

St. John and Quebec Railway Construction.

The entire plans for the projected railway provide for a line from St. John, N.B., to Quebec, passing through Maine, and giving, it is claimed, the shortest and most direct connection. The plan is divided up into three sections, and includes the line known as the St. John Valley Ry., the Aroostook Valley Electric Ry. in Maine, and the old Quebec and New Brunswick Ry. in Quebec.

The first section of the line is in New Brunswick and extends from St. John along the St. John River Valley to Grand Falls. The contract for its construction has been arranged between the New Brunswick and Dominion Government, and has been let to the St. J. and Q. Ry. Co., which will sublet it to construction companies. The plans for the line from St. John to Grand Falls show that the starting point of construction will be from a junction with the Intercolonial Ry. at Rothesay, thence across the Kennebecasis River, and the St. John River to Hampstead tp. Thence the route follows the windings of the river, keeping on the south bank to Northampton, where it bends away towards the International boundary, returning close to the bank in Andover tp., and on to Andover.

The New Brunswick Government aids the construction by a guarantee of bonds of \$25,000 a mile, and the Dominion Parliament has voted a subsidy of \$3,200 a mile, but which may be increased to \$6,400 a mile, in proportion as the cost of construction exceeds \$15,000 a mile. The Dominion Parliament has also voted \$1,000,000 towards building three bridges on the line, viz.:—one across the Kennebecasis River at Perry Point, one across the St. John River at the Mistake, and the third across the St. John River near Andover. The Dominion Government has also arranged to lease the line, as soon as it is completed, for 99 years, to operate it as part of the Intercolonial Ry., and to pay 40% of the gross earnings. The agreement provides that the rental shall be used for the retirement of the bonds issued with the provincial guarantee, and that any surplus shall be paid to the company for 15 years, after which the money is to be used to meet the interest and principal of the bridge bonds, and any balance to be paid to the company.

The agreement with the Dominion Government provides that the bridges shall be built by a separate company, and the New Brunswick Legislature has under consideration a measure incorporating the St. John and Quebec Bridge Co., with A. R. Gould, President, St. J. and Q. Ry., as its principal promoter. Other legislation to carry out the agreement between the two Governments and the company is pending in New Brunswick.

The second section of the line is being proposed to be built under the charter the Aroostook Valley Electric Ry., incorporated in the State of Maine. This provides that the company may acquire the C.P.R. Aroostook branch, terminating at Presque Ile, Me., and connect it with the electric railway running from that town to Washburn, about nine miles. The company proposes to build branches from Washburn northerly to Caribou and into New Sweden tp. The line to the Quebec boundary leaves Washburn, follows the valley of the Little Salmon River, crosses the Fort Kent branch of the Aroostook Valley Ry. and proceeds westerly to the Allagash River, at the boundary between tps. 14, ranges 11 and 12, the St. John River in tp. 15, range 13, and reaches the International boundary between Maine and Quebec, in tp. 14, range 16.

The third section runs from the International boundary to the Intercolonial Ry., the plan showing that the surveyed route passes through Casgraine,

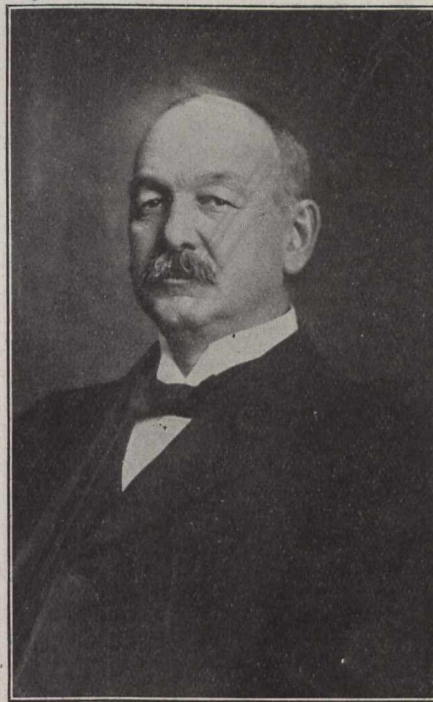
(in which the line crosses the National Transcontinental Ry.), Bourdages and St. Clair tps. to Montmagny station.

We are officially advised that contracts for grading, track laying and ballasting have been let as follows:—Fredericton to Woodstock, 62 miles, Quebec Construction Co., Montreal; Woodstock to Centreville, 23 miles, Kennedy and McDonald, Antigonish, N.S. It is reported that a further contract has been let to J. H. Corbett.

