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# Maniwaki sub.

*From Canadian Railway and Marine World/Canadian Transportation - showing date and page number*

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01-Feb-1899 Page 40

Press despatches from Ottawa recently stated that this line would be extended this year from its present terminus at Gracefield to Maniwaki. The General Superintendent advises us that at present he is unable to say when the work is to be gone on with.

01-May-1899 Page 136

It is doubtful if the proposed extension from the present terminus at Gracefield, 60 miles from Ottawa, to Maniwaki, 28 miles, will be gone on with this year. (Feb pg. 40).

01-Jun-1899 Page 176

No definite information is obtainable as to whether the proposed extension from the present terminus at Gracefield, 60 miles from Ottawa, to Maniwaki, 28 miles, will be gone on this year. Settlers from beyond Maniwaki have petitioned for a further extension north to Eagle Bay on Great Victoria Lake. (May pg. 136).

01-Aug-1899 Page 236

The proposed extension from the present terminus at Gracefield, 60 miles from Ottawa, to Maniwaki, 28 miles, is not likely to be built this year, but it is expected that 15 miles will be finished, which will carry the line from Gracefield to Blue Sea Lake. (June pg. 176).

01-Sep-1899 Page 265

Travel on the Ottawa and Gatineau railway this year is very much in advance of previous seasons, substantial returns being realized from advertisement of the country by the road, by a gratifying influx of tourists. All the hotels and summer boarding houses are well patronized, the bracing atmosphere of the Gatineau Hills proving an almost irresistible attraction for those who have ever visited the place. The advertisement which the northern part of Quebec received at the recent sportsman's show in New York is also expected to bring good results and a heavy influx of sportsmen during the open season, which will soon be here.

01-Sep-1899 Page 296

Work is proceeding on the extension from Hull to Aylmer, but it may not be completed this fall. The city of Hull is bonussing the Co. to the extent of \$30,000, the Co. agreeing to build a station at the terminus to cost at least \$4,000; to have the work shops, shunting yards, etc. in Hull; to employ 40 residents of Hull during the first two years, and 50 afterwards and to have all the works completed by September 30, 1900. (Jly. pg. 210).

01-Nov-1899 Page 327

Construction is proceeding on the extension from Gracefield to Maniwaki and it is expected to take out all the rock during the winter and finish the work to Maniwaki early next spring or summer. The extension skirts the shores of Castor, Trout, Blue Sea, Abitotbee and several other large lakes and will be between 23 and 25 miles in length. (Pct. pg. 296.)

01-Feb-1900 Page 42

On the extension from Gracefield to Maniwaki no track has yet been laid. The rock work is being proceeded with this winter with the intention of pushing the grading through to Maniwaki during next summer. (Nov. '99 pg. 327.)

01-Apr-1900 Page 115

The extension of this line from Gracefield to Maniwaki will be proceeded with this season. It is said stations will be established at Blue Sea Lake, Bouchette and Maniwaki. (Mar. pg. 42.)

01-May-1900 Page 137

The Ottawa and Gatineau Ry. is said to have ordered four cars for excursion purposes.

01-Jun-1900 Page 167

The Ottawa and Gatineau Ry. is in the market for four 1st class passenger coaches, 1 baggage car and 25 box and flat cars. The rumour that the Co. had ordered four cars for excursion service mentioned in our last issue was incorrect. The allied line, the Pontiac Pacific Junction, is also in the market for one 1st class passenger coach and 15 box and platform cars. These lines lost 13 cars in the recent Hull-Ottawa fire.

