

## Acquisition of Maritime Province Railway by Dominion Government.

Canadian Railway and Marine World for June contained full particulars of the sums voted by parliament to take over seven Maritime Province railways, viz., the Elgin & Havelock, Moncton & Buctouche, St. Martins, Salisbury & Albert, York & Carleton, Caraquet & Gulf Shore, and Kent Northern. As then stated, the first five of these mentioned had already been bought by the Government, but no arrangements had been made for buying the Caraquet & Gulf Shore and Kent Northern, although \$200,000 and \$60,000 respectively were provided in the supplementary estimates passed at the Dominion Parliament's recent session and will be available if the owners wish to accept the same. The Elgin & Havelock, Moncton & Buctouche, St. Martins and York & Carleton Railways were taken over on June 1 and are being operated as Intercolonial Ry. branches. The Salisbury & Albert will be taken over on July 1.

Following are details respecting these railways compiled from official information. The figures as to operation are those for the year ended June 30, 1916.

**Caraquet & Gulf Shore Ry.**—The Caraquet Ry. was incorporated by the New Brunswick Legislature in 1882, and Dominion subsidies were voted in 1883, and the line from Gloucester Jct. on the Intercolonial Ry. to Shippegan Harbor, 68 miles, was opened for traffic by the contractor in 1887, and taken over by the company in 1889. The Dominion Government gave subsidies of \$224,000, and the New Brunswick Government \$180,000. In 1884 the Gulf Shore Ry. was incorporated by the N. B. Legislature, and in 1894-7 the Dominion Parliament voted and paid subsidies of \$53,699.20, the New Brunswick Government providing an additional \$41,950, for the construction of a line from the C. Ry. to Tracadie, 16.78 miles. These lines were generally operated as the Caraquet & Gulf Shore Ry., and were acquired about 1906 by a Toronto syndicate. The present capitalization is \$1,250,000 of common stock and \$500,000 of bonds. The company owns 3 locomotives, 3 1st class passenger cars, and 15 flat cars. Its earnings for the year ended June 30, 1916, were \$81,218.37; operating expenses, \$75,494.05; net revenue \$5,724.32. It carried 19,630 passengers and 44,413 tons of freight, its trains running 32,199 miles. It is said that Sir Jno. Gibson, of Hamilton, Ont., is one of the persons principally interested in the ownership. Geo. Collins, Superintendent, Canadian Northern Ry., Trenton, Ont., is President of the company, and W. B. Cronk, Bathurst, N.B., is Vice President and Manager.

The Minister of Railways stated in the House of Commons, May 17, that the company had asked for the property double what the government was willing to pay. The Minister of Public Works said in the Commons May 23:—"We have offered the owners \$200,000 for the railway. They can't make 200,000 cents out of it in the next 10 years. We won't arbitrate. We won't pay any more. We think they will take it."

The Elgin & Havelock Ry. was built under a charter granted by the New Brunswick Legislature to the Elgin, Petitcodiac & Havelock Ry. Co., with which in 1885 the Dominion Government entered into a subsidy contract for the building of 12 miles of railway, from the Intercolonial Ry. at Petitcodiac to Havelock Corner, which was built and put in operation at the end of that year. In 1888 the

Dominion Parliament voted iron rails from the Intercolonial Ry. valued at \$44,252.82 to the company in aid of the line from Petitcodiac to Elgin, 14 miles, which was completed and opened for traffic in 1890. The company got into financial difficulties and its lines were sold under foreclosure in Oct., 1892, when the present company acquired possession and obtained a New Brunswick charter of incorporation. An extension to Keith's Mills was made subsequently, making the total mileage 28. The company owns 1 passenger and 1 freight locomotive, 1 1st class passenger car and 1 combination car; 2 box, 4 flat cars, and 1 stock car. In addition to the Dominion subsidies noted above, the New Brunswick Government voted \$107,500, and \$13,000 was paid by subsidies by municipalities. The capital stock outstanding is \$44,900, and there are \$50,000 of bonds. For the year ended June 30, 1916, the company earned \$10,997.40, its operating expenses were \$10,700.21, leaving a net income of \$297.10. It carried 10,112 passengers and 15,860 tons of freight by mixed trains which ran 16,200 miles. J. M. Lyons, Moncton, is General Manager. A. H. Robinson, who had the title of Superintendent, has been appointed a conductor in Canadian Government Railways service.

