

Local Railway Items from Area Papers - Maniwaki Subdivision

04/11/1871 *Ottawa Citizen*

Maniwaki

Ottawa & Gatineau Valley Railroad

No. 1.

The Gatineau is the largest tributary the Ottawa. It is between three and four hundred miles long, flows nearly due south, and debouches into the Ottawa about a mile below this city. It drains an area of about 10,000 square miles, or nearly six and a half millions of acres. It contains a larger proportion of arable land than any other stream watering the Laurentian formation. comprises about three tenths of the lands adapted for settlement in the Ottawa country. Its timber and mineral wealth is inexhaustible. The river is navigable but for short reaches but its water power is sufficient to turn the machinery of the whole world. It has the double advantage of being admirably adapted for agricultural and manufacturing pursuits. The country on either side is surveyed and subdivided into farm lots for about 150 miles above this city. It contains the township of Hull, Templeton, Masham, Wakefield, Lowe, Denholm, Aldfield, Leslie, Aylwin, Hincks, Wright, Alleyn, Clapham, Huddersfield, Dorion, Northfield, Bouchette, Cameron, Manewake [sic], Kensington, Egan, Anmond, Lytton, Sicotte and Basquetong. It has a population of about 15,000 and if its resources were developed is capable of maintaining one million souls. It has several flourishing settlements and villages, and in no part of Canada are the rural population more thriving than in the Gatineau district.

It has contributed more timber to our markets than any other stream in Canada ; and consequently yielded more to the revenue, whilst it has received less in return than any other district of equal extent. The navigation of rivers of much less importance has been improved to facilitate the descent of timber. This has been left in a state of nature, and the adjacent country as thoroughly neglected. Until within a few years it seems to have been completely ignored and its inhabitants ostracised. The improvement, slight though it is, is no doubt owing to the exertions of Mr. Wright for his constituents, whose highways were without parallel for wretchedness in this country of were bad roads. The poor affected settlers were shut out from the rest of creation until "Jack frost" with his snowy flakes, came periodically to the rescue.

Hence the claims of this section on the Government for special support in any enterprise having for its object the development of its resources is indisputable. Thins can be best accomplished by railroads. It is therefore proposed to ask of the Quebec Government a grant of land in the Gatineau country, for the purpose of constructing a railroad from this city to the River Desert settlement, a distance of about ninety miles. That this project would add largely to the wealth and population of Lower Canada there can be no denying. That no scheme yet propounded would conduce more to colonize one of the most fertile tracts (now almost inaccessible) of the Province of Quebec, and that it is by the realization of such plans she can hope to equal the progress of her sister Province. That this railroad will receive the cordial support of the Ottawa members, and all friends of progress in the Quebec Legislature, there is little doubt. More anon

06/11/1871 *Ottawa Citizen*

Maniwaki

Ottawa Citizen 6 November 1871

Ottawa and Gatineau Valley Railroad

Railroads are the best of all roads. The roads of a country are accurate and certain tests of the degree of its civilization. Roads are the veins and arteries of the body politic, for through them flow the agricultural productions and the commercial supplies which are the lifeblood of the state. Upon the sufficiency of their number, the propriety of the directions, and the unobstructedness of their courses, depend the ease and rapidity with which the more distant portions of the system receive the nutrient which is essential to their life, health and vigour, and without a copious supply of which the extremities must languish and die.

But roads like air belong to that class of blessings, of whose value and importance we are seldom sensible, because their advantages are so great, manifold and indispensable as to be of universal extent, that the origin is forgotten. Imagine what would be the condition of mankind if a road had never been built. Most Canadians can, from experience, appreciate the difference between travel in the trackless forest and a first-class railroad.

But the increase of personal Comfort is an insignificant item in estimating the importance of roads. For want of them the richest productions of nature rot and waste in the places of their growth. Before the introduction of railways the luxuriant prairies of the West were no better than a barren waste, for the cost of transport to market exceeded the value of the richest crops. The same may be said of Canadian minerals. The Ottawa country contains all the valuable and useful metals. The ores are rich in quality and abundant in quantity. Yet, how many of them would be productive? Suppose that in this city a bushel of oats is worth \$0.40, and that it cost a Gatineau farmer 25 cents to get it to market, it would be only be worth 15 cents to him at home. Now, if by improved roads the cost of carriage is reduced to five cents, the surplus 25 cents is so much absolute gain to the community, balanced only by the cost of improving the road. It is manifest that to expend 10 cents in such an enterprise would be a profitable investment, leaving a balance of 10 cents to be divided between the producer and consumer, (i.e.) by spending 10 cents in making a railroad. The farmer gets five cents more for the bushel of oats and the merchant pays five cents less for it.

The following extract from a report of a committee of the House of Commons on this subject is well worth attention

"By the improvement of our roads every branch of our agricultural, commercial and manufacturing industry would be materially benefited. Every article brought to market would be diminished in price and the number of horses would be so much reduced that, by these and other retrenchments, at the expense of five million (pounds sterling) would be annually saved to the public. The expense of repairing roads, and the wear and tear of horses and carriages would be essentially diminished ; and thousands of acres, the produce of which is now wasted on feeding unnecessary horses, would be devoted to the production of food for man. In short the public and private advantages which would result from affecting that great object, the improvement of a highways,

Illegible

The changes in the condition of the country which such improvements affect are of the highest importance. It is said that Marshall Wade's Military Road did more for the civilization of the Highlands than the preceding efforts of all the British Monarchy Monarch Telford roads produced such a change in the state of that people as to be unparalleled in the history of any country for the same space of time. Large crops of wheat no cover form of wastes, Farmers houses and herds of cattle are now seen where was previously a desert estate having something in value and around

Balance illegible

Ottawa Citizen 9 November 1871

Ottawa and Gatineau Valley Railroad.

It's claims to public confidence.

Railroads confer vast advantages on the inhabitants of the district's traversed by them. They benefit the producer by opening to him diverse markets, the consumer by equalizing prices and reducing them to a minimum. But they sometimes direct as well as attract trade. Hence those projects which from their location must draw trade to a certain town or city, have special claims for support on that City.

Now, the Gatineau County is the backbone of this city. The trade of that district must as inevitably fall into our lap as its waters bars our doors. It has no other outlet. We know that the other Railway projects completed or contemplated have directed, and will direct trade from the city, therefore any scheme which tends to develop the resources and add to the material advancement of the Gatineau, must add to the wealth and importance of the city, and have a special interest to its inhabitants. Every dollar made in that section is so much added to the business of Ottawa. Take the article of fuel. Every citizen who has given the subject the slightest consideration, must know that the sources from which we draw our firewood are not only gradually receding, but becoming actually exhausted and that in a few years without present means of supply, the price of firewood must rise enormously, unless immediate measures are taken to provide against and avert so dire a calamity.

Now, the Gatineau country affords an inexhaustible supply of this commodity, and of the very best quality. There cannot be the slightest doubt that the construction of this road would diminish the price of firewood to the citizens of Ottawa one dollar a cord. Mr. Heaney, who is an excellent authority, estimates the present consumption, exclusive of "mill wood," at 40,000 cords annually. A reduction on this quantity of one dollar a cord would be equal to an annual saving to the people of \$40,000. To effect such a saving the citizens should not hesitate to contribute handsomely. Suppose they give a quarter million of dollars bonus to this road. This would allow eight per cent for interests, sinking fund, management, &c, be equal to a yearly rate of \$20,000. But against this annual increase of taxes there is a saving in the one article of firewood of \$40,000, or an absolute profit in the investment to the city of \$20,000 on its fuel alone.

But firewood is not the only article that will be reduced in price. Hay, grain, livestock, and other farm produce will experience a like tendency. And by the development of the country, its producing power will be increased a thousand fold.

The lumber that is no hurried past our doors to be manufactured in Quebec and other different distant localities will then be sawn where it grew, and enrich not only the inhabitants of the parent soil but the people of this city also. Furniture manufacturers and several other industries will simultaneously spring up, from all of which this city cannot fail to reap a rich reward. If the people of this city do not waken to the importance and necessity of this road, and while the time is propitious lend a willing and energetic hand to its accomplishment, they will soon regret, for the day is not far distant when they must of bare necessity have of the road built though the whole expenditure should be borne by them. It's claims on the city are paramount, and if necessary must extinguish all others of a like nature.

"Strike the iron, then, when hot," the Quebec government have given a magnificent land-grant to the Northern Colonization Road, which, though of great advantage, is a colonising agent only in name. For this liberality and appreciation of the true way of advancing the country Mr. Chauveau's government merit the best thanks of the people.

The O. and G.V.R.R. is a colonisation enterprise in every sense of the word. It traverses and taps the best unsettled agricultural country in Lower Canada. Its timber dues alone for the last 20 years - from 1850 to 1870 - have yielded about a million dollars to the revenue. Out of this enormous contribution, exclusive of other duties as incidental to the making of timber and the settlement of the country, about \$10,000 have been returned to the poor settlers in the shape of road improvements. Never was claimed to government aid better founded. And it is reasonable to expect that it will be met in the same liberal and enlightened spirit which characterised the Quebec administration in their dealings with similar enterprises, and that they will grant 10,000 acres of the unsettled lands per mile for the construction of this great provincial work.

The agitation of the subject at the present time is opportune, because the by law of the County Council of the county of Ottawa to aid the Northern Railway is still on the tapis. If that County will assist a road running along its southern frontier for a distance of about 50 miles, there can be no good reason to refuse like support to a road whose whole extent lies in the county. If the Gatineau people and their representatives in the council are true to themselves, they will see that no aid is given to the former without a like subsidy to their own project.

The Advent of the scheme must be favorably received by the St.L. and O.R.R. company. It will at once form an extension of and feeder to our oldest railway. Without it, on the completion of the "Northern" and the "Montreal and Ottawa Junction," the former would be abandoned to local traffic. Let them encourage the O.and G.V., and a new trade will soon spring up for them with the American market.

Ottawa Citizen 15 November 1871

Ottawa and Gatineau Valley Railroad

It's probable costs.

The Gatineau Valley is well adapted for the construction of a railroad. By the free use of curves the gradients are easier than many would believe. All the necessary material, except rails and rolling stock abound in the locality. It is surprising with all our manufacturing facilities, that this city has neither rolling mills, locomotive nor car manufactories. Some of our enterprising capitalists should make a note of this, for this city is destined to become a great railroad Center.

An iron road of 4 ft 8½ inch gauge can be built and equipped, quite adequate to the present wants and requirements of the district, from Hull to the "desert," for, in round numbers, \$18,000 a mile. This will no doubt, astonish many who have been in the habit of estimating the cost of our railways at double or triple that amount, and anxious to learn by what legerdemain such a feat can be accomplished. By following the example of a neighbours. The Americans make their roads rough and ready and imperfect, but well suited to their means and wants. The road is then left to create the trade by which it is improved and perfected, and it ultimately returns a handsome dividend on the investment. Did they wait until they had accumulated the means to build first class roads they would have no railroads at all, and the immense wealth and incalculable progress which their distribution has developed would yet remain latent and instead of stretching from ocean to ocean, the sovereignty would be contained to the Atlantic seaboard, and those tracts accessible by navigable streams.

We, on the other hand, must have smooth, level railways, with massive, expensive works, quite beyond our means or requirements. We expend as much in making one mile as would make two or three as well fitted for our business. We must have lines on which a locomotive could haul a thousand tons, though we may not have 50 to move - a folly which one would think needs to be exposed only to be abandoned. This subject is so important at the present juncture when the popular movement is so decidedly and laudibly in favour of increased railway facilities - that a notice beyond the ordinary limits of a newspaper article may be pardoned.

A theoretically perfect railway is straight in plan and level in section. Practically a railroad consists of alternating, level and inclined planes: and this inclination is technically called a grade. It is evident that in an undulating country, much of the cost of construction depends on the character of the gradients. Flatt grades obtained by reducing the natural inequalities of the Earth surface - cutting down the hills and filling up the hollows. Steep gradients skim along the surface, avoiding, when possible the summits of hills by gliding along their basis.