## The C.P.R.'s Latest Purchase.

The C.P.R. Co. has through friendly parties entered into an agreement to purchase the undertaking of the Ottawa Northern and Western Ry., under which title the old Ottawa and Gatineau Ry. had acquired the Pontiac Pacific Junction Ry., and the Inter-provincial bridge between Ottawa and Hull, and also secured power to acquire the Hull electric railway, on which it has an option. The transfer of the line will, it is understood, be made at an early date. The price paid for the property is said to be about \$4,500,000, but this is merely a conjecture. The total cost of the various undertakings, as given in the report of the Minister of Railways for the year ended June 30, 1901, is \$4,441,530.08, since which time the Pontiac Pacific Junction Line from Aylmer to Hull, Que., 8.50 miles, has been completed; and the same report shows that the stock, bonds and floating indebtedness of the several undertakings amounts to \$4,821,204.35. Some months ago a syndicate, composed of A. F. Gault, S. Finlay, S. H. Ewing, and Hanson Bros., was formed in Montreal to finance the undertaking, it being reported that the bonds to be issued were to cover \$3,800,000 of stock, \$1,000,000 each for the O. and G. Ry., the P.P. Jct. Ry., the Inter-provincial Bridge, and \$800,000 for the Hull Electric Ry. The O. and G. Ry. was arranging to extend its line to Maniwaki, and the Quebec Legislature has granted an extension of a year within which the balance of the bonus may be earned, and the P.P. Jct. Ry. has power to extend its line to Pembroke, for which an extension of time was granted in 1900. At the present session of the Dominion Parliament a bill amalgamating the several undertakings has been read a third time in the House of Commons.

The Ottawa and Gatineau Valley Ry. Co. was organized in 1885 under an act of the Quebec Legislature to construct a line from Hull in the direction of Desart(sic); and was reorganized under a Dominion act of 1887, power being given to extend the projected line from the confluence of the Desart and Gatineau rivers to James' Bay, 10 years being allowed for the completion of the work. The line was completed to Wright, 51 miles, in 1894, and to Gracefield, 57.87, in 1896. In 1894 the name of the Co. was changed to the Ottawa and Gatineau Ry. Co., with enlarged powers, and in 1901 another change of name was made to the Ottawa, Northern and Western Ry. Co., and still further extending its powers for developing the resources of the district opened up, and increasing its bonding powers to \$25,000 a mile. The line is in operation from Hull to Gracefield, Que. 57.87 miles, all of which is laid with 56 lb steel rails; and the Co. has 3 locomotive: (1 leased), 11 passenger cars, 2 baggage cars, 6 stock and box cars, 21 flat cars, 1 service car, 1 snow plow and 1 flanger. Its financial statement on June 30, 1901 was as follows: Capital stock authorized and subscribed, \$1,000,000, paid up, \$504,000; 5% bonds authorized, \$12,000,000; issued, \$1,136,000, none sold; subsidies - Dominion, voted, \$384,000; earned and paid, \$284,128; Quebec, voted, \$796,520; earned and paid, \$656,853.92; total capital, \$3,316,520; floating debt, \$577,196.96 at 7%; total cost of line and equipment, \$1,194,004.28. The operation of the line showed: trains run - passenger 20,426; freight, 2,380; mixed, 40,310; total, 63,116 miles; passengers carried, 72,608; freight carried, 39,076 tons; gross earnings, \$82,033.71; net earnings, \$16,213.11.

The Pontiac Pacific Junction Ry. Co. was incorporated by the Dominion Parliament in 1880 to construct a railway from Aylmer, Que., through Pontiac county, crossing the Ottawa river, and thence to Pembroke, Ont., being given six years to complete the work. In 1882 power was acquired to construct a bridge over the river into the city of Ottawa, and in 1887 a further act was obtained giving power to extend the projected line from Pembroke to Sault Ste. Marie, Ont., and northwesterly in Quebec; to purchase the Aylmer branch of the C.P.R., and further time for construction was given. In 1890 an act was passed to facilitate the transfer of the C.P.R. branch between Hull and Aylmer, Que., and other acts granting extensions of time for the completion of the Co.'s undertakings, authorizing amalgamation with other companies, were passed. The line is now in operation between Aylmer and Waltham, Que., 70.60 miles, and the line from Aylmer to Hull, 8.50, was completed and put in operation late in 1901. There are 74.10 miles of track (70.60 being laid with 56-lb. steel), 3.50 miles being sidings. The Co. has 4 locomotives, 2 passenger cars, 1 baggage car, 5 box cars, 48 flat cars, 1 service car, 1 snow plow and one flanger. The financial statement to June 30, 1901, is as follows: - Capital stock - authorized, \$3,000,000; subscribed and paid-up, \$300,000; bonds - authorized, \$10,200,000, none issued; Dominion subsidies - voted, \$331,850, earned and paid, \$193,587; Quebec subsidies - voted, \$536,000, earned and paid up, \$497,969.63; municipal subsidies - voted, \$101,000, earned and paid up, \$100,000. Total capital - subscribed, \$1,268,850; paid up, \$1,091,547.63; floating debt, \$560,740.32 at 6½%; cost of line, \$1,648,160.33. The operation of the line showed: trains run - passenger, 1,750; freight, 420; mixed, 44,380; total, 46,550 miles; passengers carried, 32,978; freight carried, 23,656 tons; gross earnings, \$53,510.71; net earnings, \$8,895.18.

