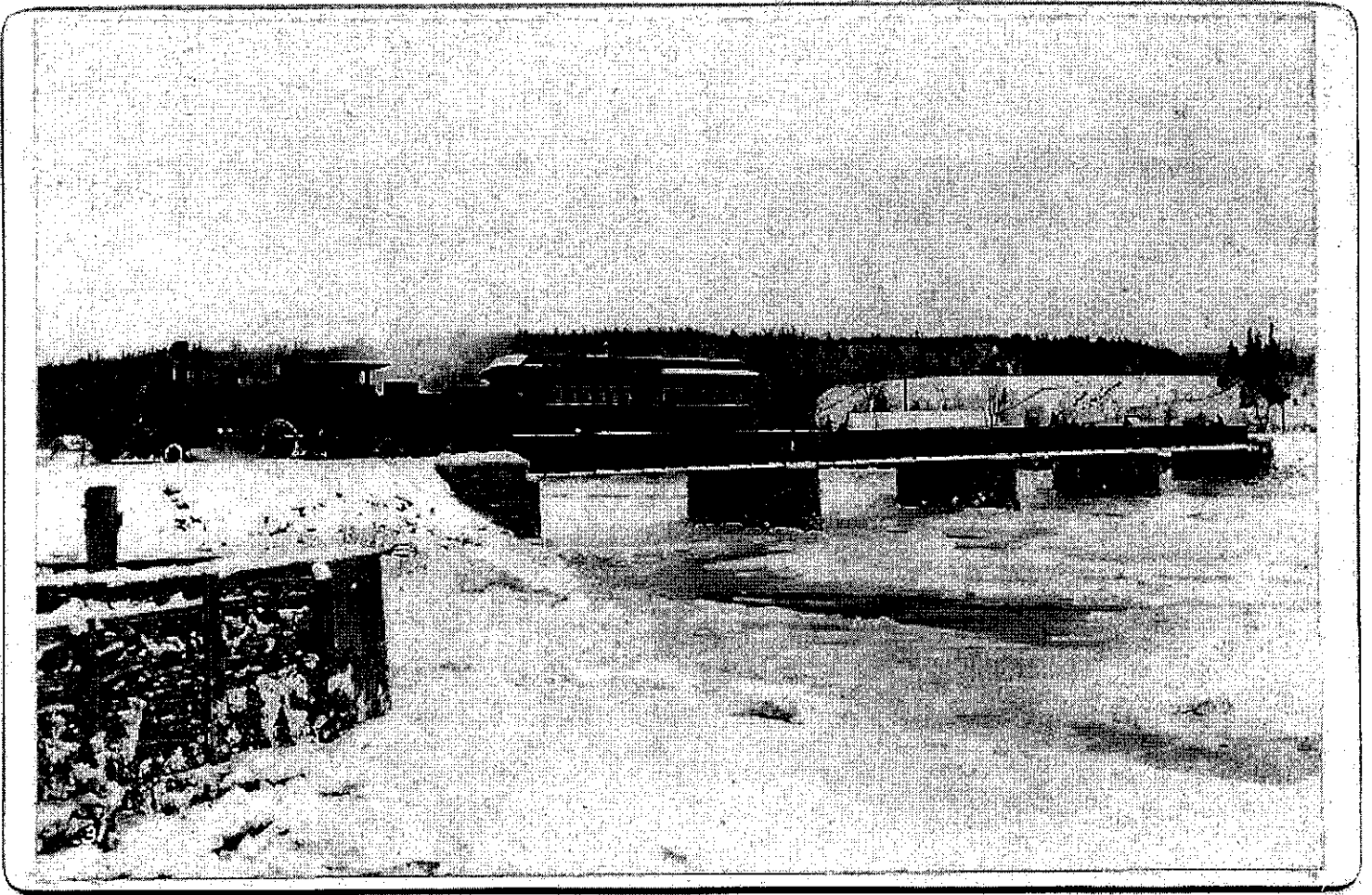


QUEBEC
MONTREAL
&
SOUTHERN
RAILWAY

C. H. RIFF 2013

vol 1

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QMS

MONTREAL AND SOREL RAILWAY.