The Kent Northern Ry. extends from Kent Jct. on the Intercolonial Ry. to Richibucto, N.B., 27 miles. It was chartered by the New Brunswick Legislature in 1884 and was granted a subsidy by the Dominion Parliament in 1888, on which \$58,334.27, including the value of iron rails, was paid, while the New Brunswick Government paid \$135,000. The St. Louis & Richibucto Ry. was chartered by the New Brunswick Legislature in 1882, and a line was built from St. Louis to Richibucto, 7.5 miles, in aid of the construction of which the Dominion Government paid \$22,400 and the New Brunswick Government \$21,000. Neither of these lines was prosperous; for a time the St. L. & R. was not operated, and then it was leased to the K.N. Ry. and afterwards abandoned. The K.N. Ry. was acquired by a Toronto syndicate in 1911. Its capital stock at June 30, 1916, was \$75,000 of common stock and \$32,000 of bonds. The company has not made any report of its earnings for some years. G. H. D. Lee, of the National Trust Co., Toronto, is President, that company being executors of the estate of the late Thos. Walmsley, of Toronto, who was one of those principally interested in the line.

The Moncton & Buctouche Ry. extends from Moncton to Buctouche, N.B., 32 miles, and was built under a New Brunswick charter, the Dominion Parliament voting a subsidy in 1889, on account of which there was paid \$101,600. The New Brunswick Government paid \$94,500 as subsidy. After a few years of operation, the line, which was then called the Buctouche & Moncton Ry., was sold under foreclosure proceedings in 1895, and the M. & B. Ry. was organized. Efforts were made by the incorporation of the Buctouche Ry. & Transportation Co., and the Moncton & Northumberland Straits Ry. Co., in 1913, to provide for the extension of this railway, but the plans were not successful. For the year ended June 30, 1916, its gross earnings were \$34,663.55; working expenses, \$31,526.69; net earnings of \$3,136.86. It carried 64,833 passengers and 21,141 tons of freight, its trains travelling 17,972 miles. It owns 3 passenger locomotives, 2 1st class and 1

combination passenger cars, 4 box and 36 flat cars. It has \$250,000 of capital stock outstanding, and \$60,000 of bonds. I. G. Merritt, New York, N.Y., is President.

The St. Martin's Ry.'s history begins with 1871, when the St. Martin's & Upham Ry. was incorporated by the New Brunswick Legislature, and a railway was built from Hampton on the Intercolonial Ry. to Quaco, 30 miles. Towards the construction of this line the Dominion Government gave subsidies in cash or in used iron rails to the amount of \$83,612.54, and the New Brunswick Government paid \$145,600. By a Dominion Act passed in 1887 the company was authorized to sell its railway to the Central Ry. Co. of New Brunswick, or any other railway company, and up to 1897 it was operated as the southern division of the Central Ry. of New Brunswick, when the Hampton & St. Martins Ry. was organized. After a chequered career the line was sold at the end of 1906 to satisfy a judgment obtained by A. P. Barnhill under foreclosure proceedings. The New Brunswick Legislature authorized the incorporation of a new company to take over and operate the line under the title of the St. Martins Ry., with a capital of \$99,000 and office at Hampton, N.B., the first directors being:—G. W. Vaughan, St. Martins; W. E. Foster, W. G. Scovil, H. A. McKeown, St. Johns; and F. M. Anderson, Campbellton, N.B. Its capital at June 30, 1916, consisted of \$99,000 of stock, and \$90,000 of bonds. Its earnings for the year were \$21,506.10; operating expenses, \$20,587.97; net revenue of \$918.13. It carried 8,580 passengers, and 19,268 tons of freight, its trains running 16,500 miles. It owns 2 freight locomotives, 1 2nd class and 1 combination passenger car, 1 box and 6 flat freight cars. Hon. W. E. Foster, Premier of New Brunswick, is President.

The Salisbury & Albert Ry. is the name given in 1910 to the Salisbury & Harvey Ry., which company acquired it from the liquidators of the old Albert Ry. in 1888. The Albert Ry. was incorporated by the New Brunswick Legislature to build a railway from Salisbury on the Intercolonial Ry. through Albert County. The line extends from Salisbury to Albert, 45 miles, and all of which is laid with steel rails, 56, 58 and 60 lb. It received \$29,391.01 as cash subsidy, and 726 tons of used iron rails and fastenings, valued at \$14,665.45, in 1888 at the time of reconstruction. It also received altogether as subsidies from the New Brunswick Government, \$455,000, and \$70,000 from municipalities. The Albert Southern Ry. was incorporated to build a line from the southern terminal of the S. & A. Ry. to Alma, 16 miles, and from Albert to Harvey Bank, 3 miles. The A.S. Ry. received \$50,460 from the Dominion Government and \$48,680 from the New Brunswick Government, for this number of miles of extension of the S. & A. Ry. After being operated unsuccessfully for several years from 1887, the extension was abandoned and the rails taken up. The S. & A. Ry. has \$150,000 of capital stock outstanding, and no bonded or other indebtedness. It owns 2 freight locomotives, 1 1st class and 1 combination passenger car, 3 box and 25 flat cars. For the year ended June 30, 1916, its earnings were \$42,076.97; operating expense, \$32,983.58; net earnings of \$9,093.39. It carried 13,328 passengers and 43,687 tons of freight during the year, its trains running 30,620 miles in so doing. The two