The Hull Electric Ry. Co. in 1898 purchased from the C.P.R. the branch line from Hull to Aylmer, Que., which it had previously leased. The line is 13.63 in length; there are 6.85 miles of 2nd track; and the total track is 20.48 miles, laid with 56-lb. steel rails. The Co. has 2 locomotives, 21 passenger cars, 1 baggage car, and 2 flangers. The financial statement at June 30, 1901, was as follows: - Capital, \$300,000, of which \$292,700 is subscribed and \$292,000 paid up; from other sources, \$518,297.75; total, \$810,997 of which \$810,297.75 is paid up; floating debt, \$518,297.75 at 5%; total cost of railway and equipment, \$768,906.64. Trains run: passengers, 853,923; freight, 19,420; total, 373,343 miles; locomotive mileage, 19,420; passengers carried, 533,328; freight carried, 111,691 tons; gross earnings, \$69,958.67; net earnings, \$30,865.78.

The Interprovincial Bridge Co. was incorporated by the Dominion Parliament in 1890, to build a bridge over the Ottawa river between Hull, Que., and Ottawa, Ont., and power was given to any railway running into Hull or Ottawa to subscribe towards the capital stock. The bridge and approaches - about 1.30 miles in length - was opened for traffic in 1901. The financial report at June 30, 1901, was as follows: authorized capital, \$1,000,000, none reported issued; Dominion subsidy, \$212,000; Ontario subsidy, \$50,000; municipal subsidies, \$150,000; total capital, \$412,000; floating debt, \$414,671.57, at 7%; total cost of bridge \$830,458.83.

At the last session of the Quebec Legislature an act was passed extending the time within which the Ottawa, Northern and Western Ry. could be extended from its present terminus at Gracefield to Notre Dame du Desart to Dec. 31, 1903, and providing for the payment of the unearned balance of the subsidies already voted, amounting to \$118,892, as follows: \$30,340.33 when the line has been completed from Pickanock river to mileage 62; \$39,182.55 on the completion of the line to mileage 72; \$45,869.12 on the completion of the line to Notre Dame du Desart; and the balance of \$2,500 retained on the cost of Hull station, on the completion of the line. A contract is reported to have been let by the C.P.R. to H. J. Beemer, for the construction of the 25 miles of line between Gracefield and Maniwaki, on the St. Joseph river, a short distance beyond Notre Dame du Desart, and it is said that Mr. Beemer has sub-let it to R. Macdonald, of Renfrew. It is reported that the extension will be completed by Sept.

The purchase by the C.P.R. of these lines will enable a number of improvements to be made in the Co.'s transcontinental service, and allow it to give a better service to Ottawa, without the construction of the cross-town line which was reported to be in contemplation. (April, pg. 140). Leaving Montreal the transcontinental route follows the Quebec bank of the Ottawa river to Hull, 119 miles, thence crossing the river through

Ottawa to Carleton Jct., 148 miles, then northerly to the Ottawa river at Arnprior, Ont., 172 miles, following the Ontario bank of the river to Pembroke, 224 miles, and thence to the coast.

By using the short line between Montreal and Ottawa, crossing the Interprovincial bridge and then using the Pontiac Pacific Jct. Ry., a large saving could be effected. One suggestion is to utilize the P.P. Jct. Ry. from Hull to Wyman, 36.1 miles, and complete the construction of the Pontiac and Renfrew Ry. A company was incorporated by the Dominion Parliament in 1888 under this title to construct a line from the P.P. Jct. line to a point between Arnprior and Braeside on the C.P.R., and 4.25 miles of track was constructed from Wyman to Bristol iron mines, Que., but is not now operated. This route would involve the construction of about six miles of line from Bristol mines to Arnprior, including a bridge over the Ottawa river, and would effect a saving of 12 or 13 miles between Montreal and Arnprior. Another suggestion is to make a connection at Pembroke. To do this the P. P. Jct. Ry. to Waltham, 80.5 miles, would be utilized, and 15 miles of line constructed, including two bridges over the Ottawa river, as Allumette island divides the river at this point. This route would effect a saving of about 18 miles in the distance between Montreal and Pembroke. Other press reports credit the C.P.R. with contemplating the construction of a line from Britannia, Ont., 5 miles west of Ottawa, to Arnprior, to do away with the run round by Carleton Jct. This would involve the construction of about 30 miles of line paralleling the Canada Atlantic Ry., and would cut off about 17 miles of the distance between the two points.