The Montreal and Sorel Railway received its charter June 30th, 1881 with the appointed task of building a railway from a connection with the Grand Trunk Railroad at St Lambert to the confluence of the Richilieu and St Lawrence Rivers at Sorel, Quebec. The route was along a flat and level terrain. Its capital was set at \$750,000.00, most of which was probably held by the promoter Armstrong. Historians have pointed out that all the capital was "fictional", but a London bond issue was not fictional. L150,000.00 of bonds were sold on English bond market. Armstrong had the railway completed to the west bank of the Richilieu River by April 1882. Across the river in Sorel proper sat the Southeastern Railway, a child of the Connecticut and Passumpsic Rivers Railroad whose southern terminus was White River Junction, Vermont. A temporary lease was made of the Montreal and Sorel to the Southeastern system. A proposal to lease the M&S to the Grand Trunk the following year fell through. The railway closed down in 1884. It did not operate for years. In 1888 the Grand Trunk operated a small suburban service between Montreal and Longueuil.

The Quebec Public Works in a report dated August 8th, 1888 sanctioned by an Act of the Legislature a subsidy of \$2,500.00 per mile to the Montreal and Sorel to be used in the prescribed manner.

1. Payment for the sections of land already acquired.
2. To pay the labours who built the railway.
3. Purchase rolling stock to operate the railway.

The Board of Directors of the railway appointed a committee composed of Messrs. R. Prefontaine, F. X. Choquette and C. N. Armstrong whose purpose as trustees was to employ the Government money as outlined by the Quebec Government. It was to be used to settle all the claims against the railway that had been an obstacle to the operation of the railway in the past.

December 17th, 1888 the Provincial Engineer with the Quebec

MONTREAL AND SOREL

Department of Public Works reported that the road on this distance was in good running order, and that a considerable improvement had been made. The roadbed had been raised in several places from four to five feet, a great many ties had been replaced, new ballast had been laid along the whole line and stations had been built in all parishes except Vercheres; so that on the whole, although the ballasting had not been completed on the section between St Lambert and Vercheres, the works were in sufficiently good order to allow the running of trains in safety on the whole length of the railway at a speed of 25 to 30 miles per hour. The Company had regular trains running between St Lambert and Sorel. This report allowed the running of regular trains. It was later disclosed that a sum of \$85,522.00 had been advanced by the Banque du Peuple of Montreal to the official trustees on the authority of a letter written by the Premier of the Province dated July 6th, 1887. This was to settle the accounts of the railway then under seizure by the Sheriff. a further sum of \$17,749.00 was claimed by the trustees. The total sum of \$103,272.00 as paid by the Government to the trustees. With a proposed extension now planned to Levis the company was trying to raise financial assistance from both the Provincial and Federal Governments. While the railway was asking for money; the Government of Quebec once again received many complaints from the public about the service and operation of the trains. The Government Engineer would state that while repairs were promised more repairs still had to be made. Then on September 9th, 1889 the Government of Quebec and Inland Revenue were involved in a legal battle with the Montreal and Sorel Railway. The Government had taken out a seizure of part of the railway for the recovery of provincial taxes.

GREAT EASTERN

The Great Eastern Railway was chartered May 17th, 1882 to construct a railway from the Village of Dundee in the County of Huntington to Levis on the south shore of the St Lawrence River opposite Quebec City. Its charter gave it the power to acquire the Montreal and Sorel Railway. in the fall of 1886 some track laying was completed. The Great Eastern built two small portions. one between Yamaska on the Southeastern-Montreal & Atlantic to St Francois du Lac a little over six miles. The other from Nicolet to the junction with the Grand Trunk at St Gregoire seven miles. The contractor claimed that an omnibus service had been organized to carry passengers between Nicolet and St Francois du Lac. He further told the Montreal Daily Witness that trains would be running between Nicolet and Montreal by September 1st, 1887. Built by the Great Eastern, the railway did not operate, in fact some of the rails were lifted shortly after completion. By 1895 the subsidies on the Great Eastern were declared lapsed with only the two small portions built.

ATLANTIC AND LAKE SUPERIOR RAILWAY

Atlantic and Lake Superior Railway was incorporated April first 1893 to acquire the Baie des Chaleurs Railway in the far east of Quebec's Gaspé, the Great Eastern Railway, the Ottawa Valley Railway and the Montreal Bridge Company. It was the intention to construct a railway stretching from the Gaspé Peninsula along the length of the St Lawrence River to Montreal, then through the Ottawa Valley to Sault Ste Marie, Ontario and a connection with the American railroads across the border in Michigan.

