

# Orders of General Application - Maniwaki

Identifier	Date	Notes
PC 1883-1094	19/05/1883	Approves a subsidy for the Ottawa and Gatineau Railway of \$3,200 per mile for a distance of 50 miles, not to exceed \$160,000 in aid of this projected road commencing at Hull station.
PC 1888-1284	04/06/1888	Authorizes the Minister to enter into a contract with the Ottawa & Gatineau Ry. for a grant for the construction of a line from Hull Station towards Le Desert, 62 miles. The country to be traversed is heavy and the maximum gradient be fixed at 106 feet to the mile and the limit of curvature being placed at 574 feet or 10 degrees, the date for completion being fixed at 1 August 1889. Attached: 1 - Specifications and conditions; 2 - Contract and agreement.
PC 1888-1709	11/07/1888	Approves plans and profiles showing the location of the first 20 miles from Ottawa (sic).
PC 1889-1609	10/07/1889	Approves the entry into a contract with the Ottawa & Gatineau Valley Ry. for a line of railway from Hull station to Le Desert, 62 miles, not exceeding \$320,000. Approves specifications and description, also contract and agreement.
PC 1890-492	04/03/1890	Approves Ottawa & Gatineau Valley Ry. time extension for completing first ten miles to 15 Aug 1890.
PC 1890-929	01/07/1890	Approves Ottawa & Gatineau Valley Ry. plans and profiles for the line mile 20 - 50. Country is difficult for railway construction which necessitates sharp curves, up to 10 degrees, and maximum grades of 106 feet to the mile.
PC 1890-1901	30/07/1890	Ottawa & Gatineau Valley Ry. time extension to 11 Nov 1890 for completing first ten miles. Delay is caused by slipping of clay embankments made in the winter time and delay in obtaining a connection with the Canadian Pacific Ry. at Hull which is necessary in order to bring up the rails. The second ten mile section is under construction and it may be confidently expected that by the end of the year the track will be laid over the whole of the 20 mile section.
PCRC	26/09/1890	Approves proposed road diversion between stations 1280 - 1291, 1336 - 1350 and 1563 - 1574
PC 1890-2284	01/10/1890	Ottawa & Gatineau Valley Ry. authorized to make certain permanent public road diversions at various points in Wakefield twp.
PC 1890-2880	24/12/1890	Approves amended plan submitted by the Ottawa & Gatineau Valley Ry. for first 20 miles and amends Order in Council of 11 July 1890 accordingly. The amendment covers a section at station 290, about 3.5 miles from Hull. The change is one that may be reasonably accepted as having the advantage, though not so good an alignment, of keeping the railway away from the public highway.
PC 1890-2888	24/12/1890	Chief Engineer of Railways reports that an inspection was carried out of 11.3 miles commencing at Hull. Of the subsidy applicable (\$72,500) the value of the work to be done is \$24,300. Minister of Railways and Canals is authorized to make payment of the balance of \$48,200.
PC 1890-2862	24/12/1890	Ottawa & Gatineau Valley experienced delay in completing the first 10 mile section owing to slipping of certain embankments. The work was temporarily halted but this delay was to the advantage of the second ten mile section and the company expects to have the rails laid to the Peche Village, a distance of about 19 miles by the end of the year. Agrees for an extension of the time for completion to 1 Jan 1891.
PC 1891-1307	06/06/1891	Approves amendments to Ottawa & Gatineau Valley Ry. plans and profile as approved on 11 Jul 1890. This was done to avoid crossings on the public highway.
PC 1891-1286	06/06/1891	Following further inspection of the first 20 miles of the Ottawa & Gatineau Valley Ry. approves payment of following subsidy: - total amount applicable \$126,752 - work remaining \$39,170 - amount already paid \$48,200 Balance \$39,382.
PC 1891-2357	10/10/1891	Approves changes to Ottawa & Gatineau Valley subsidized road from stations 1458 to 1490 (3,200 ').