The economy of construction by adopting steep gradients consists of cuttings less deep, embankments less high, and proportionately less masonry. Here's a large saving in the cost and size of bridges, cuttings and culverts: and the savings in a greater degree than difference of length or height, the foundations, abutments and general dimensions being much more increased than simple ratio in larger structures, and the passage over rivers easier by keeping near the surface. The smaller cuttings and fillings require less expense in drains and culverts, and avoid costly tunnels and those treacherous strata which so much impede progress and increased costs.

The question of gradients has long occupied the attention of Engineers and Railway men. While all are agreed that a choice of routes, the one having the flattest grades is preferable, that has been diversity of opinion as to the limit of practical steepness. Both sides have been critically dispensed and ably sustained, victory in the boyhood of Railways leaning to flat, then undecided and latterly favouring steep grades and cheap construction within certain limits prescribed by the extent of the traffic. For the iron horse has been such successfully trained to ascend grades of 1 in 200, 1 in 100, 1 in 50 and as a crowning example of his prowess has surmounted an alpine summit amidst perpetual snows at the almost incredible rate of 1 in 12. The question has now resolved itself into equating the interest of the first cost with that portion of operating expenses affected by gradients (one sixth)

Of many authorities on the subject I shall quote but one Captain Galton, an eminent Civil Engineer and Secretary to the Railway Committee of the English Board of Trade made in 1856 an official tour to the United States to inspect the Railroads of that country and report to the Government. His remarks are of the greatest interest to us considering his predilections in favor of the English mode of construction. He says:

"In a new country where time is not so valuable, high speeds are not required, but a cheap and certain means of locomotion for all classes and of transporting the produce of the country to a market, is a first necessity. A railway is the best instrument for satisfying this want, any saving in the cost per mile of a railway adds to the means available for extension: and in a rapidly developing new country capital is dear. Hence a rough-and-ready cheap railway, although it entails increased cost of maintenance is preferable to a more finished and expensive line. These conditions have influenced the construction of American railways, and the system which has grown up under them is well adapted to the wants of the country.

But it is with reference to the construction of railways in our own colonies that the American system deserves especial notice. The consideration which led to the adoption of and the necessities which fostered that system, apply with equal force to railways in the colonies. It appears, therefore desirable to call attention to some of the deductions which may be drawn from the consideration of that system.

A. A railway would appear to be best road for arterial lines of communication in a new country.

B. In making railways in a new country bearing in mind the high rate of interest which money commands, the outlay for construction should be as small as possible, consistent with the safety and economy of working the ?? Devote the money to be spent extending the mileage and opening up the country, rather than to making ? work or to attaining ?? (to be continued)

To diminish the cost of construction, we must adopt steeper grades and sharper curves than have been wont, and reduce the width of base of a excavations and embankments. For the first we must utilize the material that is cheap, abundant and convenient - wood. We must have less masonry and embankments, and more wood-work for bridges and trestles. The more expensive and permanent works can be added afterwards at a very considerably diminished cost. When the road is in operation, the carriage of heavy material as stone for building is comparatively trifling. The operation of the road is saving interest on capital at least, and trade is being developed and nurtured by the embryo construction.

Our people, no doubt, would be surprised to hear of wooden abutments for their railway bridges. Yet I have seen such on the Kansas Pacific Railroad, with a daily movement of passengers of 500, and the timber for the purpose had to be brought by rail from Chicago, over a thousand miles. If they can manage so in the infancy of their respective railways, why can we not do likewise with the material at the our doors?

We are afraid in our rugged country of grades of 1 in 100. The American engineer on the western prairies - the most favorable for level lines in the world, rather than incurring the expense of an ordinary clay cutting with vertical slopes, will run his grades without hesitancy to 1 in 70 whenever he meets a little elevation, though the surface for miles on either side of the undulation is almost level. We must have rock cuttings from 22 to 30 feet wide, when 12 would be quite ample. We must have the summit of embankment at least 18 feet, when 14 is very ample. By such means - follie - we add at least, \$10,000 to the cost of a cheapest constructed Railroads. How much better might this be used in extending the road.

By making the ruling gradient when necessary 1 in 75 or 75½ feet to the mile, and curves of 10 degrees, that is no doubt but the cost of graduation and masonry would be diminished about \$10,000 a mile. Such grades and curves are now considered feasible.

The following table contains a list of a few English Railways with steep grades:

Name of Railway	Feet to the Mile
South Eastern Ramsgate Branch	60
" " Hastings	69
" " Whitstable	130
Manchester Sheffield and	
Lincolnshire Barnsley Branch	81 & 120
" at Sheffield	196
Monmouthshire, 1 of 2½ miles	96
Vale of Keath [sic]	147
North Bristol	66 to 106
" Eastern 2 miles of	102
Edinburgh and Glasgow, 1¼ miles	
(one grade)	126
Leeds and Halifax	120
Midland	75
St. Germaine, France	123
Baltimore and Ohio, U.S.	116
Virginia Central	296

These are a few of the many railroads both in Europe and America with steep grades.

The Central Pacific from Sacramento to Cecil station, 94 miles, ascends 5,911 feet of the 7,042 feet, the highest point attained on the Sierra Nevada being an average of 65 feet to the mile, the maximum 116 feet, of which there are 3½ miles, and the bulk of the heavy grades are 105 feet. The ruling grade on the Union Pacific is 90 feet to the mile, with two exceptions of 110 and 116 feet on the Wahsatch Range, from that to the Black Hills is 60 feet, and from that to Salt Lake 66 feet. Yet the two roads did in 1869 a freight and passenger business of nearly 15 million dollars.

In the United States the standard width of base for first class railroads is 14 feet. The following table shows the width of base in cut and fills in the state of New York.

Table omitted

To expedite the opening of Roads many of the streams and ravines might be crossed on trestles as the Americans do on the very best roads. It is by such expedient that the Pacific Railways were open so early to the astonishment of the whole world. Had these companies wanted to complete their works on our style 1879 instead of 1869 would have witnessed the first through train.

Mr. Williams, Government Director of the Union Pacific Railroad reports, in August 1868 - just one year before the opening of the road - that there were 660 miles of track laid and 372 miles to lay. And speaking of the progress of the work he says -

"In their great haste, the wooden trestle with spans of 16 feet has been almost everywhere adopted, even across large rivers. The want of stone in some cases, and of time in others have induced also the crossing of most of the smallest streams and land drains and sometimes dry valleys on temporary trestles instead of masonry culverts and drains with earth roadway. The same general plan of crossing the drainage of the country, large and small, will be followed as I understand, to Salt Lake Valley.

Again, we are great sticklers after complete ballasting of our new roads. In the prairies, they, in many instances lay the ties on the grass and throw in among them a few shovelfuls of clay, to keep them steady. This constitutes their entire ballasting.

To illustrate the saving by the mode of construction here recommended, I calculated and compared 15¼ miles of a certain railway, with approved grades of 1 in 100 and width of banks and cuts 18 and 22 feet. I availed myself only in two or three instances of grades of 1 in 70. The embankment in the former case amounted to 584,569 cubic yards and by my plan only to 257,489 cubic yards. Besides my plan avoids the rock cutting the most expensive kind of excavation:-

584,569 cubic yards at 30 cents \$175,370.70

257,489 cubic yards at 30 cents 77,246.70

Savings on earthworks alone \$98,024.00

But even this does not show the full saving, for with deep excavations at 30 cents, shallow cuttings would be more remunerative at 20 cents a cubic yard, and moreover this plan reduces the masonry to nearly one half

To be continued (it doesn't seem to have been)

Since the publication of the notice in the Canada Gazette concerning the application to Parliament for a charter to build this road. The value of land along the Gatineau has greatly increased and large tracts have been purchased from the Government of private owners.

06/01/1872 Ottawa Citizen Maniwaki

Ottawa and Gatineau Railway. A meeting of the Provisional Directors of the above road was held in the City Hall yesterday at 3 p.m. Mr. R.W. Cruice occupied the chair, and Mr. P.A. Eagleson acted as Secretary. As there was not a full attendance of the Board, Mr. Robert Lyon moved, seconded by Mr. Prichard, that the meeting be adjourned to a future day of which ample notice will be given. The resolution was carried, after which the meeting adjourned.

07/06/1872 Ottawa Citizen Maniwaki

Ottawa and Gatineau Railway. It will be seen that, by advertisement, a public meeting in support of this excellent scheme, is called for the 13th instant, at the City Hall. It is hoped there will be a full attendance of all persons interested in the progress of Ottawa and the development of the surrounding country.

09/07/1877 Ottawa Citizen Maniwaki Chelsea

Gore on the Gatineau. A very lurid piece about a fight among the survey crew at Chelsea. Not clear what happened. The trouble arose in the first place over the dismissal of an engineer who was detailed to go to St. Jerome, and the engineer in charge of the party refusing to furnish him with the necessary funds for making the trip.

30/07/1879 Ottawa Free Press Maniwaki

The Quebec correspondent of the Montreal Star, contains the following piece of news: the bill to incorporate the Ottawa and Gatineau Valley Railway Company is asked for, among others by Hon. Geo. Bryson, Hon. L. Ruggles Church, Alonzo Wright, M.P., J.M. Currier, M.P., Joseph Tasee, M.P., E.B. Eddy and E. MacGillivray. The preamble of the bill sets forth that the persons hereinafter named, and others, have by their petition represented that a line of railway to be constructed from a point on the north branch of the Ottawa River, at or near the city of Hull, in the Township of Hull, to a point at or near the confluence of the Rivers Desert and Gatineau, known as Desert Village, running on the west side of the river Gatineau, would colonize and settle the fertile land of the Gatineau valley and speedily develop its resources, agricultural, manufacturing, and mineral, and largely increase the wealth and population of the Province of Quebec, and moreover would be a powerful feeder to the Quebec, Montreal, Ottawa and Occidental Railway, have prayed to be incorporated as a company for constructing, equipping, running and managing such a railway. The capital of the company is not to exceed one million dollars.

03/07/1880 Ottawa Citizen Maniwaki

It is proposed to run a branch railway from Hull to the iron mines. The idea is a good one.

01/01/1881 Ottawa Citizen Maniwaki Hull

The provisional directors of the Ottawa and Gatineau Railway will meet in the City Hall on January 12 to discuss important business relating to the proposed railway.

03/01/1881 Ottawa Free Press Maniwaki

The Ottawa and Gatineau Railway Company will likely be shortly agitated for. A meeting of the provisional directors will be held in Hull, in the City Hall at that place on the 12th of January.

08/01/1881 Ottawa Free Press Maniwaki

A public meeting will be held on Wednesday the 12th inst., at the City Hall, Hull, of persons interested in the project of the construction of a railway from this city to the valley of the Gatineau. It has been called by Dr. Duhamel. M.P.P.. Of Ottawa County. The provisional directors will be appointed at the coming meeting.

12/01/1881 Ottawa Free Press Maniwaki

Full account of meeting. More,

12/01/1881 Ottawa Citizen Maniwaki Hull

A meeting of those interested in the construction of the Ottawa and Gatineau Valley Railway will be held today in Hull.

The Ottawa and Gatineau Railway

Important meeting in Hull.

Hull, 12th - a public meeting was held in the city hall, Hull, this morning at the call of the provisional directors of the Ottawa and Gatineau Railway. The Gatineau District was largely and influentially represented, and there was a unanimous feeling that the time had arrived for decided action to be taken in reference to obtaining railway communication from Ottawa to the Desert. The following are a few of the names of those present: - Messrs. Alonzo Wright, MP, J.M. Currier, MP, Dr. Duhamel, MPP, Joshua Ellard, Mayor C. Leduc, D. Bainbridge, Chas. Logue, P. Farrell, Dr. C.E. Graham, J. Brooks, Dr. Jean, P. Baskerville, MPP, C. Haycock, J. Grace, J. Martin, H. Trempe, P. Moore, J.L.P., O'Hanly, PLS, Provisional Directors, and Messrs. W. McKay Wright, Ald. Lauzon, P. McArthur, PL8, Gordon of Aylmer, J. P. Lawless, R. Farley, Walter Shanly, Thos. McGoey, Dr. Falls, I.W.P. Coutlee, T. Roche, H. Robinson, E. Haycock, Church, Kenny, C. B. Wright, P. Grant, C.E., Pinhey and about 200 others

Mr. A. Right, MP., was called to the chair and Mayor C.. Leduc acted as secretary.