An agreement was entered into between the Great Eastern and the Atlantic and Lake Superior Railways April 16th, 1894. The agreement was made between A&LS President Thibaudeau and Charles N. Armstrong the contractor of the Great Eastern.

Late in 1897 the Atlantic and Lake Superior purchased from the Canadian Pacific the line between Sorel and Yamaska which included a bridge over the Yamaska River and acquired the Government Subsidy of \$50,000.00. The charter gave it running rights over the Intercolonial Railway between Levis and Matapedia.

The Quebec Government told the A&LS that it would not get a subsidy for building a new railway between Montreal and Sorel. The Atlantic and Lake Superior was required to purchase the Montreal and Sorel Railway. ^{MAOR} Prefontaine went to England in 1898 to raise capital. The Railway and Shipping World questioned this whole scheme for the Atlantic and Lake Superior involved the construction of a Eight Million Dollar bridge across the St Lawrence River at Longueuil. It seemed to be an unnecessary accessory for the Montreal and Sorel Railway already had running rights over the Grand Trunk's Victoria Bridge.

The Montreal and Sorel was still in extremely bad condition physically and financially. The Sequestrator of Sorel A. A. Taillon entered into a contract November 30th, 1892 with a syndicate composed of the Honourable Louis Tourville, Zoel Leduc, Joseph Mizael Fortier and H. Beauchemin for the repair and operation of the Montreal and Sorel. The syndicate would receive up to \$100,000.00 in consideration for repairing, equipping and putting the whole forty-five mile railroad in regular operation of the M&S. By November 1893 the Government Engineer once again reported that the repairs were satisfactory to allow the reimbursement of monies to the syndicate to an amount of \$70,000.00. This new syndicate called the old Montreal and Sorel the new South Shore Railway, even though it would receive a charter under this very new name a few years later.

SOUTH SHORE RAILWAY

The new South Shore Railway was incorporated October 5th, 1896 to once again build a railway from Beauharnois to Levis, from a point on the Canada Atlantic at or near Valleyfield. In a Sheriff's Deed August 29th 1894 the syndicate, later to be known as the South Shore had acquired the Montreal and Sorel. Then in another Sheriff's Deed of August 29th, 1899 the Great Eastern was sold to Mayor R. Prefontaine and a few months later December 6th, 1899. Prefontaine sold the Great Eastern to the South Shore Railway.

When the South Shore acquired the Montreal and Sorel Railway in 1894 it's intension for the railway to connect Montreal and the Intercolonial Railway at Levis. It would have been not only more direct than the Grand Trunk line from Richmond but along the St. Lawrence plain there would be minimal grades. The only problem would be the large rivers that entered the St. Lawrence River would require large and long bridges. To this end the South Shore completed the large Sorel bridge across the Richilieu River, at a cost of \$150,000.00 with promised provincial aid. Then a major problem, the Intercolonial Railway suddenly and surprisingly moved west. The ICR had purchased the Drummond County Railway, it now had its own direct railway line between Levis and Montreal.

SOUTH SHORE RAILWAY

The South Shore by the summer of 1900 had placed into operation the section from Sorel to Yamaska. This section had been built by the Richilieu, Drumondville and Arthabaska Railway, had become a part of the Southeastern, then the Canadian Pacific, and then the Great Eastern Railway but it had not been operated for many years. The roadbed had to be raised by the South Shore some three feet and all the culverts and bridges were fully replaced by the South Shore. At Yamaska where two earlier bridges in succession had been carried away by ice, the South Shore built a new steel bridge,

The Great Eastern Railway sold its remnant right of way from Yamaska to St Gregoire to Mr Prefontaine and hence to the South Shore in early 1901.

The South Shore ~~found~~ then found a surprise; for its railroad was being offered for sale by the Sheriff August 15th, 1901, by virtue of a writ-from the estate of the late J. Armstrong. President Choquette told reporters that he "did not know how what did not exist could be sold". He went on to remind the reporters that almost ten years earlier the South Shore bought all the properties of the Montreal and Sorel Railway under the hammer. The South Shore bondholders had acquired ownership of the Montreal and Sorel by purchasing its bonds and the legal Sheriff's sale.