PC 1891-2495	15/10/1891	Following a further inspection agrees to pay additional subsidy of \$19,160 in respect of first 20 miles of the Ottawa & Gatineau Valley Ry. line.
PC 1891-2999	23/12/1891	Approves further subsidy payment of \$16,560 to the Ottawa & Gatineau Valley Ry. in respect of the first 20 miles to take account of rolling stock which has now been delivered.
PC 1892-296	25/02/1892	Approves payment of additional subsidy to O&GV of \$3,070 in respect of first 20 miles.

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PC 1892-1831	02/07/1892	Ottawa and Gatineau Valley Ry. has submitted for approval a plan and profile showing the location of their road from the 47 1/5 mile to the 51 1/2 mile of which the portion between the 47 1/5 mile and the 50th mile is a relocation in amendment of that approved by Order in Council of 1 July 1890. The report of the Chief Engineer of Government Railways is favourable and shows the proposed changes to be an improvement on the original location. The plan and profile now submitted is approved in place of those accepted by the Order in Council of 1 July 1890 and the said order is amended to that effect.
PC 1892-2136	26/07/1892	Ottawa & Gatineau Valley Ry. subsidy payment of \$49,820 in respect of the first 30 miles.
PC 1893-230	03/02/1893	There was a further inspection of the first 40 miles of the Ottawa & Gatineau Valley Ry. from Hull. The total applicable amount is \$230,752 of which \$176,192 has been paid leaving a balance of \$54,560. Approves payment of this balance.
PC 1893-1707	10/06/1893	Approves time extension for completion of the Ottawa & Gatineau Valley Ry. for one year to 1 Aug 1894.
PC 1893-2622	10/10/1893	Approves plans and profiles of the Ottawa & Gatineau Valley Ry. from mile 51 1/2 to mile 55 1/2 (River Pickanock).
PC 1893-3027	22/11/1893	Report on the Ottawa & Gatineau Valley Ry. from the 40th to the 54th mile which is well built according to the contract. Total amount earned by the Company is \$284,128, of which \$230,752 has already been paid and Minister is given authority to pay the balance of \$53,376.
PC 1895-1869	21/09/1895	Approves contract with Ottawa & Gatineau Valley Ry. for 20 miles of railway from the eastern end of the 62 miles already subsidized towards Dessert. Draft contract containing descriptions, specifications and conditions is attached.
PC 1895-1799	22/10/1895	Approves time extension for completion of the Ottawa & Gatineau Valley Ry. from Hull station to the end of the 62nd mile to 1 August 1896.
PC 1899-1648	31/07/1899	Authorizes the Minister to enter into a contract with the Ottawa & Gatineau Valley Ry. for the construction of its line for 20 miles from the end of the 62nd mile subsidized towards Desert.
PC 1899-1647	01/08/1899	Approves a contract with the Ottawa & Gatineau Valley Ry. for 62 miles of railway from Hull towards Le Desert, not exceeding \$3,200 per mile being the balance remaining unpaid of the subsidy granted by Chapter 2 of 1898, such balance not to exceed \$35,872.
PC 1900-2481	02/11/1900	Approves Ottawa & Gatineau Valley Ry. time extension from 1 Aug 1900 to 1 Aug 1901 for completion of 62 miles north from Hull.
PCRC	11/12/1900	Approves plan and profile of line between a point half a mile north of Gatineau Junction to a point near Chaudiere Street, Hull.
PC 1901-1855	03/10/1901	Authorizes the Minister to enter into a contract with the Ottawa, Northern & Western Ry., formerly Ottawa & Gatineau Ry., for their line of railway in and through the City of Hull, not exceeding 4 miles at the rate of \$3,200 per mile if the cost be not more than \$15,000 per mile and a further subsidy of 50% on so much of the average cost of the said mileage as is in excess of \$15,000 per mile; such subsidy not exceeding in the whole the sum of \$6,400.00 per mile. Maximum gradient not to exceed 68.64 feet to the mile, and the sharpest curvature not to be of less radius than 573 feet, or 10 degrees and the time for completion to be fixed as the 31st December 1901. Approves the location indicated in a plan and profile attached.
