of the traffic to the St. Michaels route, discriminating against their Skaguay route and our line. This made it necessary for us at once to arrange terms with a new and independent line of steamers to handle the traffic we control on the ocean; and the White Pass Co. could better afford to keep some such arrangement in effect permanently, even at a heavy annual loss in handling the traffic on the ocean, than forego its fair share of the Yukon traffic over the railway. It is not unlikely that this state of chaos in the handling of the ocean traffic may continue, and, if so, it is inevitable that we should at once take into consideration the question of the establishment of a permanent first class line to handle both freight and passenger business between Seattle, Vancouver and Skaguay. The boats operating on this run at present are sufficient to handle the traffic under ordinary conditions, and it would be unwise to establish such a service if the traffic between these points alone was the only consideration. But the White Pass, having already such a large investment to protect, the additional undertaking would be quite small having regard to the interests involved. We have been collecting data upon the question for some time for the purpose of determining the revenues to be derived and the future possibilities. The year 1915 would be an especially appropriate time for the inauguration of such a service to coincide with the Panama Pacific Exposition in San Francisco, from which we shall undoubtedly derive a large tourist traffic. If this link in the service were arranged the public would have the advantage of a first class through line from Seattle and Vancouver, via the White Pass, to Fairbanks—a distance of 2,600 miles. We should be free from all risk of discrimina-

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February

CANADIAN RAILWAY AND MARINE WORLD.

point to Shushanna the trip is overland by trail. Our mining engineer was sent to the district to make a general report of the prospects, and, while we do not wish to predict the extent of value of the discovery, from his report and from such general information

as the money could be available.

As a result of conditions growing out of a policy spread over a period of years of handling business destined to Dawson, a very serious situation arose which the

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for the railway and boats next year. The Tantalus coal mine, 200 miles below White Horse, on the Yukon River, installed new and more modern machinery, extended development work throughout the year, and explored new veins of coal. A series of tests of the coal has been made on our locomotives, and it has been demonstrated that it is suitable for our use. This means permanent local industry on the line, and is better for us than buying coal on Vancouver Island and paying duty for delivery in Alaska. In the White Horse district development work and shipment of ore continued throughout the season, the railway having carried 36,000 tons of ore during 1913, the largest ore tonnage in any year in the history of the company. The company has reason to feel much encouraged by the results of development work so far accomplished in this district, and the development under way undoubtedly promises permanency of traffic. The successful operations in that district will also lead to renewed activity along the same lines in other districts where similar copper prospects are known to exist. The railway transported ore throughout the winter of 1912 and 1913, and demonstrated the physical possibility of so doing at all seasons, but the winter carriage of ore did not prove sufficiently profitable under the state of development then existing. It was determined, therefore, last spring to mine and ship ore throughout the summer and to discontinue the production of tonnage in winter, devoting attention to development work only preparatory to handling the ore on a larger scale. It may be considered advisable to continue development work and not resume operation

negotiations for the adjustment of these conditions were carried on for a considerable period without, however, any acceptable conclusion being reached, and at last it became necessary to establish an entirely new connection for the interchange of traffic at Dawson in order to preserve our interests. Two new modern boats of American register were constructed for this purpose, and were placed in operation between Dawson and Fairbanks, on the lower river. As a result of the establishment of this new connection giving a through service to Fairbanks, we received approximately \$25,000 of gross revenue which we should not otherwise have received. The establishment of this service brought about a most vigorous rate war on the Yukon River. Rate wars are usually disastrous to all parties engaged, but our railway occupied the peculiar position of obtaining additional traffic at acceptable rates sufficient to offset the reductions which were made on the river to meet the cut in rates while at the same time our competitors handled at a loss all the traffic delivered by them to us as a direct result of the war. While it is our policy to work in harmonious relations with other transportation companies, we were not in this instance able to secure what we considered a fair and reasonable working arrangement. The rate war was not of our seeking, but in spite of it we find ourselves in a much stronger position than we were in before the inauguration of this new service. Further, one of the ocean lines, having a regular established service from Seattle to Skaguay as well as to St. Michaels, undertook to divert a large part of the traffic to the St. Michaels route.