The chairman, in opening the proceedings, said that the scheme of opening up the Gatineau from Ottawa to the Desert by a railway had been agitated for some time past. This part of the province had been greatly neglected, while it had helped to swell the revenue of the province largely in excess of the benefit received. Both himself and Dr. Duhamel, the local member, had done their best to develop the resources of that part of the county, and would always give their time and energy in that direction. He then proceeded to give a description of the county and its resources, and in the matter of timber said, though the pine could be brought down by the stream hardwood could not be, neither could the minerals. A railway would be required for that purpose and Mr. Shanly could tell them that the time had now arrived for the people to put forth their energies in this direction.

Mr. Shanly said that at the time notice was given he intended applying to Parliament for a railway charter from Ottawa to the Desert not being unacquainted with the fact that an old charter was in existence. He then gave a slight sketch of the career of the St. Lawrence and Ottawa Railway, and thought that it being the pioneer railway it ought to have the affection of the people of the city of Ottawa. He maintained that a railway up the Gatineau under the management of the St. Lawrence and Ottawa Railway, would benefit that district. He then described the journey he had made up the Gatineau and it struck him on seeing the fertility of the soil and its mineral resources, besides its lumber, that a railway was required to develop that section. He believed there was vast mineral deposits far from where they had already been discovered, especially the phosphates. He mentioned the worn out lands of the New England states and said an immense trade could be done there alone if facilities could be had to utilize these mineral deposits, and a railroad alone could do this. The old charter was defective in one point, it did not give power to build branch lines into the phosphate region. Dr. Duhamel had told him that he thought there would be no trouble in getting the old charter amended in that respect. He did not care who got it, as it must eventually benefit the St. Lawrence and Ottawa Railway, and he would not make the least opposition, if they thought they could build the road. But he did not think they could do it.

The chairman asked: - if we step aside would you build the road?

Mr. Shanly said he was glad the question had been asked, and in answer he would say that he would try to do so but he must have a charter in his hand to place before capitalists. However, he thought the burden ought not to be placed all on his shoulders. He could not push the road to the head of the Desert unless the capitalist would come forward and aid him.

Dr. Duhamel, MPP was proud to hear a from the lips of Mr. Shanly that a railway was needed at the Gatineau. That was a great point gained. A great many had turned out to this meeting from the city of Ottawa, Hull, and from the Gatineau district and they were such as could give substantial aid to the enterprise showing that a deep interest was taken in it. He hoped that before long they would hear the locomotive whistle at the Desert. Mr. Shanly had made an appeal to them, that if he put forth his energy he would require aid. He believed that the people would give their aid to bring successful termination of this affair. Dr. Duhamel then described the difficulties both he and Mr. E.B. Eddy had to encounter in the provincial Parliament on the count of the small representation from this part of the province. This district has been neglected and overlooked in the past, but now it was being forced upon the attention of the Government, on the count of its immense resources, which they now saw only require development to make it a mine of wealth. Both Mr. Eddy and himself had done their best but they were only two. It was such a demonstration as today that would reach the ears of the Government at Quebec, and a strong delegation sent down would bring the scheme to a successful termination.

Mr. Joshua Ellard said that the railway was necessary to keep the population. Several had left on account of a want of communication to the front, who would not have left under other circumstances, and if the road was built they would return. This railroad when built would not only benefit Ottawa but the county of Pontiac, but before it was a reality the people would have to work. The farmers were not able to come down with cash, but he would say for them that they would be willing to give the right-of-way through their lands. He would rather see the chart to put in the hands of Mr. Shanly. It would not do to have two charters, but he thought the old charter could be transferred to Mr. Shanly. The government ought to give a handsome grant, even if it was only to open up the lands, which are valuable for farming purposes, but too far away to be settled on, for want of a market.

Mr. C. Logue spoke strongly in favour of the road and was glad to see that the lumbermen were taking an interest in the undertaking, and when it appeared to be the unanimous opinion of the people that the railway was required it could not fail to be successful.

Mr. J.L.P. O'Hanly, C.E., said he could lay some claim to helping to initiate this project, feeling that it would help to develop the resources of a district that he knew well both as to minerals and lumber. For want of roads much waste had occurred in lumber alone. There was now trade enough on the Gatineau to pay the running expenses of a railroad, and it would make a large profit out of the lumbermen alone. He maintained that the city of Ottawa had as much to gain as the Gatineau by the scheme, and there was not a municipality but should give a bonus. If that railway was built it would draw in half a million of settlers. The government should give a grant of 20,000 acres of land a mile. The Gatineau

illegible
Mr. H. Robinson was in favour of Mr. Shanly taking the lead as it would guarantee success. The road would any how, be a feeder to the Q.M.O. & O. Railway, so that the province of Quebec ought not to oppose Mr. Shanly's scheme because he was acting for the interest of the St. Lawrence and Ottawa Railway.

Mr. J. M. Currier MP, said he had looked with favour on the project of a railway up the Gatineau. He thought it would be remunerative to those who would put their means into the scheme. The district has been greatly improved recently. The application of Mr. Shanly for a charter should be looked on with favour. Those interested in the present charter should not throw any impediment in his way. It did not matter so much who had the charter, if only the road was built. The Government should give a grant of money and land to the railroad. He for one would do all he possibly could to forward the scheme.

Mr. P. Baskerville, MPP, was pleased to see an effort put forth in this direction, and he, as one of the Provisional Directors as one of the provisional directors under the old charter would give Mr. Shanly every assistance in his power

Remarks were also made in favour of the road by Dr. Falls, Messrs. J. McArthur, P.L.S., H. Trempe, P. Moore, Mayor Leduc, Dr. St. Jean, J. Brooks and William McKay Wright.

The following resolutions were then put to the meeting and unanimously carried :-

Moved by C. Logue, seconded by B. Bainbridge, that the following officers be appointed: President, Alonzo Wright MP: 1st Vice-President, Joshua Ellard; 2nd Vice-President, E.B. Eddy; Managing Director, J.M. Currier, M.P.; Secretary, Charles Leduc; Treasurer, Dr. C. E. Graham; Chief Engineer, J.L.P. O'Hanly, C.E.; Solicitor, W. McKay Wright; Bankers, Bank of Montreal.

Moved by Dr. Graham, seconded by Joshua Ellard, that the officers of this Corporation who are members of the Provisional Board of Directors with Messrs. J. Tasse, B. Bainbridge, E. McGillivray, J. Brooks, C. Logue, P. Baskerville, P. Farrell, C. Kenny and Dr. St. Jean do constitute an Executive Council for the purpose of forming rules and regulations and passing bylaws for the government of the corporation, and exercise supreme executive control over its affairs, holding office until such time as directors are elected by the shareholders, under the provision of an act of incorporation and five of the said executive council do form a quorum for the transaction of business.

Moved by C. Kenny, seconded by Dr. Falls, and resolved that a deputation consisting of the Executive Council, and all others friendly to the enterprise, who will volunteer their services, do proceed to Quebec at an early date and urge upon the government of the province of Quebec the desirability of giving a grant per mile towards the construction of the railway.

Moved by J. Brooks, seconded by Dr. St. Jean, that the Executive Council be instructed to make an early application in the following municipalities for bonuses in aid of this undertaking, viz:- County of Ottawa, City of Ottawa, City of Hull, the rural municipalities of East Hull, Martineau, Wakefield, Low, Denholm, Aylwin, Hincks, Wright, Northfield, Bouchette, Cameron, Kensington, Egan, Aumond and Maniwaki.

Moved by P. Baskerville, MPP, seconded by C. Kenny, first, that the general office shall be located in the city of Hull; second, that stock books be opened for the subscription of stock; third, that a seal be procured by the secretary bearing the name, "Ottawa and Gatineau Valley Railway Company".

After the adoption of the resolutions, Mr. A. Wright left the chair, and it was taken by Dr. Duhamel, when a vote of thanks was passed to Mr. Alonzo Wright for the able manner in which he had presided at the meeting. A vote of thanks was also passed to the secretary, Mayor Leduc.

The meeting then adjourned when three cheers were given for the "King of the Gatineau" three for Mr. Shanly and three for the Queen.

The length of the road from Ottawa to Deseronto will be about 80 miles.

The Ottawa and Gatineau Railway
Important meeting in Hull.

Hull, 12th - a public meeting was held in the city hall, Hull, this morning at the call of the provisional directors of the Ottawa and Gatineau Railway. The Gatineau District was largely and influentially represented, and there was a unanimous feeling that the time had arrived for decided action to be taken in reference to obtaining railway communication from Ottawa to the Desert. The following are a few of the names of those present: - Messrs. Alonzo Wright, MP, J.M. Currier, MP, Dr. Duhamel, MPP, Joshua Ellard, Mayor C. Leduc, D. Bainbridge, Chas. Logue, P. Farrell, Dr. C.E. Graham, J. Brooks, Dr. Jean, P. Baskerville, MPP, C. Haycock, J. Grace, J. Martin, H. Trempe, P. Moore, J.L.P., O'Hanly, PLS, Provisional Directors, and Messrs. W. McKay Wright, Ald. Lauzon, P. McArthur, PL8, Gordon of Aylmer, J. P. Lawless, R. Farley, Walter Shanly, Thos. McGoey, Dr. Falls, I.W.P. Coutlee, T. Roche, H. Robinson, E. Haycock, Church, Kenny, C. B. Wright, P. Grant, C.E., Pinhey and about 200 others

Mr. A. Right, MP., was called to the chair and Mayor C. Leduc acted as secretary.

The chairman, in opening the proceedings, said that the scheme of opening up the Gatineau from Ottawa to the Desert by a railway had been agitated for some time past. This part of the province had been greatly neglected, while it had helped to swell the revenue of the province largely in excess of the benefit received. Both himself and Dr. Duhamel, the local member, had done their best to develop the resources of that part of the county, and would always give their time and energy in that direction. He then proceeded to give a description of the county and its resources, and in the matter of timber said, though the pine could be brought down by the stream hardwood could not be, neither could the minerals. A railway would be required for that purpose and Mr. Shanly could tell them that the time had now arrived for the people to put forth their energies in this direction.

Mr. Shanly said that at the time notice was given he intended applying to Parliament for a railway charter from Ottawa to the Desert not being unacquainted with the fact that an old charter was in existence. He then gave a slight sketch of the career of the St. Lawrence and Ottawa Railway, and thought that it being the pioneer railway it ought to have the affection of the people of the city of Ottawa. He maintained that a railway up the Gatineau under the management of the St. Lawrence and Ottawa Railway, would benefit that district. He then described the journey he had made up the Gatineau and it struck him on seeing the fertility of the soil and its mineral resources, besides its lumber, that a railway was required to develop that section. He believed there was vast mineral mineral deposits far from where they had already been discovered, especially the phosphates. He mentioned the worn out lands of the New England states and said an immense trade could be done there alone if facilities could be had to utilize these mineral deposits, and a railroad alone could do this. The old charter was defective in one point, it did not give power to build branch lines into the phosphate region. Dr. Duhamel had told him that he thought there would be no trouble in getting the old charter amended in that respect. He did not care who got it, as it must eventually benefit the St. Lawrence and Ottawa Railway, and he would not make the least opposition, if they thought they could build the road. But he did not think they could do it.

The chairman asked: - if we step aside would you build the road?

Mr. Shanly said he was glad the question had been asked, and in answer he would say that he would try to do so but he must have a charter in his hand to place before capitalists. However, he thought the burden ought not to be placed all on his shoulders. He could not push the road to the head of the Desert unless the capitalist would come forward and aid him.

Dr. Duhamel, MPP was proud to hear a from the lips of Mr. Shanly that a railway was needed at the Gatineau. That was a great point gained. A great many had turned out to this meeting from the city of Ottawa, Hull, and from the Gatineau district and they were such as could give substantial aid to the enterprise showing that a deep interest was taken in it. He hoped that before long they would hear the locomotive whistle at the Desert.