The following are the principal officials of the amalgamated companies: President, H. J. Beemer, Montreal; General Superintendent, General Freight and Passenger Agent, P. W. Resseman, Ottawa; Chief Engineer, G. C. Dunn, Ottawa; Secretary and Treasurer, H. L. Maltby, Montreal; Master Mechanic and Car Builder, J. Kay, Aylmer, Que.; Road-master, J. R. Brennan, Ottawa.

It is understood that the C.P.R. assumed control on May 1, and that for the present the lines will be managed as separate companies, under the charge of C. W. Spencer, General Superintendent of the Eastern Division.

01-Jun-1902 Page 195

Some preliminary work was done a year or two ago on the extension to Maniwaki and since the line passed under the control of the CPR a contract has been let to H.J. Beemer to construct the 23 miles to that point from the present terminus at Gracefield. Sub-contracts have been let to D.R. McDonald, R.L. McDonald and A.F. Mulhern, for grading tracklaying, ballasting etc. The grading, although by no means a light contract, will by no means be as heavy as some of the sections already constructed on the line. There will be no bridges, there being only a few small streams to cross. both the gradients and the curvature will be light as compared with other sections of the line. G.C. Dunn, formerly Chief Engineer, ON&W, will have charge of construction. (May pg. 162.)

01-Nov-1902 Page 384

We were recently advised that favourable progress had been made with grading on the extension from Gracefield to Maniwaki and that it was expected to have it completed this fall. Most of the rock excavation to the north of Blue Sea Lake, 15 miles north of Gracefield, has been taken out. The tracklaying and ballasting will not be proceeded with until next spring. (Aug., pg. 267.)

01-May-1903 Page 150

The grading on the extension from Gracefield to Maniwaki has been completed for 14 miles to Blue Sea Lake and track laying was expected to be commenced in April, 60 lb. steel rails being used. During the winter some rock work was done beyond Blue Sea Lake and the right of way cleared to Maniwaki. Ties, posts and other timber have also been got out. It is expected that the remaining 15 miles from Blue Sea Lake will be graded and the whole of the track laid by the end of the year.

01-Jun-1903 Page 217

Tracklaying has commenced and on May 9 we were advised that two miles had been laid, and that track was being laid at the rate of about  $\frac{3}{4}$  of a mile a day. grading was being proceeded with between Blue Sea Lake and Maniwaki, about eight miles. It is expected that the extension from Gracefield to Maniwaki will be completed by September.

01-Jul-1903 Page 239

By an act passed at the current session the ON&W has been granted an extension for two years for the commencement, and five years for the completion of the lines authorized to be constructed by the PPJ and the Ottawa and Gatineau Colonization Ry, now amalgamated under the above title.

We were advised, June 9, that track on the extension of the old Ottawa and Gatineau Colonization Ry. had been laid from Gracefield for 10 miles, to a point two miles up Blue Sea Lake. A steam shovel was at work in the ballast pit 4 miles north of Gracefield. Ballast was being distributed, a few low dumps were being made up and the lift was just about started. Tracklaying was being discontinued for a couple of weeks to allow a heavy rock cut to be completed, just ahead of the point reached by the steel. About two thirds of the grade beyond the rock cut to Maniwaki had been completed and work was being rushed on the balance. Stations and tanks were being located and construction on these was expected to be commenced on an early date. the fencing of the line has been commenced from Gracefield. The contract for the greater portion of the grading was sublet by H.J. Beemer, the general contractor, to D.R. McDonald & Co.

01-Oct-1903 Page 345

Track has been laid to within six miles of Maniwaki. Maniwaki is expected to be reached by the tracklaying gang early in October.

01-Dec-1903 Page 421

The extension of the old O&G Ry. from Gracefield to Maniwaki is practically completed, construction trains having been running into Maniwaki since early in November.

