
Salmon River and Northern Railway

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Application will be made at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Hawkesbury to Monte Bello, thence via the Salmon River and other valleys to the crossing of the La Lievre river by the projected National Transcontinental Ry. Hibbard & Orr, Montreal, are the solicitors for the applicants.

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Application will be made next session of the Quebec Legislature for an act incorporating a company with this title to construct a railway from the Ottawa River to a junction with the Grand Trunk Pacific Ry. near the La Lievre River.

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An act was passed last session of the Quebec legislature incorporating J.S. Fassett, Elmira, NY; G.W. Thayer, Rochester, NY; C. Adsit, Hornersville, NY; W.L. Haskell. F.W. Hibbard, Westmont, QC; J. Walker, Montreal as a company with this title to construct a railway from Grenville to Montebello thence in a northerly direction along the Salmon River Valley to Lake Papineau, thence along the North Nation and Rouge River valleys to a point of junction with the Eastern Division of the GTP. Power is given to construct telegraph and telephone lines, to acquire ferries, construct docks, develop electric power, construct workshops etc. and to enter into agreements for running powers over connecting or joining railways, acquiring branch lines etc. The capital of the company is fixed at \$300,000 and bonds to the extent of \$25,000 a mile of railway may be issued. The company's offices are to be at Montebello.

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The SR&N is under construction from Fassett, QC, about four miles from Montebello, on the CPR north shore line between Montreal and Ottawa and runs due north. At present, it has under construction ten miles into the woods to assist in the lumbering operations of the Haskell Lumber Co. This company is doing the construction and hopes to complete the 10 miles this year. Several short lateral spurs will be built, and the line will ultimately be extended further north. The engineer in charge of construction is Mr. Nicholls.

The company has obtained the approval of the Board of Railway Commissioners to its projected crossing of the CPR near Grenville QC., with power to use it during daylight, as a temporary crossing during construction of the line. F.W. Hibbard is secretary and W.L. Haskell is General Manager. The secretary has an office at 151 St. James Street, Montreal.

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The Quebec legislature is being asked to amend the statutes of 1905, chap. 59, by authorizing a change in the location of the main line then authorized, by permitting the building of branches, and by extending the time fixed for construction. The statute referred to authorized the company to build a railway from Grenville, westerly to Montebello, thence northerly along the Salmon River Valley to the west side of Lake Papineau thence northerly on the east side of the nation River and Lake Nominique to the Rouge River Valley, and along that to the National Transcontinental Ry. Authority was also given to build branch lines, and to develop water powers at points touched by the railway. The provisional directors named in the act are: J.S. Fassett, Elmira, NY.; G.W. Thayer, Rochester, NY.; C. Adsett, Hornersville, NY.; W.L. Haskell, Ulysses, PA and Westmount, QC.; F.W. Hibbard, Westmount, QC. and Jas. Walker, Montreal.

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The Quebec Legislature has confirmed the company's charter rights as given in the statues of 1905, chap. 59, has extended the time for building the projected railway for 10 years, has given authority to build branch lines not to exceed, in any one case, 15 miles, and has changed the company's office from Montebello (sic) to Fassett, Labelle County. The line authorized in 1905, the time for the construction of which was extended on different occasions, is projected to start at Grenville, and run westerly to Montebello, thence northerly along the Salmon River valley, to the west side of Lake Papineau; thence northerly on the east side of the Little Nation River and Lake Nominique to the Rouge River, where it would turn to the south east, and along the western valley of the Rouge River to the National Transcontinental Ry.