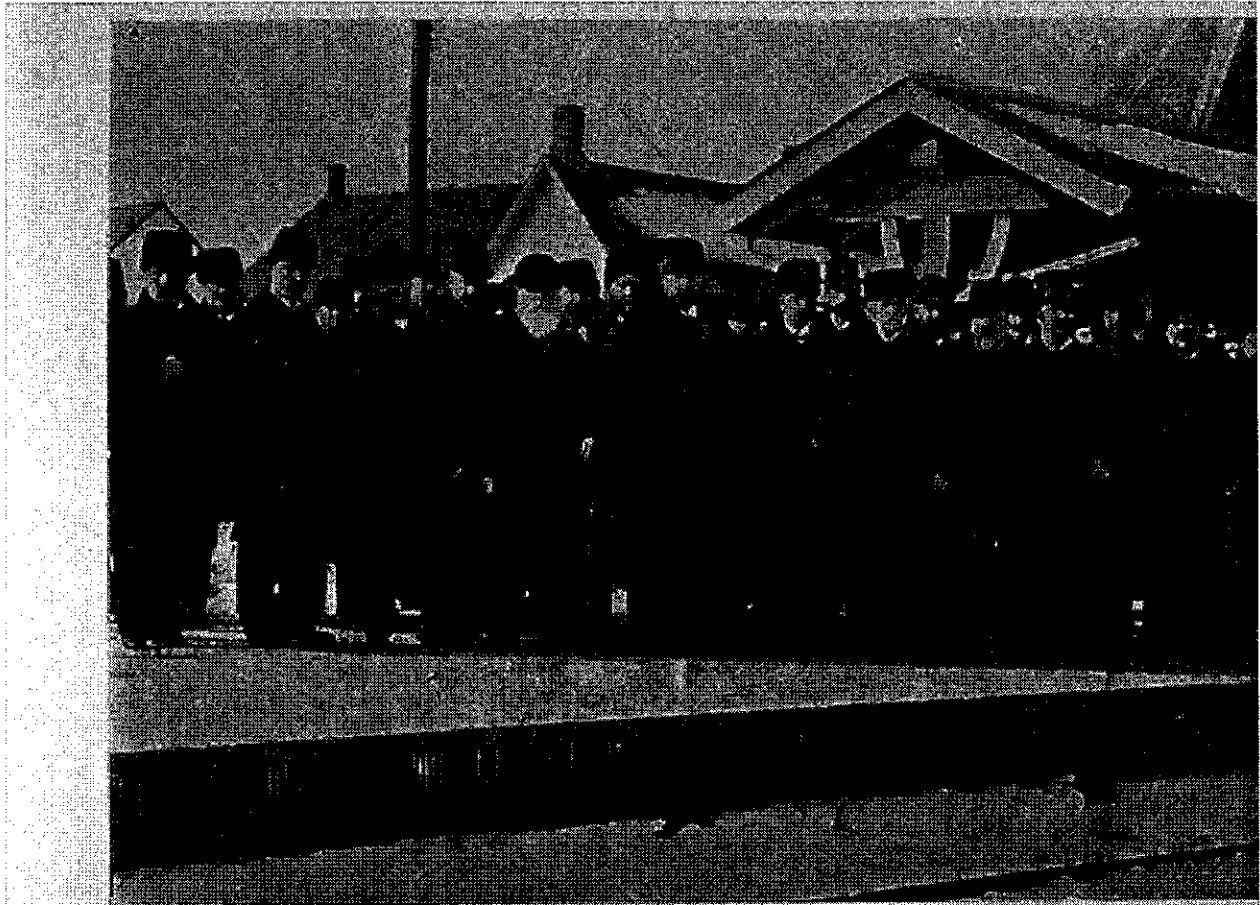
UNITED COUNTIES RAILWAY

The united Counties was chartered March 30th, 1883 to build a railway from Richelieu Village to Sorel by Honore Mercier and three other members of the Quebec Legislative Assembly. While it was allowed a number of grants and subsidies work did not start. Work started on the United Counties at St Hyacinthe in 1893 a decade later. The railroad received its first locomotive and a couple of passenger cars. The first locomotives were very small engines, both former Canadian narrow guage relics. The local newspaper raised the question why the tea-kettle was lettered in English when the little train ran through a French speaking counties. September 9th 1893 the first timetable was issued for the section from St Hyacinthe to St Angele on the Central Vermont. There were two trains in each direction.