Mr. Shanly had made an appeal to them, that if he put forth his energy he would require aid. He believed that the people would give their aid to bring successful termination of this affair. Dr. Duhamel then described the difficulties both he and Mr. E.B. Eddy had to encounter in the provincial Parliament on the count of the small representation from this part of the province. This district has been neglected and overlooked in the past, but now it was being forced upon the attention of the Government, on the count of its immense resources, which they now saw only require development to make it a mine of wealth. Both Mr. Eddy and himself had done their best but they were only two. It was such a demonstration as today that would reach the ears of the Government at Quebec, and a strong delegation sent down would bring the scheme to a successful termination.

Mr. Joshua Ellard said that the railway was necessary to keep the population. Several had left on account of a want of communication to the front, who would not have left under other circumstances, and if the road was built they would return. This railroad when built would not only benefit Ottawa but the county of Pontiac, but before it was a reality the people would have to work. The farmers were not able to come down with cash, but he would say for them that they would be willing to give the right-of-way through their lands. He would rather see the chart to put in the hands of Mr. Shanly. It would not do to have two charters, but he thought the old charter could be transferred to Mr. Shanly. The government ought to give a handsome grant, even if it was only to open up the lands, which are valuable for farming purposes, but too far away to be settled on, for want of a market.

Mr. C. Logue spoke strongly in favour of the road and was glad to see that the lumbermen were taking an interest in the undertaking, and when it appeared to be the unanimous opinion of the people that the railway was required it could not fail to be successful.

Mr. J.L.P. O'Hanly, C.E., said he could lay some claim to helping to initiate this project, feeling that it would help to develop the resources of a district that he knew well both as to minerals and lumber. For want of roads much waste had occurred in lumber alone. There was now trade enough on the Gatineau to pay the running expenses of a railroad, and it would make a large profit out of the lumbermen alone. He maintained that the city of Ottawa had as much to gain as the Gatineau by the scheme, and there was not a municipality but should give a bonus. If that railway was built it would draw in half a million of settlers. The government should give a grant of 20,000 acres of land a mile. The Gatineau illegible

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Executive Council for the purpose of forming rules and regulations and passing bylaws for the government of the corporation, and exercise supreme executive control over its affairs, holding office until such time as directors are elected by the shareholders, under the provision of an act of incorporation and five of the said executive council do form a quorum for the transaction of business.

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The length of the road from Ottawa to Desert will be about 80 miles.

22/01/1881 Ottawa Citizen Maniwaki

Mr. Walter Shanly is in favor of building the railway to the Dessert by degrees, constructing only that portion the trade of the section demands. It is said objections will be made to the granting of the charter to the St. Lawrence and Ottawa Railway if it does not agree to build the whole line.

08/03/1881 Globe and Mail Maniwaki

All opposition to the Hull Mountain Iron Mining Company's Bill, asking for power to construct a railway from Hull to their mines, has been withdrawn on the company agreeing to give right of way over their line to the proposed Gatineau Valley Railway Company, should the latter require it.

21/03/1881 Ottawa Free Press Maniwaki

A meeting of the ratepayers of the Township of Aylwin was held in the Town Hall, village of Wright, on the 16th March, Mr. Gainford, Mayor, presiding, at which the following resolutions were carried.

Moved by Benjamin Reid, seconded by John Little, and resolved, that the right of way and a bonus be granted to any company who will build a railway from the city of Hull to Desert village.

It is further proposed by Benjamin Reid, and seconded by John Little, that this meeting is opposed to the scheme which proposes as the route of the Gatineau Valley Railway a junction with the Pontiac Pacific Junction Railway in the county of Pontiac; that it would be against the interests of the Gatineau population, and would put the distance to Ottawa, their natural and only market, fifty or sixty miles longer.

30/07/1881 Ottawa Free Press Maniwaki

The promoters of the Gatineau Valley Railway scheme must all be asleep, as nothing is now heard about the projected road.

05/10/1881 Ottawa Free Press Maniwaki

Account of a meeting of the provisional directors of the Gatineau Valley Railway. More

06/10/1881 Ottawa Citizen Maniwaki

Account of meeting of Ottawa and Gatineau Valley Railway

Almost illegible

10/10/1881 Ottawa Citizen Maniwaki

Mr. M. Mitchell with a staff of engineers and twelve men, proceeds to the Dessert early this morning to commence operations on the Gatineau Valley Railway survey.

14/10/1881 Almonte Gazette Maniwaki

A railway up the Gatineau Valley is now projected, and a meeting has been held in which provisional directors were appointed and a survey ordered, one of the directors being instructed to follow the survey and arrange for a right of way.

30/11/1881 Ottawa Citizen Maniwaki

The engineers with Mr. Murray Mitchell have extended their surveys to the Peche and yesterday were at work on the river front with a view to reclaiming sufficient ground for the track on the bank thereby procuring a comparatively long tangent at the Peche village. This accomplished, the survey will be continued to Ottawa, and the continuation and completion of line number two through Masham to Stagg Creek will be projected without delay.

10/12/1881 Ottawa Citizen Maniwaki

Gatineau Valley Railway survey complete.

The engineers and party concluded their survey of the Gatineau Valley Railway yesterday having been absent for rather more than two months. We understand that the total length of the line surveyed, including trial lines, is over 110 miles, whilst the actual length of the proposed railway from Dessert to Hull station, per survey, is 75 miles, the distance by road being, it is said, 95 miles. The engineers will now commence the office work in preparation of profile, alignment, estimates, etc. a synopsis of which will be presented at the meeting of the Directors next Thursday. The engineers with Mr. Murray Mitchell were Messrs. Soare, C.E., N. Slater, C.E. and Rev. W. Chambers, geologist.

Gatineau Valley Ry.

Meeting of the directors.

The result of the survey.

A meeting of the directors of the Gatineau Valley Railway was held yesterday morning at Morreau's Hotel, Hull. Mr. Joseph M. Currier, MP, the President of the Provisional Board, occupied the chair, and among those present were Mr. Alonzo Wright, MP, Mayor Mackintosh, Dr. Duhamel M.P.P., Dr. Graham, Ad Leduc, and Messrs McKay, Wright, S Haycock, J.P. Lawless, Mayor Josh Hillard?, C. Logue, J.L.P. O'Hanly, W G Black Casey, P. Moore (Maniwaki), J Foran, Johnson, W Farrell (Upper Wakefield) illegible (Chelsea), J. Brooks (Lowe) illegible illegible and Chief Engineer and Assistant Engineers Nicholas Slater, W.E. Soar and Rev Mr. Chambers, geologists to the party.

Mr. Murray Mitchell, at the request of the President, addressed the meeting. He said, in accordance with instructions given him at the last meeting of the Board, he had organised a party, and on the 12th of October commenced operations from the Desert. The party were under canvas a few days over two months. In order to give the meeting an intelligent idea of the work performed he asked Rev Mr. Chambers, the geologist who accompanied the party to give the result of his exploration. The report will appear in tomorrow's issue.

The engineer's report.

Mr. Soars read the engineer's report, giving an idea of grade and cost of construction. A profile and alignment accompanied it. Space prevents us giving the report in full. The services of Mr. N Slater, CE, Mr. H Matthews, CE, and Rev Mr. Chambers are highly spoke off and the cost of survey is placed at \$34.26 per mile.

Mr. Murray Mitchell made a long speech in which he pointed out that the road could be equipped to do the business for the first year for \$24,000 per mile. He proceeded to explain that if the municipalities interested granted bonuses equal \$75,000 and the government aided the scheme with a land grant equal to \$8,000 to mile, together with \$80,000 in private subscriptions, he would promise to furnish the balance of \$1,250,000 and commence the work at once.

Balance almost illegible

17/12/1881 *Ottawa Citizen* *Maniwaki*

Geologist's report.

A very full report, on page 5.

09/01/1882 *Ottawa Citizen* *Maniwaki*

Gatineau Valley Railway.

Meeting of stockholders on Saturday - election of officers.

A meeting of the stockholders of the Gatineau Valley Railway took place at the Windsor House on Saturday. Mr. J. M. Currier, M.P., presided, and Mr B. Bainbridge of Wright acted as secretary.

After some discussion relating to the organization of the company, Mr Black handed in the stock books which showed that the necessary stock had been subscribed and the first installment paid in, enabling the meeting to legally go on with the election of a board of directors.

On motion of Mr. Logue it was agreed that five directors be chosen at this meeting.

Messrs. B. Bainbridge and W. J. Cuzner were appointed as scrutineers.

The results of the ballot was as follows; Messrs. J. M. Currier, M.P., Mr. C. H. Mackintosh, Mr. Murray Mirchell, Dr. Duhamel, M.P.P., and Mr. Charles Logue, Desert.

The meeting then adjourned.

At a meeting of the newly elected board, held subsequently, Mr Currier was appointed President, Mr. McIntosh, Vice-President, and Mr. Murray Mitchell, Managing Director and Chief Engineer.

15/04/1882 *Ottawa Citizen* *Maniwaki*

Glad to note the arrival in Aylwin of the engineering party which has located the line to this village.

Passage of the Mineral Branch Bill of the Gatineau Railway

25/04/1882 *Ottawa Citizen* *Maniwaki*

Notice to contractors - request for tenders for clearing the located line in the townships of Maniwaki, Bouchetteville, Wright and Low.

06/05/1882 *Ottawa Citizen* *Maniwaki* *Kazabazua*

The engineers and party have today projected their location to the Kazabazua plains and the line will cross the Kazabazua River about one mile and a half from this village. The work has become somewhat retarded owing to the great quantity of water on the low lands and swamps but the weather of the last week here has been favorable to field operations and the work continues bravely on. The people are very enthusiastic and are lending all assistance in their powers to expedite matters in this and adjoining townships.

08/05/1882 *Ottawa Free Press* *Maniwaki* *Aylwin*

The surveyor's line of the Ottawa & Gatineau R.R. was carried across the Kazabazua today. We ship camp to Kelleen's, Lowe township, on Monday.

12/05/1882 *Ottawa Free Press* *Maniwaki*

Article on the progress of the survey. Good description of life in camp.

22/05/1882 *Ottawa Free Press* *Maniwaki*

The engineers are still camped on the Stagg Creek Road, on Mr. Field's property.--

Work on the line will commence next week, chopping, clearing etc., ready for grading. Meantime the location of the line is being vigorously pushed towards Hull, via the Peche and will, it is hoped, be finished by the first week of June.

05/06/1882 *Ottawa Citizen* *Maniwaki* *Hull*

The first sod of the Gatineau Valley Railway will be turned on Thursday the 15th of the present month at Hull.

On Thursday of next week, the 15th, the formal commencement of the construction of the Ottawa and Gatineau Railway and branches will be commenced in Hull by the turning of the first sod. The Hon. Mr. Chapleau, premier of the Province of Quebec has acceded to the request of the Board of Directors and will perform the ceremony. The occasion is expected to be an interesting one. The work will afterwards be prosecuted with vigour.

09/06/1882 *Almonte Gazette* *Maniwaki*

The first sod of the Ottawa and Gatineau Valley railway will be turned today (Thursday). It is expected that the whole road will be completed in a little over two years.

The public would do well to visit the establishment of Mr. Goyer where the silver spade which is to be used by the Hon. J.A. Chapleau today is on exhibition. As a piece of extraordinary work it is undoubtedly one of the best ever turned out either in Ottawa or elsewhere, and reflects the highest credit upon Mr. Goyer who personally has manufactured it. The spade is three quarters full size of an ordinary workingman's spade, the proportions having been kept with great fidelity, and, although ornamental, is fit for ordinary work in the garden in the hands of a lady. The handle is of black walnut, highly hand polished, and the blade and tongue of silver, and as before stated is a face simile of an ordinary spade, so far as proportions and strength go. On the blade is the following inscription:-

The O. and G.V. Railway
Presented to the Hon. J.A. Chapleau,
Premier of Quebec
on the occasion of the turning the
first sod of the
Ottawa and Gatineau Valley Railway
June 15th 1882
God Save the Queen

The inscription is the work of Mr. Cox, Ottawa's leading engraver, and is a marvel of excellence. The spade will be on view after the ceremonies for one or two weeks, by permission of Mr. Chapleau, as a tribute to Mr. Goyer, who turned out this excellent piece of workmanship. Also covered in *Ottawa Free Press*, same date. - about a quarter of a mile off the Aylmer road, near the toll gate.