increase of 35%. The general freight tonnage amounted to 23,716 tons in 1912, and to 24,196 tons in 1913—an increase of 2%. Ore handled in 1912 amounted to 31,230 tons; in 1913, 36,693 tons—an increase of 17.5%. Naturally, under the conditions that have prevailed, the revenue per ton and per passenger will not show the same relative increase. But the figures that I have given show conclusively that we have more than held our own. The gross revenue of the company by the end of Dec., 1913, will be approximately \$1,215,000, a considerable increase over 1911 and a slight increase over 1912, which is a most satisfactory condition, having regard to all the attendant circumstances.

The Canadian Pacific Railway's New Terminals at Vancouver.

The construction of a modern terminal for the C. P. R. at Vancouver, the general features of which were described in Canadian Railway and Marine World, embracing both railway and steamship facilities, has been under way for more than a year, and the \$1,000,000 station has been advanced to such a point that the east section is to be ready for occupancy by Feb. 1. Work is being rushed to completion on the east end so that offices can be moved there from the old station, which adjoins the new building on the south, and which must be torn down before the present improvement scheme can be completed.

The new building is a steel frame structure six stories high, and has a frontage of more than a block on Cordova St., where the architectural

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pecting their claims for gold as soon as spring opens.

While this discovery is approximately 320 miles from our line in the interior, it is contiguous to our property by reason of our route being the easiest and safest for travel. And in order to assist in the development of this region and to lessen the burdens of the prospector, we have inaugurated a new service, placing in operation a winter trail direct from White Horse to Shushanna for the transportation of passengers and supplies. During the summer the Shushanna district is much easier of access than in winter, as our light draft steamers operating up the White River (tributary to the Yukon) land passengers and deliver supplies at a new town called Donjek, within about 90 miles of the discovery. From this

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February, 1914.]

CANADIAN RAILWAY AND MARINE WORLD.

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As a result of conditions growing out of a policy spread over a period of years of handling business destined to Dawson, a very serious situation arose which threatened to divert to the St. Michael's route a large portion of the traffic which we felt should properly be routed over our line. Negotiations for the adjustment of these conditions were carried on for a considerable period without, however, any acceptable conclusion being reached, and at last it became necessary to establish an entirely new connection for the interchange of traffic at Dawson in order to preserve our interests. Two new modern boats of American register were constructed for this purpose, and were placed in operation between Dawson and Fairbanks, on the lower river. As a result of the establishment of this new connection giving a through service to Fairbanks, we received approximately \$25,000 of gross revenue which we should not otherwise have received. The establishment of this service brought about a most vigorous rate war on the Yukon River. Rate wars are usually disastrous to all parties engaged, but our railway occupied the peculiar position of obtaining additional traffic at acceptable rates sufficient to offset the reductions which were made on the river to meet the cut in rates while at the same time our competitors handled at a loss all the traffic delivered by them to us as a direct result of the war.

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tion against us on the ocean, and be able to pursue an unhampered policy in the steady development of business for our route.

In spite of the rate war, and indeed partly because of it, our gross business increased. The number of passengers carried in 1912 was 13,356, and in 1913, 18,038—an increase of 35%. The general freight tonnage amounted to 23,716 tons in 1912, and to 24,196 tons in 1913—an increase of 2%. Ore handled in 1912 amounted to 31,230 tons; in 1913, 36,693 tons—an increase of 17.5%. Naturally, under the conditions that have prevailed, the revenue per ton and per passenger will not show the same relative increase. But the figures that I have given show conclusively that we have more than held our own. The gross revenue of the company by the end of Dec., 1913, will be approximately \$1,215,000, a considerable increase over 1911 and a slight increase over 1912, which is a most satisfactory condition, having regard to all the attendant circumstances.

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