		Passenger	Mixed
Leaves	St Hyacinthe	7:30 AM	4:00 PM
Arrives	St Angle	8:30	5:35
Leaves	St Angele	8:45 AM	8:00 PM
Arrives	St Hyacinthe	9:50	9:15

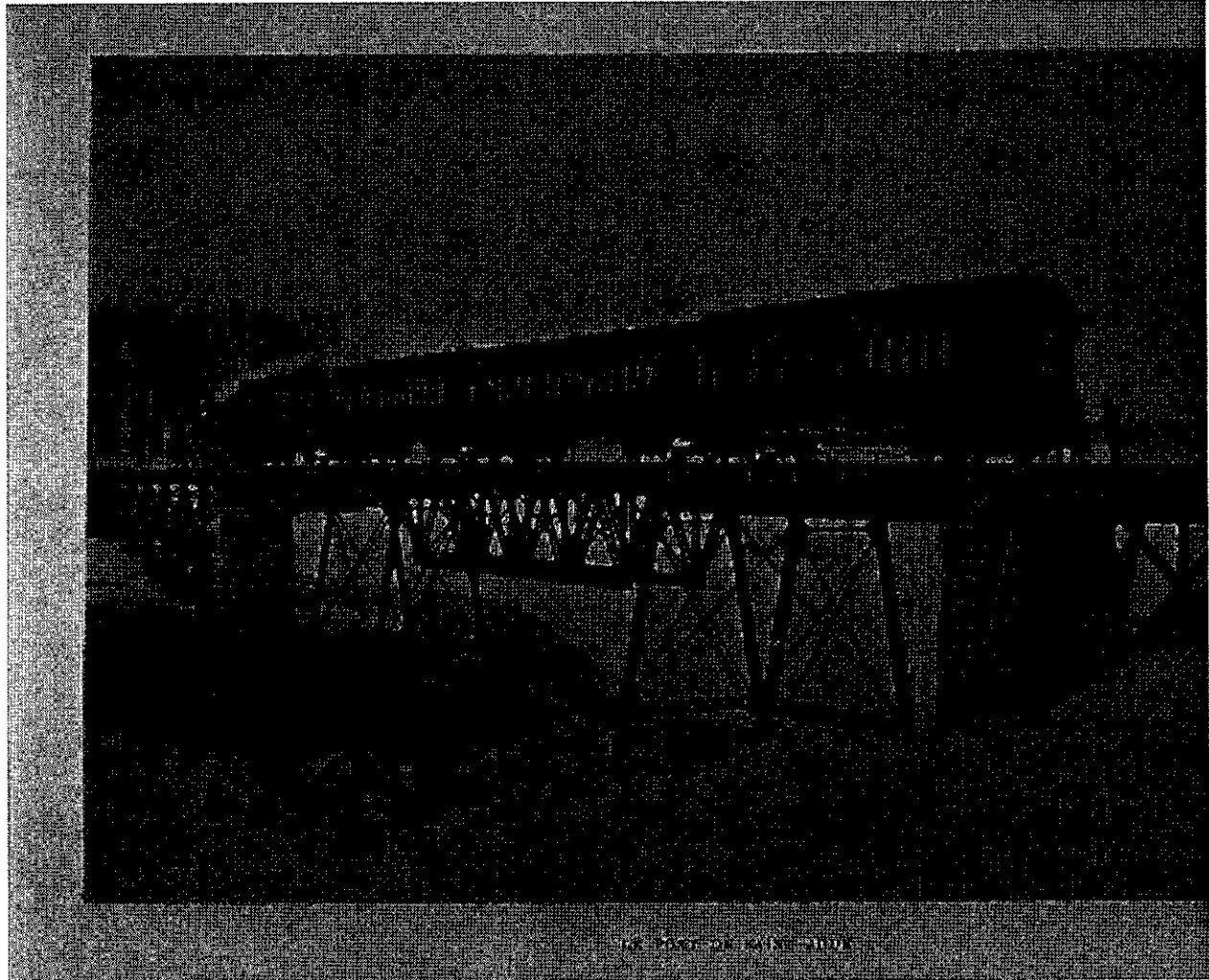
November 23rd, 1893 an excursion was operated under the patronage of Cercles Agricoles over the new extension to Iberville. The United Counties by making a connection with the Central Vermont formed a round about route between St Hyacinthe and Montreal.