PC 1902-9	06/01/1902	Approves time extension for completion of 4 miles of railway through Hull from 31 December 1901 until 15 February 1902.
PC 1901-2216	25/01/1902	Modifies contract with ON&W, which was authorized by Order in Council of 3 Oct 1901, by replacing clause 6 with the following: 6. That the Company shall place stations for local purposes at such points on the line as the Minister may require and direct, and shall, when and as required by the Governor in Council, run local trains over the line of railway, the maximum local train service, however, which may be required hereunder being limited to four local trains daily (one in the morning and one in the evening, in each direction). Such local trains shall, for the accommodation of the public, stop at all local stations.
PC 1902	25/03/1902	The Chief Engineer of the Department of Railways and Canals has reported on the results of an inspection made of the portion of the subsidized Ottawa & Gatineau Ry. extending in and through the City of Hull, a distance of 1.28 miles, subsidized by 62-63 Vic. Chap 7 (1899) to the extent of \$3,200 per mile with a further subsidy of 50% on the expenditure in excess of \$15,000 per mile; the total subsidy not to exceed \$6,400 per mile, such report shewing the said section to be completed according to contract, and that the result of inquiry into the cost indicates an expenditure of \$38,980 per mile. On this basis he advises that the Company have earned \$6,400 per mile, or a total of \$8,192. The Minister is given authority to pay the Company accordingly.
PC 1902-1403	22/09/1902	Approves amalgamation of Ottawa, Northern & Western Ry. and Pontiac Pacific Junction Ry. under the name of Ottawa Northern & Western Ry.
PC 1903-129	03/02/1903	Approves entry into a contract with the O&GV for balance of subsidy owing on the first 62 miles from Hull and approves plans and profiles from m. 55.5 to m. 62.

Identifier	Date	Notes
PC 1903-132	03/02/1903	Authorizes entry into a contract for extension from mile 62 to mile 81, namely Maniwaki, and approves location. Time for completion to be fixed as 1 January 1904.
PC 1903-133	03/02/1903	Permits Canadian Pacific Ry. to lay good serviceable used steel rails weighing 60 pounds per yard in lieu of 56 pounds per yard on the extension from m. 62 towards Le Desert. The reason for this is that the CPR, which has acquired the Ottawa, Northern & Western Ry. and its stock and franchises, proposes to remove from portions of its main line the 60 pound rails with which such portions were furnished and replace them with 80 pound steel of the latest design. The rails contemplated in the contract are not presently procurable in Canada as the contract required.
PC 1903-934	23/06/1903	Amends contract for the railway from mile 62 towards Desert to read as follows: 9. That the Company shall run and operate over the said line of railway such trains as shall from time to time be sufficient to fully accommodate the traffic offered for transportation over the said line or any part thereof or as may, from time to time be determined by the Governor in Council.
PC 1903-933	23/06/1903	Amends contract with Ottawa, Northern & Western Ry. as follows: 9. That the Company shall run and operate over the said line of railway such trains as shall from time to time be sufficient to fully accommodate the traffic offered for transportation over the said line or any part thereof or as may, from time to time be determined by the Governor in Council. 10. That the rails to be laid on the said line of railway may be rails that have been already in use on the main line of the CPR and are good serviceable rails of which the Minister shall be the judge.
PC 1903-1610	05/10/1903	Chief Engineer of Department of Railways and Canals reported on 15 Sep the results of an inspection from the 54th mile to the 62nd mile. The action has been completed according to contract and the Minister is authorized to pay the balance of the subsidy of \$35,872.
PC 1904-44	12/01/1904	On 6 Jan Chief Engineer of Department of Railways and Canals reported the results of an inspection from 63rd mile to 81st mile at Maniwaki. The section has been completed according to contract and the Minister is authorized to pay \$60,800.