15/06/1882 *Ottawa Citizen*

Maniwaki

Today at Hull at 1.30 p.m.

The public, both of Ottawa City, Hull and the County of Ottawa, will be present in large numbers and everything has been arranged to make it a pleasant holiday, and the proceedings will be doubtless highly interesting as they are important to this section of the county and the Valley of the Gatineau in particular.

16/06/1882 *Ottawa Citizen*

Maniwaki

Hull

First sod turned by Mr. Alonzo Wright M.P.

Mr. Chapleau unavoidably absent.

Proceedings interrupted by a rain and thunder storm

The formal inauguration of the work of construction of the Ottawa and Gatineau Valley Railway took place yesterday at Hull, where the first sod was turned by Mr. Alonzo Wright M.P. The ceremony was to have been performed by the Hon. J.A. Chapleau, Premier of Quebec, but at the last minute he found it impossible to attend as he had to represent the province in the transfer of the QMO&O road to the Canadian Pacific Railway Company.

The site selected for the ceremony was a grove on Mrs. Scott's land to the east of the Aylmer Road whence the line from Old Chelsea will run in one direction towards the bridge and in another into the Hull depot. The preparations have been most complete. On an elevation was an enclosed space for the speakers and distinguished guests, and sodded steps lead thence down to the roadbed, which was covered with grass turf. Here the wheelbarrow waited the action of the amateur navigator, the silver spade, a description of which appeared in yesterday's *Citizen*, being placed on a table in the enclosure. nearby a large marquee had been erected to afford shelter from the heat of the sun's rays, though its usefulness was tested, as it turned out, in defence against a pluvial instead of a solar assault. About 1,500 invitations had been issued and a very large number of the representative men of the County of Ottawa and the cities of Ottawa and Hull were present besides a bevy of ladies in holiday attire. Everything looked promising; a pleasant day was expected and the ceremonies were to be full of interest, but alas, either Mr. Vennor had a grudge against the Gatineau Valley which he knows so well or Macbeth's witches had arranged to assemble on the same ground, for the meeting took place in thunder and lightning and rain. If it was the witches their action is open to objection because they clearly gave notice that their demonstration would be "when hurly-burly's done, when the battle's lost and won" and that cannot be until after the polling next Tuesday. To whomsoever the storm was due the storm was really terrific. After a brief shower the sky brightened, the sun shone out and the proceedings commenced, but no sooner had Mr. Currier, who presided as president of the company commenced to speak than the rain commenced to descend in torrents and the inauguration was illuminated by lightning and welcomed with a salvo of heaven's artillery. The speakers courageously braved the tempest and addressed those who being unable to gain access to the crowded tent, were obliged to content themselves with the partial shelter of umbrellas. Music was furnished at intervals by the Hull band.

Mr. Currier's speech.

Mr. Murray Mitchell's speech

Mr. Alonzo Wright came forward and was received with cheers and shouts of "Hurray for the King of the Gatineau" Speech

Mr. Mackintosh, who was warmly received, said that as the directors were concerned they were not sending their friends away dry (laughter)

Hon. Mr. Skead

The silver spade was then presented to Mr. Alonzo Wright who accepted the same and performed the ceremony of turning the first sod amidst enthusiastic cheers.

After several cries for Mr. Tasse, who no doubt, owing to the heavy downpour, did not respond, Mr. Alonzo Wright mounted the platform and thanked the audience for their attendance and attention to the speakers calling upon three cheers for the Ottawa and Gatineau Valley Railway, which were heartily given. Three cheers were again given "for the Grand Old County of Ottawa", the proceedings coming to a close with three cheers for the King of the Gatineau and the Queen of England.

23/06/1882 *Ottawa Citizen*

Maniwaki

A meeting of the directors of the Ottawa and Gatineau Valley Railway Company was held today at their office for the transaction of important business connected with the road.

Also the action of Mr. Murray Mitchell, the managing director and chief engineer, in dismissing W.E. Soar, late assistant, for alleged misconduct and dishonesty, was endorsed, and the board fully agreed with the policy adopted to appoint a committee of engineers to investigate the accounts of Mr. W.E. Soar, as well as to report upon the field work he was engaged to superintend and has failed to perform.

28/07/1882 *Ottawa Citizen*

Maniwaki

Yesterday the representatives of the company purchased in New York seven hundred and fifty tons of steel rails on English account, and these will be speedily transported to Canada so that in short time the work of laying the rails may be begun.

05/04/1883 *Ottawa Free Press*

Maniwaki

At a joint meeting of the directors of the Ottawa & Gatineau Valley and Ottawa Colonization R.R. yesterday, Mr. Mackintosh, the president, made a lengthy explanation of the company's affairs. A resolution was carried strongly approving of his entire policy in connection with his negotiations for the construction of the said railways, which were made under his power of attorney and share proxies of both roads; and that if any further powers are necessary the shareholders and directors of both roads should furnish them to him forthwith.

17/04/1883 *Ottawa Free Press*

Maniwaki

The engineering party of the Ottawa & Gatineau Valley and Ottawa Colonization Railway are camped near the Hull depot. The work of final location of the lines commenced today from Hull northward.

28/04/1883 Ottawa Free Press Maniwaki

Dr. Duhamel M.P.P., will shortly make a tour of the proposed line of railway between Hull and the Desert with a view of bringing to the attention of the municipalities interested the importance of strengthening the hands of the promoters of the scheme by granting bonuses that will enable them to show capitalists that they are really in earnest in the work they have undertaken - Dispatch.
Also long report of a meeting at Chelsea.

08/06/1883 Ottawa Free Press Maniwaki

It is said the work of construction on the Gatineau Valley Railway will begin in about ten days.

21/06/1883 The Equity, Bryson Maniwaki

The Gatineau Valley Railway has been given to Messrs. Large & Co. and the subcontractors for the construction are three Norwich, Ontario, men - Messrs. Donald, Jones and Bray. Mr. Ryan of Perth is their surety and the price is said to be \$16,000 per mile. Thirty miles are to be completed this year, the rails for which are ordered by Messrs. Cox and Green of Montreal.

22/06/1883 Almonte Gazette Maniwaki

A contract has been given out to build the Gatineau railway from Ottawa for seventy miles up through the district where the phosphate mines are situated, the cost is estimated at \$16,000 per mile.

21/07/1883 Ottawa Free Press Maniwaki

Mr. Sypher of Philadelphia, representing American capitalists in the Gatineau Valley Railway, is completing arrangements for the letting of the contract for the construction of the road to Messrs. Bray, MacDonald and Jones. The contract price is about \$1,400 [sic] per mile.

26/07/1883 The Equity, Bryson Maniwaki

Mr. Sypher, of Philadelphia, representing American capitalists who are interested in the Gatineau Valley Railway, has arrived in Ottawa to complete the letting of the contract for the construction of the road to Messrs. Bray, MacDonald and Jones. Tenders for the construction of the Ottawa Colonization Railway will also be called for shortly. The contract price for the Gatineau Road is about \$14,000 per mile, or over \$2,000 more than Mr. Vernon Smith's estimate. The contractors are backed by Mr. Hugh Ryan of Perth.

23/08/1883 The Equity, Bryson Maniwaki

The work on the Gatineau Valley will be in full blast about the latter end of next week. The contractors are getting their plant together and by that time will be ready to commence operations with a large force of men.

28/08/1883 Ottawa Free Press Maniwaki

A Free Press Reporter visited the works.

30/08/1883 The Equity, Bryson Maniwaki

Railway ties are being brought down the Gatineau river and shipped east in large quantities. The region has an almost inexhaustible supply of timber suitable for ties.

06/09/1883 The Equity, Bryson Maniwaki

A Free Press reporter visited the Gatineau Valley Railway works yesterday for the purpose of ascertaining what progress has been made since work was begun a week ago, and other matters connected with the new enterprise. From present indications the road will be completed before the stipulated time. The section from Hull to beyond Chelsea will be ready for rails by December, and all through the winter will be pushed on as vigorously as can be. So far the works are confined to the Hall Farm, (on which are situated the offices of the company), the Church and the Brighton properties but in a few days gangs of men will be sent to Ironsides and Chelsea. Even now eighty men and about twelve teams of horses are at work on the Hull section. The contractors are constantly reinforcing their gangs, which are composed chiefly of Italians and Swedes. These aliens, it must be remarked, are the very best workers and give entire satisfaction to their employers in every case, but they will not bear tampering with, and though quite inoffensive are, at the same time, very resentful. They dig and delve untiringly and seem to give no thought to personal comfort or delights of any kind. A strange characteristic of the Italian is his distrust of any other nationalities. This he carries to such a degree that he will not board in the same house with others than his own countrymen. This rule is carried out inevitably, and every Italian is the purchaser of his own supplies. The contractors think the country so far easy working, and anticipate little trouble in breaking and opening it up. As indicated in these columns before the contractors, who have engaged to build the entire line are carrying out their work in the most systematic and business like manner. Their experience in railroading is extensive and varied, so varied indeed that their operations have not been confined to any one section of the continent. Mr. MacDonnell [sic] has been engaged in railroading in New York, Wisconsin and other States of the Union, and has had large contracts on the C.P.R. and the Ontario and Quebec. Mr. Bray is an engineer of fourteen year's standing, who has seen work in Mexico and on the Canada Southern, Hamilton and North Western, Credit Valley, Detroit, Marquette and Mackinac, Ontario and Quebec and other roads, as a survey and construction engineer. When completed it will be a good, substantial, though cheaply constructed road. Of course the needs of the country it is intended to open up do not demand just yet a first class line, sumptuously fitted out and well equipped as to its rolling stock. But this will be something better than the ordinary colonization road.

03/10/1883 Ottawa Free Press Maniwaki

It was rumored in the city today that the work on the Gatineau Valley Railway was about to be stopped, but on a further examination it was found that the report was only partially true. It appears that there is some difficulty in regard to the paying of the men engaged on the survey, several of them having left the work. More.

04/10/1883 Ottawa Citizen Maniwaki

The statement is made, evidently through misapprehension on the part of some one that the contractors are demanding \$23,000 from the Gatineau Valley Railway Company to pay their workmen. It so happens that the entire indebtedness of the company to the contractors is \$134, the estimate being paid monthly, and that amount being a supplemental sum, certified by the Chief Engineer, after the last month's estimates had been arranged. The contractors do not owe their men one dollar, having paid them regularly on the appointed pay day. The company's chief difficulty has been in securing right of way at any reasonable price. And more than this, the statement that four hundred men are out of employment in consequence of work stopping is an absolute untruth. There have never been one half that number on the line since the work commenced. The Gatineau Valley Railway, like all large enterprises, may and will have its difficulties, but its construction will continue until completion. The final location to Dessert will be finished within a short time and the locating survey commence on the Ottawa Colonization Railway through the mineral district.

11/10/1883 *The Equity, Bryson* *Maniwaki*

It appears now that the difficulties on the Gatineau Valley Railway, at least as far as the contractors were concerned, were not so serious as reported. The rumor that work was suspended gained currency from the fact that the navvies flooded the city on a rainy day last week, and made themselves more than usually conspicuous. A few days later Mr. MacIntosh had occasion to visit New York in the interests of the company, and this lent color to the rumor. It is said, by the way, that Mr. MacIntosh's mission was comparatively successful, and that he succeeded in disposing of the major portion of the stock. In the meantime, work went on, and is still going on, steadily, and the contractors themselves, as the Free Press indicated last week, have met all their appointments promptly, and assert their ability to continue to do so. Pay day comes on the fifteenth of every month, and the navvies seem to have sufficient confidence in the stability of their employers to continue to work until that date, notwithstanding the rumors that have been afloat. The progress that has been made since work was commenced is very satisfactory. The track is graded from where it will cross the C.P.R. at Hull to Mrs. Wright's farm, a distance of four and one half miles. Here is a break of less than half a mile, owing to a right of way. After this comes another stretch of a mile, which is graded through Dr. Church's property. Then another mile intervenes, with regard to which there is right of way difficulty, which is followed by another mile of graded track. It will thus be seen that nearly four miles of the track is completed and that the contractors are pushing on vigorously and determinedly, notwithstanding the drawbacks with which they have to contend. They now have about 70 men at work and would increase that force to some one hundred if they only had working room for them. As a matter of fact the company has had serious difficulties in securing the right of way and in keeping ahead of the contractors in doing this. This is the source of all of the misunderstandings with regard to the resources of the company. The company is desirous of securing the right of way without going to arbitration, which is a complicated and expensive mode of agreeing to disagree.