Work started on an extension north to Sorel and by September 17th 1895 the company had sixty miles of railway stretching from the Central Vermont at Iberville to a junction with the Montreal and Atlantic-Canadian Pacific at Bellevue Junction with running rights over the M&A directly into Sorel. Two years later that section of the Montreal and Atlantic between Sorel and Bellevue Junction and Yamaska was acquired by the Atlantic and Lake Superior.



UNOPE DES INVITES
VUES PRISES LORS DE L'INAUGURATION DU CHEMIN DE FER DES COMTES-UNIS—Photo

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The timetable for train service on the United Counties in 1895.

Mixed	Passenger		Passenger	Mixed
	6:30 AM	Sorel	8:30	
	8:30	arrive St Hyacinthe	6:25	
2:00	8:40	leave	6:12	12:00AM
3:40	9:45	Iberville	5:30	10:40
	11:15	Montreal	4:05	
		via C.V.R.		

EAST RICHILIEU VALLEY RAILWAY

The East Richilieu Valley Railway was incorporated in 1890 to build a railway from a point in the County of Missiquoi to a point on the Grand Trunk between St Hilaire and St Hyacinthe. The intended junction was to be at a point called Noyan where connection could be made with the Canada Atlantic. The route of the charter would run for approximately half of its length right beside the United Counties. A sensible compromise was effected; The East Richilieu Valley would use the tracks of the United Counties between St Hyacinthe and Iberville and the United Counties in turn would be given rights over the East Richilieu Valley line from Iberville to its southern terminal. The contractor of the ERV was Mr C. D. Maze of Montreal who was also the President of the United Counties Railway. Work started in 1894 at Lacolle and Henriville. In 1897 work was completed on track from Henriville to Iberville. The ERV was treated as a subsidiary of the the United Counties. The twenty-two miles of railway were opened for traffic on December first 1898.

The Railway and Shipping World reported in December 1899 that the United Counties had been secured in the interest of the Rutland Railway, at that time a Vanderbilt interest. The Vanderbilt lines were expanding into eastern Canada. The Rutland was coming north to Montreal. The Toronto Hamilton and Buffalo had reached Toronto, and the St Lawrence and Adirondack from Utica had also reached Montreal. and they were even linked with a railway in far off Cape Breton. They were even considered a suitor for Booth's Canada Atlantic. The Railway and Shipping World stated that the United Counties had been built for political purposes and that its financial situation had become so involved that it had passed into the hands of the Bank of St Hyacinthe. The Manager of the Bank had to make a trip to England to make arrangements with the bondholders. While this was happening another new railway company was formed, the Quebec Southern with headquarters at Montreal. The Rutland was to have a majority of its representatives on the Board of Directors.

The Rutland Railroad while one of the oldest of New England railways had only emerged from many years of control by the Central Vermont. It was in the process of building an independent railway north from Burlington Vermont to Rouses Point, New York. An extension was planned from Alburg, Vermont north three miles to Noyan Junction, Quebec. Rails to Noyan Junction would provide the Rutland with a direct connection with both the Canada Atlantic and the United Counties-East Richilieu Valley Railroads. The Rutland through these connections had a direct route to Sorel on the St Lawrence River, the City of Montreal, via the Canadian Pacific at Iberville; and the Ottawa Valley and far off Georgian Bay through the then independent Canada Atlantic. The Rutland in conjunction with the United Counties entered into negotiations with the Intercolonial Railway (which itself had recently acquired its own Montreal to Quebec route) would be able to interchange freight from the entire Canadian Maritime Provinces at St Hyacinthe. Grain and lumber traffic would flood the Rutland.

The ERV was also in trouble and the trade press reported that it was talking to the Grand Trunk. The EVR had about one hundred cars of hay a week. The population in its region was small. The Rutland obtained the ERV for \$125,000.00

The Rutland in 1899 built into Canada three and a half miles under the charter of the Rutland and Noyan Railway. As the Rutland started to gain control of the United Counties it asked for a provincial bonus to allow it to expand the wharves at Sorel.