01-Jan-1904 Page 23

A press report states that it is intended to extend the old O&GV Ry. from Maniwaki, to which point it was extended in 1903, for a further distance of 100 miles, to effect a junction with the line which the Dominion government proposes to construct between Winnipeg and Moncton in connection with the GT Pacific Ry.

01-Apr-1904 Page 113

The extension of the ON&W from Gracefield to Maniwaki was put in operation Feb 8 and trains are running daily from Ottawa to Maniwaki.

01-Oct-1906 Page 586

There is no truth in the report that the CPR has decided to erect a summer hotel at Blue Sea Lake, in the Gatineau country reached by the COR branch originally known as the Gatineau Valley Colonization Ry.

01-Aug-1907 Page 587

Construction is being gone on with on a line from Nominique, the present terminus of the Northern Colonization Ry. and Maniwaki, the terminus of the old O&G, now the ON&W. It is expected that about one half of the grading will be completed this season.

01-Aug-1908 Page 549

A considerable mileage on the line to Maniwaki has been relaid with 80-lb. steel.

01-Jul-1917 Page 279

The CPR trains on its Gatineau Valley branch will continue to be operated in and out of Broad Street station, Ottawa, this year as usual, the reported proposal for running powers to enable them to run to and from Central Station not having been acceded to by the GTR.

01-Apr-1926 Page 174

Extension of business sidings will be carried out at Maniwaki and Gracefield. A water tank of 40,000 gals capacity will be built at Maniwaki.

01-Jun-1926 Page 298

A.H. White, Chief Engineer, International paper Co., NY. addressed the Engineering Institute of Canada's Ottawa branch, April 29, on the company's plans for the development of water powers in the Gatineau Valley, bought with the Hull Electric Co.'s other properties from the CPR. He stated that in connection with the development at Chelsea, the dam there would back up the water in the river as far as Wakefield and necessitate the removal of about 6 miles of the CPR's Gatineau Valley Branch Line to higher ground.

01-Jul-1926 Page 362

We are officially advised that the dam being built by the International paper Co. for the development of power at Chelsea on the Gatineau River, will raise the water in the river to such an extent that the railway track will be submerged between miles 8.2 and 12.6 and again between miles 13.2 and 17 on the Maniwaki sub. Between miles 8.2 and 12.6 and between miles 13.2 and 14.6 the railway is being diverted to higher ground and between miles 14.6 and 17 the track is being raised on its present location. There is practically no difference between the alignment, grades or length of line on the present location and the new one. The Board of Railway Commissioners passed order 37667, May 28 approving the proposed deviations. A contract has been let to the Dominion Construction Co. for the work, on which a start has been made. It is expected that it will be completed in November.

01-Oct-1926 Page 527

Board of Railway Commissioners has issued order 38005. -- The railway work to be done extends from the gravel pit at Chelsea and Tenaga to Maxwell's farm, west of cascades. The new railway track will be on a 2% gradient as heretofore, but a number of curves will be eliminated, some clay side hills will be avoided, and several level crossings will be done away with. Gracefield station at mile 57.6 from Ottawa is reported to have been totally destroyed by fire, Sept. 3.

01-Jan-1927 Page 3

A recent press report stated that the diversion on the Maniwaki sub. rendered necessary by the dam being built by Canadian International Paper Co. for the development of power at Chelsea on the Gatineau River had been completed and that an additional mileage of track was being raised so as to bring it above the water line which will be established in the river by the dam. This work started last spring, when we were advised officially that the track between miles 8.2 and 12.6 and between miles 13.2 and 17 was to be diverted to higher ground and that the track between miles 14.6 and 17 was to be raised on its original location to the new level (sic). There is practically no difference between the alignment, gradients or length of the line on the old and new locations. The work was done by Dominion Construction Co., the cost being borne by CIP. The Board of Railway Commissioners passed orders 38347, 38455 and 38489.

01-Jul-1927 Page 411

New business sidings or siding extensions will be built at Blue Sea and Burbidge.

01-Apr-1928 Page 184

An improved station will be built at Gracefield.

01-Jul-1929 Page 429

A new station will be built at Wakefield.

01-Apr-30 Page 224

The station at Wakefield, begun in 1929, will be completed.

CP gasoline electric car #47 operates between Ottawa and Maniwaki as trains 531 and 534 MWFO and between Ottawa and Waltham as trains 541 and 544 TThSO and between Ottawa and Prescott as trains 552 and 553 SuO.