A prospectus was issued in London, Eng., May 10, by the St. J. and Q.R. Co., through the Bank of Montreal, offering 1873,285 1st mortgage 4% debenture stock, unconditionally guaranteed as to both principal and interest by the New Brunswick Government, the price of issue being 98½%.

The Death of James Osborne.

Just after The Railway and Marine World's last issue had gone to press came the unexpected news of the death of Jas. Osborne, General Superintendent, British Columbia Division,



The late James Osborne.

C.P.R., which occurred at his home in Vancouver on May 1.

When a change in the B.C. General Superintendency was decided on early in the year, Vice President and General Manager Bury selected Mr. Osborne for the position, personally visiting Toronto and offering him what is undoubtedly the blue ribbon of the company's general superintendencies, owing to the fact that a general superintendent at Vancouver has so many duties to perform in addition to mere operation and maintenance, and that additional responsibility is thrown on him by the remoteness of his location from headquarters. With the great development going on in British Columbia, and the important changes which will follow the opening of the Panama Canal, the position of General Superintendent at Vancouver is of more than usual importance, and it was given to Mr. Osborne, not because he was the senior general superintendent in the service, but more particularly on account of his peculiar fitness for it, his great capacity for work, and his indomitable devotion to the company's interests.

He only arrived at Vancouver on February 15, and had just got settled in

a beautiful home on Shaughnessy Heights, entering on his work with characteristic ardor and being most enthusiastic about it. In a personal letter to the Managing Director of The Railway and Marine World, written a few weeks before his death, he said:—"We have had delightful weather since our arrival here, and I like the country, its people, and the work very much. The development is marvellous."

Towards the end of April Mr. Osborne went all over the division on an inspection trip, during which he caught a severe cold. Returning to Vancouver on April 27, he at once went to bed, but no serious results were feared, until erysipelas set in and he failed rapidly, dying on May 1.

His body left Vancouver on the following day on his private car, which was attached to the Montreal express, accompanied by Mrs. Osborne, his younger son and three daughters, the older son being resident in Toronto. The funeral took place in Montreal May 6, a large number of the company's officials and others attending. The body was cremated at Mount Royal cemetery, in accordance with his expressed wish.

Mr. Osborne was born at Montreal, Sept. 19, 1861, and entered railway service Oct., 1874, since when he was, to Aug., 1877, junior clerk, Mechanical Superintendent's office, G.T.R.; Sept., 1877, to July, 1883, chief clerk, Works Manager's office, G.T.R.; July, 1883, to June, 1886, chief clerk, Mechanical Superintendent's office, C.P.R.; June, 1886, to Sept., 1887, chief clerk, Assistant General Manager's office, C.P.R.; Sept., 1887, to Apr., 1890, Car Accountant, C.P.R.; Apr., 1892, to Apr., 1896, Superintendent Car and Fuel Service, C.P.R.; Apr., 1896, to Mar., 1899, Assistant to Vice President, C.P.R.; Mar., 1899, to May, 1901, General Superintendent, Western Division, C.P.R., Winnipeg; May, 1901, to May, 1903, General Superintendent, Atlantic Division, C.P.R., St. John, N.B.; May, 1903, to Dec., 1906, General Superintendent, Eastern Division, C.P.R., Montreal; Dec., 1906, to Feb., 1912, General Superintendent, Ontario Division, C.P.R., Toronto. Feb. 1 to May, 1912, General Superintendent, British Columbia Division, C.P.R. He was President of the International Association of Car Service Officers for 1895-96.

C.P.R. Irrigation Work Contracts.

A. S. Dawson, M. Can. Soc. C.E., Chief Engineer, Department of Natural Resources, C.P.R., reports the awarding of three large contracts in connection with construction in the eastern section of the company's irrigation block.

Grant Smith and Co. and McDonnell, of Vancouver, have been given a contract running into over \$500,000, for the construction of a large reinforced concrete aqueduct, two miles long, near Brooks, Alta., which will take the next two summers to complete.

Janse Bros. and Boomer and Hughes, of Calgary, Alta., and Seattle, Wash., have been given a two year contract, amounting to about \$300,000, for the construction of a very large number of reinforced concrete structures on the canal system in the section of the irrigation block lying between Bassano and Brooks, Alta., and the Bow and Red Deer rivers.

The Canada Foundry Co. has been given a contract for supplying and erecting 30 steel bridges over the main canal system, containing about 1,500,000 lbs. of steel, which, with masonry abutments, will provide practically permanent structures.

Work on all of these contracts will be commenced in the immediate future, and several hundred men, large numbers of teams and an elaborate construction plant will be required for their completion.