QUEBEC SOUTHERN RAILWAY

The United Counties was sold January 25th, 1900 under the judgement of creditor Arthur Ledoux. The purchaser was George Casmir Dessaulles of the Bank of St Hyacinthe for \$193,000.00. Four months later in April, the East Richilieu Valley Railway was sold to a Mr Bernier for \$125,000.00. Then both of these railways were sold to the Quebec Southern July 7th, 1900, by the Bank of St Hyacinthe. The company had received its charter that very same day. The Quebec Southern Railway was incorporated by Frank D. White and Hiram A. Hodge of Rutland, Vermont, and Georges Dessaulles of the Bank of St Hyacinthe and G. Hugh Semple of Montreal. The Rutland was to have the majority of representatives on the Board of Directors. The President of the QSR was H. A. Hodge and Vice President and Treasurer F. D. White, both of the Rutland.

The Quebec Southern Railway assumed control and management of the East Richilieu Valley Railway and the United Counties Railway on September 1st, 1900. The Rutland entered into an agreement with both the Quebec Southern and Canadian Pacific Railways November 1st, 1901 which gave the Rutland running rights over the QSR and the CPR via Alburgh, Noyan and Iberville. This agreement would last sixteen years.

Early in 1902 the Rutland Traffic Manager H. A. Hodge resigned his position in Vermont to devote all his energies to being President of the Quebec Southern. Hodge saw great plans for the northern extension. Hodge allowed the railway to get involved in Armstrong's earlier plans. the Montreal Bridge Company. In his post of President of the QSR proposed building a Montreal to Longueil bridge over the St Lawrence River. At this time there were four different promoters vying for either charter rights or

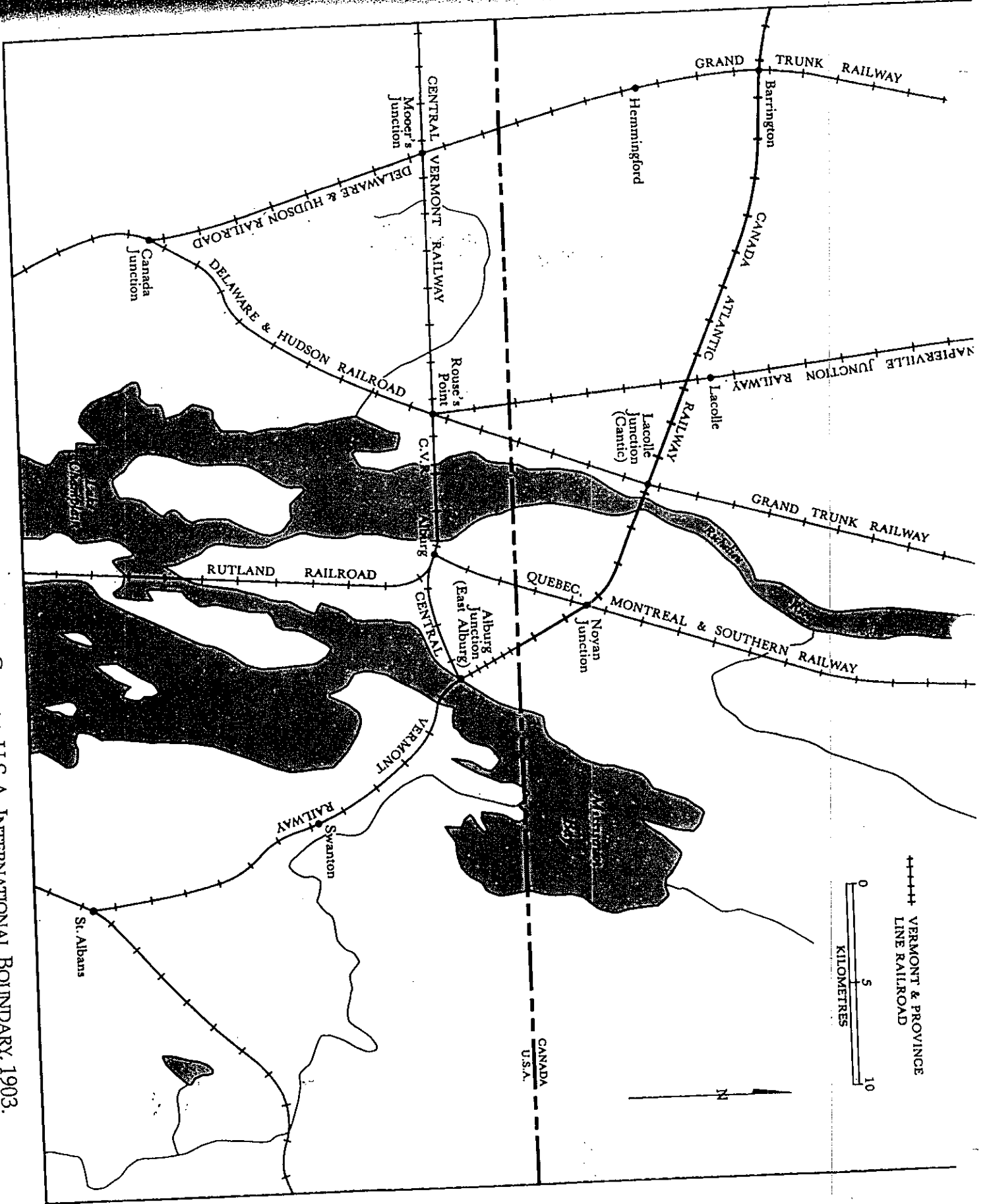
extensions of time on old charter rights. All were rejected by the Governments, the St Lawrence was an important navigable river. Hodge became the principal promoter of the Montreal Subway Company. Plans were prepared for a subway under the St Lawrence River. It would start at the South Shore yards at Longeuil tunnel under the river and St Helens Island and emerge to a central passenger terminal at a central point in the east end of Montreal. The promotion called for two concrete tubes, each twenty-seven feet wide and twenty-one feet high with one tube carrying a double track railway and the other tube for teams and pedestrians. The solid concrete and masonry tubes were to be lined with white enameled tiles.. The motive power would be naturally electric locomotives. During July and August 1902 a number of successful drill bores were made to test the bed of the St Lawrence River. It seems like an extensive proposal for a minor Montreal railway.