There is also a quote from the Citizen (4 Oct 1883) q.v.

12/10/1883 *Ottawa Citizen* *Maniwaki* *Hull*

Agents of the Gatineau Valley Railway are busy in the city and vicinity serving notices for the purpose of expropriating the right of way for their line. Expropriation is not to be wondered at seeing the fabulous prices being asked by some land owners for very small patches of their property. Also in the Bryson Equity on 18 October.

22/11/1883 *The Equity, Bryson* *Maniwaki*

Work on the Gatineau Valley Railway has been stopped for the present. The contractors have made good headway with grading, considering the difficulties they have had to contend with. The work of getting out ties will be regulated during the winter months, so that no time will be lost in effecting a renewal of operations in the spring.

24/01/1884 *The Equity, Bryson* *Maniwaki*

O. & G.V. Railway. It is understood that Mr. Mackintosh M.P. Vice-President of the Ottawa Valley Railway [sic] is expecting some American capitalists at an early date to invest in the above road. This intelligence will be received with some satisfaction not only by the various districts along the line but by the city of Ottawa, which will benefit by the construction of the road. The contractors, Messrs. MacDonald, Bray and Jones have been exceedingly generous with the promoters, having now waited for some months without unnecessarily pushing the company for a settlement. This is all the more to their credit seeing they paid all their workmen in full when operations ceased. On their account as well as all the other parties concerned, it is to be trusted that the rumor regarding the expected capitalists will turn out to be correct.

23/03/1885 *Hull, Vallee d'Ottawa* *Maniwaki*

Editorial on the need for the railway.

02/07/1885 *Hull, Vallee d'Ottawa* *Maniwaki*

Account of a meeting between a deputation from the City of Ottawa and deputy Tasse.

25/08/1885 *Hull, Vallee d'Ottawa* *Maniwaki*

Full page of correspondence relating to the line.

11/03/1886 *Ottawa Free Press* *Maniwaki*

Full account of a meeting to promote the speedy construction of the Gatineau Valley railway.

There seemed to be a general feeling of execration at the Gatineau Valley Railway meeting in Hull yesterday, at the base treachery of Murray Mitchell, who had betrayed people who really had an interest in the road. The assemblage, or at least the major portion of it, were apparently disposed at first to be down on Mr. Mackintosh, but there was a general turning of the tables after explanations had been made by that gentleman. It came to be generally understood by the concourse, before they dispersed, that railroads, like Rome

CAN'T BE BUILT IN A DAY

The statutes fail to corroborate the assertion made by Mr. Duhamel, that Mr. Mackintosh was a Provincial Director of the projected road in 1879, for his name was not on the charter. He explained that he merely attended a meeting of the Provisional Directors, held about that time, in his capacity as Mayor of Ottawa, and consequently, on being deeply interested in the construction of the road. It might be as well five years hence, to

STYLE MAYOR MCDUGALL

a provincial Director, because he attended the present meeting. He disclaimed the imputation that he had brought Murray Mitchell into the scheme, Messrs. Logue and Bainbridge, had by means of a resolution proposed and introduced Mr. Mitchell as one who could be entrusted with the surveys and the meeting had subscribed \$1,500, to provide for that purpose. Three months afterwards, a vote of

THANKS WAS AWARDED MITCHELL

on motion of Mr. Ellard, for the way he performed the work. But the surveys were afterwards found to be frauds; and Mitchell's representations that he was backed by English capitalists were found to be altogether false on the speaker visiting England. Mr. Mackintosh paid a high tribute to the late Postmaster of Ottawa, Mr. J.M. Currier, who was the soul of honor when he was president of the road. On the latter's death he had to

ACCEPT MANY RESPONSIBILITIES

much against his will. He then showed how numerous unsuccessful applications had been to the Provincial Government to locate the lands granted as subsidies, but Premier Ross had at last seized the right idea, viz. that location must proceed survey. He denied that he had ever made a single dollar out of the project, and hoped that, within the next eighteen months, he would be in a position to deserve the hearty thanks, instead of the condemnation, of the Gatineau people. Before he left the meeting, Mr. Mackintosh promised that the construction of the road would be

COMMENCED BY MAY 15TH

which would have to be done under the terms of the Dominion Subsidy Act. A solid company had entered into a binding agreement to do this, if the Quebec Government would but locate the lands immediately. A strong resolution from the present meeting would go a long way towards impelling the Provincial authorities to use dispatch in the matter.

OTHER SPEAKERS

Mr. Alonzo Wright M.P. expressed sympathy with his Gatineau friends in their position, while they had been deprived of marketing their produce by the non-building of the road up to the present, they should still bear in mind that a work of such magnitude could not be carried out in a short time, as there were many obstacles to overcome. He exonerated Mr. Mackintosh from all blame, considering him

A DEEPLY INJURED MAN

who had been much maligned. Much of the delay had been caused by the Quebec Government's procrastination in locating the lands. But the well to do people of the Gatineau should exert their energies in pushing forward the interest of the road. Mr. Mackintosh had done everything he possibly could to benefit the project, and he was sure, if the people were not satisfied later on, that gentleman would hand over his trust to any company they wished to designate.

MR. DUHAMEL M.P.P.

Differed from his friends in the Dominion House in their assertion that the Quebec government were responsible for the delay. He contended that the Provincial authorities had done all the law allowed them to do. If the Government subsidies were insufficient he hoped the Ottawa county and city and Hull would do all in their power to induce a larger grant to be made.

MAYOR MCDUGALL

of Ottawa, pointed out the difficulties invariably encountered in carrying out a work of this kind. He eulogized Mr. Mackintosh, saying he was a reliable man, and one of the best Mayors Ottawa ever had. He should be given a fair show now, as his laudable efforts were about to be crowned with success, and ere long, they could ride from away up the Dessert to New York in one short night (cheers).

Mr. Logue expressed satisfaction at the explanations made by Mr. Mackintosh.

CARRIED UNANIMOUSLY

Moved by Mr. Joshua Ellard, seconded by Mr. Charles Logue, that after having heard the explanations of Mr. C.H. Mackintosh M.P., and his promise to continue construction by May 15th, 1886, and to rapidly complete the road, this meeting and the inhabitants of the Gatineau will be satisfied and gratified if that promise is carried into execution, and that this meeting warmly and earnestly urges the Provincial Government to finally locate the land and subsidies, and to prepare a map showing the same.

Notes.

Before adjourning, the meeting awarded votes of thanks to the various speakers, and to the county council for assisting at the gathering. Cheers were given for the "King of the Gatineau" and the Gatineau Valley Railway.

As Mr. Mackintosh was emerging from the hall, his back was discovered to be covered with whitewash from leaning against the wall, whereupon a punster remarked, amid much laughter, that he had been "doubly whitewashed today."

12/03/1886 *Ottawa Citizen*

Maniwaki

Gatineau Railway long article. See copy.

05/05/1886 *Ottawa Journal*

Maniwaki

The Gatineau Valley people are patiently waiting for the 15th of May, as they are determined to force construction of the road this summer. The president, Mr. C.H. Mackintosh is negotiating with American contractors who will probably take charge of the work.

08/05/1886 *Ottawa Journal*

Maniwaki

The government has handed certain maps to Mr. Mackintosh, M.P. indicating where the lands offered as a subsidy to the Gatineau Valley Railway are located. The work of construction will be commenced on the 15th inst.

25/06/1886 *Ottawa Journal*

Maniwaki

It is not unlikely that the Gatineau Valley Railway has seen its darkest days and that the work of construction will be commenced at an early date. Judge Sypher of Philadelphia, who has been stopping at the Grand Union, for some time past, left today on a trip of inspection over the route as far as the river Desert. He was accompanied by three gentlemen, including Mr. Smith, who is an expert railway engineer. The party will be gone for four or five days. They will traverse the entire stretch of country from Hull to the northern terminal point. They are entrusted with the task of making a thorough enquiry regarding the engineering difficulties to be encountered as well as the resources of the region to be opened up. On their return they will submit the result of their inspection to a wealthy syndicate of American capitalists, who are prepared to build the road. If their report proves as satisfactory as expected, the work of construction will be commenced at an early date.

12/07/1886 *Montreal Gazette*

Maniwaki

Judge Keyes and party returned from a trip of inspection over the route of the G.V. railway. They proceeded as far as Pickanock and found everything as represented. They feel confident that the road will pay from the outset and left for Philadelphia to report to the capitaist interested in the project. - Aylmer Times.

28/08/1886 Ottawa Free Press Maniwaki

A considerable number of railway men are waiting about the city in the confident expectation of soon finding work on the Gatineau Valley railway, How far their hopes are destined to be realized, and at what date, is a matter still wrapped in the mystery of the future.

02/09/1886 Ottawa Journal Maniwaki

The lumber merchants of the Upper Gatineau are about to take an active part in the pushing forward of the Gatineau Valley railroad. They have concluded that they could economize by shipping their lumber by rail instead of driving it by water. They attribute the delay in getting their timber to the markets by the roughness of the river there being a number of rapids on the stream. Among others who have resolved to exert themselves and have the work begun at the earliest possible date are, Messrs. Gilmour & Co., and Hamilton Bros. of Ottawa; W.C. Edwards & Co., McCracken & Boyle, and James McLaren of New Edinburgh. All these gentlemen have extensive limits on the Gatineau river, and by means of creeks, timber could be easily driven within a short distance of where the proposed road will be built.

04/09/1886 Ottawa Journal Maniwaki

Mr. C.H. Mackintosh, president of the Gatineau Valley Railway, was in the city on business yesterday.

A Gazette representative, in conversation with Mr. Mackintosh, asked him when the work on the new railway was to be commenced.

"I expect," replied the member for Ottawa, "that we will commence work on the 15th of this month. We have made all arrangements and I received a telegram today stating that work would be commenced about the 15th. Montreal Gazette.

11/09/1886 Ottawa Journal Maniwaki

A Journal reporter had an interview this afternoon with Mr. C.H. Mackintosh, M.P., President of the Gatineau Valley Railway. Mr. Mackintosh states that all negotiations for the immediate commencement of the work of construction have been completed and that the work will be started next week. He stated that a party of Canadian and American capitalists, who were advancing the money for the work, left the city yesterday for the purpose of inspecting the proposed line. Great difficulty had been experienced in locating the line from Hull to River Desert especially at Meache's Lake, Peche and Stag Creeks, where the old line, which was surveyed some years ago was found to be impracticable, but a party of engineers have just returned from that district where they have succeeded in locating the line successfully. Mr. Mackintosh is confident that the work of construction will be started next week and pushed rapidly on to completion.

26/02/1887 Ottawa Journal Maniwaki

For some time past a rumor has been current to the effect that Mr. H.J. Beemer, the wealthy contractor, and manager of the Pontiac and Pacific Junction Railway, in company with the Hon. J.G. Ross of Quebec, had made all arrangements with the Gatineau Valley Railroad to liquidate the debts of the company and build the road in the spring from Ottawa to the Desert. A Journal reporter inquired of Mr. C.H. Mackintosh if there was any truth in this rumor. Mr. Mackintosh said: I never heard the Hon. Mr. Ross' name mentioned in the matter, but Mr. Beemer has been elected president of the company, and the company will now pay all claims against the former company provided they are reasonable. The road will go on in the spring without a particle of doubt and will be completed in the shortest possible time.