PC 1907-664	06/04/1907	By the Subsidy Act of 1903, chapter 57, item 13, a grant of a subsidy was authorized to the Ottawa, Northern & Western Ry. for a line of railway from a point on the Ottawa & Gatineau Ry., now the Ottawa Northern & Western Ry., to the boundary line of the City of Hull, not exceeding ¼ mile, being a subsidy of \$3,200 per mile with a further subsidy of 50% of the average cost in excess of \$15,000 per mile, the whole not exceeding \$6,400 per mile. Application has been made by the Company for admission to contract thereunder, the road itself having been actually built for some years, but the subsidy not having been paid in full. The Minister is authorized to enter into a contract for the work so subsidized under the general terms and conditions authorized by the said Act, approved by Order in Council of 28 November 1903, the maximum gradient to be fixed at 1.30 feet per 100, or 69 feet per mile, and the sharpest curvature admissible to be 6°, or 955 feet radius, the time for completion to be fixed as the 1st of July, 1907, the following, however, to be substituted for clause No. 11 of such general terms and conditions, which related to the running of trains:- "That the Company shall place stations for local purposes at such points on the line as the Minister may require and direct, and shall, when, and as required by the Governor in Council, run local trains over the line of railway, the maximum local train service, however, which may be required hereunder, being limited to four local trains daily (one in the morning and one in the evening, in each direction). Such local trains shall, for the accommodation of the public, stop at all local stations."
PC 1907-1013	06/05/1907	The Order in Council of 6 April 1907 for entry into a contract with the Ottawa, Northern & Western Ry. for a line of railway from a point on the Ottawa & Gatineau Ry. to a the boundary line of the City of Hull, not exceeding ¼ mile required that the line be built with new steel rails made in Canada if procurable. This line was completed several years ago when there was no requirement to use Canadian rails and American steel of 70 lbs. per yard was used which is actually of a higher standard than if laid with Canadian rails of 56 lbs. per yard. Order in Council of 6 April 1907 is supplemented by a provision to the effect that paragraph 7 of the General Terms and Conditions shall not apply to the present case, and that the rails already laid may be accepted for subsidy purposes.
PC 1907-1508	10/07/1907	Ottawa, Northern & Western Ry. subsidy from a point on the Ottawa & Gatineau Ry. to the boundary of the city of Hull. This was completed in 1902 and the actual distance is 0.243 miles. Minister authorized to pay the ordinary subsidy of \$777.60.
29407	27/02/1920	CPR commutation tariffs are suspended following application by Gatineau Residents and others pending a hearing by the Board. Application dismissed by judgement of April 1, 1920.
65883	28/03/1945	CPR ordered to put into effect during the summer months of 1945, for the same period and on the same schedule, or practically the same schedule, the passenger train service which was in effect during the summer months of 1944.
97269	03/03/1959	Company shall erect and place reflective material at following crossings: 22.92, 28.85, 57.89.
100066	29/12/1959	Amends 97269 by adding the following crossings at which reflective material is to be placed: 22.92, 28.85, 57.89.
109465	02/11/1962	CPR authorized to discontinue passenger service between Ottawa and Maniwaki provided by trains 292, 293 and 294. Effective 15 Jan 1963 and upon 60 days notice being given..

<b>Identifier</b>	<b>Date</b>	<b>Notes</b>
121001	08/06/1966	CPR authorized to abandon a portion of the Maniwaki sub, from m. 0.00 to m. 2.23.
R-6271	23/07/1969	CPR Customer Service Center also allowed removal of caretakers at Messines, Kazabazua and Chelsea.
R-6271	23/07/1969	Implementation of CPR Ottawa Customer Service Centre. Removes station agents at: Petawawa, Cobden, Haleys, Braeside, Arnprior, Almonte, Waltham, Fort Coulonge, Mountain, Winchester, Stittsville, Gracefield, Wakefield, Osgood, Kemptville, Prescott, Eganville, Bedell, Cornwall, Finch, Pembroke, Renfrew, Carleton Place, Smiths Falls, Quyon, Maniwaki, Campbells Bay, Shawville, Chesterville.