Armstrong's Great Eastern did not get an extension of time for its charter in 1902, for in eleven years it had built only eleven miles of railway.

January 24th, 1902 the Quebec Southern and South Shore lines were amalgamated into a larger Quebec Southern Railway. In the last session of the Dominion Parliament the titles of the old Montreal and Sorel-Great Eastern were vested in the South Shore first.

The Quebec Southern line to Quebec City now sat at St Francois du Lac waiting for a bridge to allow it to cross the St Francis River to Nicolet and further connection with the isolated old portions of the Great Eastern lying dormant around the GTR at St Gregoire. The Quebec Southern and the South Shore Railways while owned by the same group until late 1901 when the Quebec Southern took over the management and operation of the United Counties and the East Richilieu Valley Railroads. The Quebec Southern did not have the necessary legal power to use its own name and had to use both its name and the South Shore name.

2.22. CANADA ATLANTIC RAILWAY CONNECTIONS AT THE CANADA-U.S.A. INTERNATIONAL BOUNDARY, 1903.



When the Rutland established a direct train service between Montreal and Boston and New York it entered into competition with three other routes. The long established Grand Trunk-Central Vermont, the Grand Trunk-Delaware and Hudson and the Canadian Pacific-Boston and Maine. The Rutland stated that it would cut if necessary its rate to 75 cents to get its share of traffic. This comment inflamed the Grand Trunk management and they stopped the QSR's South Shore trains from running rights over the GTR Victoria Bridge to the GTR's Bonaventure station. The Quebec Court of Appeal decided against the Quebec Southern. While the South Shore had had an agreement with the Grand Trunk C. M. Hays refused to be bound by the agreement that it had not been authorized by the directors of the GTR.

During the summer months the Quebec Southern ran a suburban train service between Montreal and Longueuil until the St Lawrence froze over and an ice road went into use across the river.

January 20th, 1903 the Quebec Southern employees on the section struck the railway. The railroad had not paid its employees their wages. Traffic was suspended south of Sorel except for the Rutland trains between Noyan Junction and Iberville Junction. The Rutland had to provide its own signal men on this small section. The railway from St Lambert to Nicolet was not affected by the strike.

At the annual meeting of the South Shore at its St Sacrement Street offices in Montreal September 16th, 1902 when an incident took place. There sat President Hodge, Vice President A. L. Meyer, Secretary-Treasurer F. D. White and other directors. Webb, Clement, Choquette and Moore were in the middle of company business when lawyers appeared suddenly appeared that claimed they were representing a New York group that claimed to represent the majority of the stock holders. The advocates stated that Meyer did not have the authority when the bulk shares in the South Shore were traded and the subsequent amalgamation of the South Shore with the Quebec Southern. President Hodges held that these new gentlemen had no standing at the meeting. The pretenders stormed out and held their