19/03/1887 Ottawa Journal Maniwaki

For some time past reports have stated that Mr. H.J. Beemer, the well known and wealthy contractor, had secured the controlling interest in the Gatineau Valley Railroad, and had assured the government that the road would be built this summer, and that work would be commenced this spring. Mr. Beemer was seen this morning by a Journal reporter concerning the scheme and his connection with it. Mr. Beemer said he would be unable to give much information concerning the scheme, as at present everything was in an unsettled state, no definite arrangements having been made.

"Well. You have taken hold of the road?"

"All I can say is that the road will in all probability be constructed by me this summer, but only if certain arrangements can be effected. If not, why I will not take on the responsibility of building the road."

"Have you been in Quebec applying for additional legislation for an extension of time for the construction of the road?"

Yes, I had an interview with Hon. Mr. Mercier in reference to the matter, and as far as the extension of time is concerned, that will be granted. Mr. Mercier showed that he was strongly in favor of seeing the line built at once, and expressed himself as willing to do all in his power to assist in building it and all other lines of railroad in the province for purposes of colonization.

"I suppose you have heard of the action the people of Hull and the county intend taking : petition the Government to annul the charter unless the work of construction is commenced by the 1st of May and a deposit of \$50,000 guarantee placed in the hands of the county treasurer.

"Oh yes, I have heard that they are intending to do something of that kind, but should I take hold of the road all those who are now fighting against it would become fast and strong supporters of the road."

"What was the cause of the past failures to finish the road?"

"All I can say about it is that Mr. Mackintosh did his best, sunk money and wasted his time trying to build the road. He has acted squarely right through and done his best to build the road.

03/05/1887 Ottawa Journal Maniwaki

Mr. H.J. Beemer is now in Quebec negotiating with Mr. Mercier's Government for an alteration in the charter of the Gatineau Valley Railway. When the negotiations are satisfactorily completed, Mr. Beemer will at once commence building operations, the understanding being that he will build and equip ten miles during the present year and fifteen miles next year.

23/05/1887 Ottawa Journal Maniwaki

The Gatineau Valley Railway is an assured fact at last. The directors met in Montreal on Friday and decided to construct ten miles of the road this summer. Operations near Hull will be commenced by Mr. Beemer, president, within three weeks. The exact route to the point above Ironsides has not yet been settled. Two parties of engineers are now engaged on this work. According to present intentions the line will run along the edge of the river, crossing the C.P.R. at the bend of the Gatineau near the railway bridge or else strike north crossing Gilmour's piling grounds. The details of construction and other matters will be decided , at a special meeting of the directors to be held June 2nd. The road from Ironsides will strike north direct to the Peche. All the necessary legislation has been obtained from the Provincial Legislature. The powers granted enable the company to decide the route, extend the road and amalgamate with other roads. Possibly more than ten miles will be built before fall.

04/06/1887 Ottawa Journal Maniwaki

Mr. H.J. Beemer, of the Gatineau Valley Railway, has a party of some thirty surveyors on the new line. They are now engaged between Hull and the Peche.

09/06/1887 Ottawa Journal Maniwaki

The survey of the Gatineau Valley railway will be concluded within two weeks when Mr. H.J. Beemer will be here to direct the commencement of construction.

02/07/1887 Ottawa Citizen Maniwaki

Mr. H.J. Beemer, president of the Gatineau Valley Railway, was in the city yesterday making arrangements for the immediate commencement of work on that road. It is thought that the company will be able to complete the section between Hull and the Peche before the fall.

05/07/1887 Ottawa Journal Maniwaki

It is definitely announced that the work of construction on the Gatineau Valley will be commenced within three weeks. Ten miles of track, it is estimated, will be laid this year. The rails for this distance have already reached Montreal and Mr. H.J. Beemer is making arrangements to secure laborers. A staff of about thirty engineers under the direction of Mr. Harris, have been out for two months. Their final reports are now coming in, and a meeting of the directors will be held next week to adopt the route. Two district surveys are just about completed. The profiles have been prepared for the road, extending from Hull and passing through Ironsides, Chelsea and Meech's Lake.

The Latest Survey

is from a point south of the C.P.R. bridge over the Gatineau river, running through Gilmour's piling ground and keeping the river route to the Peche twenty miles distant. Mr. Mullary is busily engaged at present negotiating for the right of way. His labors have proved very successful. The farmers along the river route expressing a desire to make favorable settlement with the company. If the route from the Gatineau bridge is accepted the Junction will be east of the Hull station; but should the road run through Chelsea the C.P.R. station in Hull will be used.

07/07/1887 Ottawa Journal Maniwaki Cascades

The engineering operations for the track of the Gatineau Valley Railroad have engineered as far as Cascades. Last Thursday the 3rd connection line with the hundred feet pickets was down and work will be commenced by the 15th or 20th of July.

28/07/1887 The Equity, Bryson Maniwaki

The Aylmer Times says a large force of men will commence the work of construction on the Gatineau Valley Railway in about two weeks. Twenty-two thousand ties are at the Peche village ready for tracklaying. There is also a quantity near the city of Hull.

05/08/1887 Ottawa Journal Maniwaki

The work of surveying the new proposed line of the Gatineau Valley Railroad is being continued with energy, and it is expected that the survey will be completed towards the end of September.

09/08/1887 Ottawa Journal Maniwaki

From Up the Gatineau --

"Did you see any indication of the Gatineau Valley railroad construction?"

"Yes, the company have some eighteen or twenty thousand ties at the Peche, which will be used in the construction. The line is now located definitely as far as the Peche and ready to have the work of construction tendered for. --

10/08/1887 Ottawa Journal Maniwaki

The Gatineau Valley Railroad Company have a large gang of men at the Peche removing some thirty thousand ties to be used in the construction of their line from the water, and distributing them along that part of the line already graded. The ties were cut above the Desert and rafted to the Peche.

16/11/1887 Ottawa Journal Maniwaki

The work on the Gatineau Valley railway has been concluded for the season. Although the company have had surveyors engaged all summer in locating the proposed line from Hull to River Desert and have taken out several thousand ties which are stored at the Peche, not a mile of the new line has actually been constructed. The stockholders, however, state that it was impossible to commence the actual work of construction until the proposed line was actually settled upon and say that as this has now been done the work of construction will begin early in the spring.

06/01/1888 Ottawa Journal Maniwaki

Readers interested in the growth of the district will be glad to learn on the authority of Mr. Rochon M.P.P. that the Quebec government will grant a subsidy of \$6,500 a mile to the Gatineau Valley railway company for the first ten miles and \$4,000 per mile for the remainder of the construction. This subsidy was obtained through the efforts of Mr. H.J. Beemer, the president of the company.

09/02/1888 Ottawa Citizen Maniwaki

Mr. H.J. Beemer, President, and Mr. J. Day McDonald, Secretary - Treasurer of the Pontiac Pacific Junction Railway, were in the city yesterday on business connected with that enterprise. In conversation with a Citizen representative, Mr. Beemer said : " Yes, we are getting ready to begin work on the Gatineau Valley Railway. As soon as the sun gets through with its contract for removing the vast fields of snow which mantle the Hull mountains and the valleys thereof, the industrious navy and the relentless steam drill and shovel will begin the work of destruction. The Gatineau Valley quiet must be disturbed by the echoes of the railway whistle, and that before very long. We have made good progress with our surveys, and with the opening of spring we expect to put on a good force of men. At the annual meeting the old Board of Directors was reelected."

10/03/1888 Ottawa Free Press Maniwaki

A party of surveyors are at work blazing the route of the Gatineau Valley railroad in the vicinity of Kazabazua and Bochette [sic] villages. The surveyors think the old route can be much improved upon and considerably shortened. Building operations are expected to be commenced as soon as the snow goes and the property in several villages through which the road will run has enhanced in value since the survey has been made. The Desert will be the terminus of the road for a while at least and Mr. C. Legue and John Grace who are large property owners in that village estimate their property at several thousand dollars more since they have learned the route this road will take.

21/05/1888 Ottawa Journal Maniwaki

The Gatineau Valley Railway Company give notice that at the present session of the Quebec Legislature they will apply to have their act of incorporation amended so as to prolong the time of commencing the work of construction on the proposed line of railway.

18/06/1888 Ottawa Journal Maniwaki

The Aylmer Times announces that twenty miles of the Gatineau Valley Railway (from Hull to the Peche) will be completed before December next. Mr. J.P. Mullarky P.L.S. will be on the line located to purchase the right of way for the first twenty miles next week. Estimates are being prepared so that no time will be lost in letting contracts when Mr. H.J. Beemer the President of the road returns from England. He is expected here about the 20th of this month. Two steam shovels have been purchased and will be placed on the works to execute them as speedily as possible.

07/07/1888 Ottawa Free Press Maniwaki

Mr. C. Beemer [sic] who has been in England for some month past on business in connection with the Gatineau Valley railroad, has written to a friend of his on the Gatineau who has considerable stock in the road, reporting progress and stating that he expects to have a great force of men at work in a very short time. The farmers and others through whose property the road will run according to the route surveyed are now threatening to protest unless they get a large sum for their ground than they first agreed to accept of.

08/09/1888 Ottawa Free Press Maniwaki

A piece of ground has been cleared near the Hull station where the rails for the Gatineau Valley railroad will be piled. Forty miles have been surveyed and operations can be begun at once. Several farmers who were asking exorbitant prices for the right of way through their farms have signified their intentions of accepting prices verbally agreed on at first.

21/09/1888 Ottawa Citizen Maniwaki Hull

Four carloads of rails for the Gatineau Railway arrived at Hull the other day. Mr. H.J. Beemer, president of the company, is expected to return shortly from France, when work on the road will be pushed forward with all possible haste.

16/10/1888 Ottawa Journal Maniwaki

After many years waiting, the people of the Gatineau now have good reason to believe that the much talked of Gatineau Valley Railway will be constructed next summer. Fifty-six carloads of rails are now piled up at the Hull depot and ties sufficient to construct fifty miles of the line are stored at the Peche. A gentleman interested in the scheme informed a Journal reporter this morning that there are now at Hull sufficient rails to construct the first fifty miles and that large shipments including the balance required will be shipped to Hull during the coming winter. Early next spring the work of grading the line will be started from the Peche and Hull simultaneously and that distance twenty miles completed within as short a time as possible. Construction trains will be placed on the work and it is expected that before the end of next summer the line will be fully equipped and in running order to North Wakefield from which point the work of construction will be pushed with all dispatch to the River Desert, the northern terminus of the proposed line which is exactly 100 miles from Hull.

Mr. H.J. Beemer, the president of the company, while in England arranged for the shipment of all the rails required for the construction and upon his return to Canada will make arrangements during the coming winter for the purchase of construction equipment and supplies and get everything in readiness for the commencement of work next spring.

26/10/1888 Ottawa Citizen Maniwaki Hull

Sixteen more carloads of rails arrived in Hull yesterday to be used in the construction of the Gatineau Valley Railway.

26/10/1888 Ottawa Journal Maniwaki Hull

Sixteen more car loads of rails arrived at the Hull depot yesterday for the Gatineau Valley railway company.

14/03/1889 Ottawa Free Press Maniwaki

It is expected that work will commence on the Gatineau Valley Railway early this spring with a view to forty miles of it from Hull station being completed. A great many laborers in the city who are at present idle are waiting for the opening of the job.

15/06/1889 Ottawa Free Press Maniwaki

Fifty miles have been explored for the new Gatineau railway. Rails for forty miles are on the spot and the only thing which dears the building of the road is the exorbitant price asked by farmers for the right of way.

10/08/1889 Ottawa Citizen Maniwaki

The Gatineau Railway.

Montreal, 8th. - a meeting of the directors of the Ottawa and Gatineau Valley Railway took place this afternoon. Plans, specifications and profiles were submitted by Chief Engineer Harris. Work will proceed at once, with Mr. John Ryan, of the Quebec and St John Railway, as Superintendent of Construction. The plans were all signed, as required by the railway department. The first 1tenmiles show very heavy work in some parts. Two steam shovels will be at once set going, and everything is to be pushed forward. Arrangements were concluded with the Canadian Pacific Railway to convey the plant and other requirements. Messrs. Beemer and Mackintosh were both present, and the enterprise will now proceed without any interruption.

26/08/1889 Ottawa Journal Maniwaki

800 men wanted for the G.V.R.

The Gatineau Valley Railway company today advertised for 800 men and teams to work on the new road.

"Yes", said one of the officials, when called on by the Journal, "work is to go on at once. Ten miles of the road are to be built this fall, from Hull to Eaton's Chute(?), four miles above Chelsea, and be finished by the first of January.

CONNECTION FOR OTTAWA

Connection will be made at Hull with the C.P.R. station, and it is probable, although there is nothing definite at present, that arrangements will be made with the C.P.R. to have time connection and bring our passengers into Ottawa over their line. It is also probable that in the future some time a connection will be made with Montreal by crossing the Ottawa at Hull and building a line on the Ontario side.

"The men we are advertising for will be mostly put on between Ironside and Chelsea where the heaviest part of the work will lie. Several deep cuttings through rock will have to be made, and gullies filled or supplied with culverts. The largest culvert will be at Gilmore's gully which is 350 feet wide and about 60 feet deep. We have all the rails and machiney on hand and everything is ready to go ahead.

\$1.25 A DAY

"The work on the road from Hull station to Gilmore's will be comparatively easy. We are paying the labourers \$1.25 per day.

It is probable that the road will be continued further north next spring, but nothing is definitely known at present. The road is surveyed to Dessert, a distance of 100 miles and located 50 miles".

"It is expected that even the 10 miles which we are now building will be a benefit to Chelsea and the surrounding country."

27/08/1889 Ottawa Journal Maniwaki

Mr. Simms, who has the contract for double tracking the GTR in Cornwall has just completed about 30 miles of his construction and in a week or so will be discharging some thousand men. Mr. Chitty, who is engaging men for the Gatineau today, offered to take the pick of those who will be discharged.

This afternoon, Mr. Chitty sent up a gang of fifty men to work on the Gatineau Valley railroad.

27/08/1889 Ottawa Citizen Maniwaki

Mr. John Ryan, Superintendent of the Gatineau Valley Railway Company, is advertising for eight hundred able bodied men to work on the line between Hull and Easton's Corners, a distance of ten miles, which it is proposed to have constructed by the first of January. The wages offered are \$1.25 per day. The men will mostly be employed between Ironsides and Chelsea where the work is the heaviest.

28/08/1889 Ottawa Free Press Maniwaki Chelsea

A number of men and horses and two carloads of plant were brought to Chelsea Monday evening for the construction of the Gatineau Valley Railway. The men commenced work yesterday morning at grading.

02/09/1889 Ottawa Free Press Maniwaki Chelsea

A gentleman who is employed on the Gatineau Valley railway, and who was in the city yesterday, says that there are about 80 men employed on the road in close proximity to Chelsea. On the other side of Chelsea a large number of men are engaged in clearing the land. It seems that there is some difficulty in getting men, as the number advertised for is far from being filled. It is said that \$1.50 a day is being refused by the men. About 200 Italian railroad navvies will be on hand in the course of a few days, as they are already engaged.

12/09/1889 The Equity, Shawville Maniwaki Ironsides

Things are looking lively in the vicinity of Ironsides, where the Gatineau Valley railroad is being built. The staff of men has increased largely during the past couple of days. Temporary wooden buildings are being erected as stables for the horses and others to shelter the men themselves. A bridge across the creek, a little distance on the other side of Ironsides, is now being constructed under the supervision of engineers.

19/09/1889 Ottawa Free Press Maniwaki Ironsides

A large number of teams are employed hauling rails from Hull to the Gatineau Valley railway near Ironsides. It is stated that the rails, which were borrowed from the above railroad company by the Canadian Pacific Railway company, will be returned in the course of a short time.

18/10/1889 Ottawa Free Press Maniwaki

A gentleman who arrived in the city from the Gatineau Valley railroad says that the men are all at work, and there is no fear of any trouble. There was no doubt that the men would get their money tomorrow evening, as he was given to understand that the threat of not being paid their money when expected, was only to keep a large number of men, who it was reported were going to leave, at work.

21/10/1889 Ottawa Free Press Maniwaki

Mr. J. Mullen of Rochesterville, who has just returned from a trip along the line of the proposed gatineau Valley railway, states that the company are making a mistake in running the line along the bank of the river from Mr. Blackburn's place at Eton Chutes. It was most important to have a track for passengers and horses alongside the railway track, but there would be very little room, if this line was built as contemplated, as in some places the present road was hardly wide enough for two waggons. It would be impossible, Mr. Mullen thinks, to get horses along that route without falling into the river. Besides the cost of excavating through the mountain will be enormous. If they struck off at Mr. Blackburn's and continue the track until they get to Masham where they would join the proposed route again, it would be much better. The again along the route contemplated the company would have to buy out a lot of barns and other buildings which were very thick, whereas if the alternative route was taken there would be none of this.

06/12/1889 Ottawa Journal Maniwaki

The bulk of the work on the Gatineau Valley railway is now being done in the heavy cuts in the first ten miles of the line. Owing to the late snow storm the light work which consists of grading the meadows etc. has been suspended and a large number of men as a consequence have been discharged. This light work was almost finished, however, before the snow fell.

It is intended before the end of the month to take up work on the next ten mile section where men will be engaged all winter on the heavy rock work.

Connection with the C.P.R. is expected to be made this winter. The line for the railway is located for about 50 miles. The men are now receiving winter wages which is \$1 per day.

04/01/1890 Ottawa Journal Maniwaki

Mr. Bell of the engineer staff of the Gatineau Valley railway arrived in the city today and states that work is going on well. The fill over the much talked of steel culvert is completed, and will, he thinks, stand any test it may be called upon to bear.

27/01/1890 Ottawa Free Press Maniwaki

It is reported that contractor McCasick, who had a sub-contract on the Gatineau Valley railroad, has mysteriously disappeared from the scene of operations. His whereabouts are now anxiously sought.

28/01/1890 Ottawa Citizen Maniwaki

Work has started on the second 10 mile section of the Gatineau Valley Railway. A gentleman returned from the work states that Mr. John Ryan, the superintendent, is actively pushing the work of construction. On the section mentioned, which is between Chelsea and the Peche, there is some heavy rock cutting to be done. Contracts have been made for the ties, telegraph poles and bridge timbers for the first 20 miles of road.

28/03/1890 Ottawa Citizen Maniwaki

There are 150 men employed in getting out ties and fence rails for the Gatineau Railway near the Peche.

18/04/1890 Ottawa Free Press Maniwaki

Mr. Dan Dunn, the well known contractor, has some 180 men at work on his section of the Gatineau Valley railway, which extends six miles above Chelsea. During the winter the men were paid ninety cents a day, but after the first of May will receive \$1.25. The road, it is thought, will not be in running order for the next four years.

19/04/1890 Ottawa Free Press Maniwaki

A number of men who had quit working on the Gatineau Valley railway will go back on the 1st of May when the wages will be increased to \$1.25 per day. They claim they can board themselves for less than \$2 per week and say they could not get work in the city.

28/04/1890 Ottawa Free Press Maniwaki

It is expected that the construction of the remaining portion of the Gatineau Valley railway will be commenced. The plans and book of reference of the purchase of the right of way have been deposited in the office of the registrar of the county of Ottawa, Main street, Hull.

26/05/1890 Ottawa Free Press Maniwaki

Capt. W.O. McKay sent up a gang of men today in charge of T. Barrett for work on the Gatineau Valley railway above Chelsea. The men work on the Ryan contract. The line, it is stated, is laid almost to La Peche.

28/05/1890 Ottawa Free Press Maniwaki

Captain W.O. MacKay of Sussex street yesterday engaged a large number of men to work on the construction of the Gatineau Valley railway. The line is expected to be completed to La Peche this afternoon.

28/05/1890 Ottawa Free Press Maniwaki

Meeting of the Railway Committee of the Privy Council.

In regard to an application from the municipality of Wakefield objecting to changes to the Gatineau Valley line at a point about ten miles above La Peche, an agreement between the company and municipality was produced, and the changes in question confirmed.

11/07/1890 Ottawa Citizen Maniwaki

Tracklaying to Chelsea to be commenced this month.

Mr. H.J. Beemer arrived in the city yesterday and today leaves for a trip over the Gatineau Valley Railway, the work on which is progressing very satisfactorily. The construction gang is now operating on the 20th mile of the road. Several heavy cuts and fills on the upper section of the line have occasioned some delay in the progress of the work owing to the peculiar nature of the soil, which is clayey and rendered shifty by the spring thaws. It has taken quite an amount of extra labour to repair the damage caused by these slides on the portion graded last fall. But for this delay Tracklayer Brennan would have commenced ironing the road six weeks ago. The section of the line between Hull and Chelsea is now, however, all ready for the rails, and a commencement will be made of laying these before the end of the present month.

A number of C.P.R. engineers have been going over the road this week, the inspection being preliminary to arranging the necessary junction between the Gatineau Valley and the C.P.R. This inspection led to the circulation of a report yesterday that negotiations are under way for the purchase of the road by the C.P.R. Co., Mr. Beemer says there is no foundation for the story. A connection with the C.P.R. will be necessary, he said, for the delivery of construction supplies for the Gatineau Valley.

31/07/1890 Ottawa Citizen Maniwaki

Mr. Frank Brennan leaves this morning to pay the hands on the Gatineau Valley Railway. The rails are now being laid on the sidings to connect with the C.P.R. in Hull.

01/08/1890 Almonte Gazette Maniwaki

Twenty miles of the Gatineau Valley Railway are constructed and the work is progressing. The iron will be laid between Hull and Chelsea this month.

02/08/1890 Ottawa Journal Maniwaki

The Gatineau Valley Railway company has decided to build this fall the third section of ten miles of their road. Work began on that section last Wednesday. The company has bought from Mr. MacLaren a quarry in the township of Wakefield, from which will be drawn the stone for the construction of the bridge over the river at La Peche, in the village of the same name. Yesterday the contractor commenced the construction of the third station on the road in the village of La Peche. A fourth station will be built in the fall near Hull.

20/08/1890 Ottawa Free Press Maniwaki wood

The Pontiac and Pacific railway are sending down an engine and flat cars with cord wood down to the Gatineau Valley road in order to enable them to commence laying rails at the junction of the line with the C.P.R.

12/09/1890 Ottawa Free Press Maniwaki

The Gatineau Valley Road.

This important undertaking is now in a well advanced state of progression. The importance of the road to the future prosperity and well being of the county of Ottawa is fully recognized and Mr. Beemer, the contractor of the road, is making every endeavor to have it completed as rapidly as possible. He has been somewhat crippled so far by the impossibility of obtaining men to carry on the work. Notwithstanding the great want of employment in Hull, the workingmen in that city do not feel inclined to go in for railway labor. The mill hand is not inured to the hardships of the railway navvy. Consequently, Mr. Beemer's foreman finds it difficult to keep up the number of men requisite to carry on the work as they desire. In the face of the difficulty, however, the road is being rapidly pushed forward, and it is expected that by the end of the year cars will be running as far as La Peche. Mr. Ryan is building and grading the road with all the energy and ability which he displayed in the construction of the Quebec and Lake St. John railway. He has comparatively but a small number of men to carry on the work, but every day he shows advancement in the difficult work he has undertaken for the country at the end of the line is very difficult and possessing of more disadvantages than in the continuance of the road. But it will be to the satisfaction of the public to know that it is slowly but surely advancing. Mr. Brennan, a short time ago, commenced track laying. He has already effected a connection with the Canadian Pacific railway at the Hull station and is running platform cars on the construction line on the rails he has already laid. This week, in addition to what he has already received and laid down, he has sent on over two hundred tons of rails, which will probably be laid in a few days. It is satisfactory to know that the work is in the hands of two such capable men as Messrs. Ryan and Brennan, and the public may feel assured of the successful and speedy construction of the Valley railway.

HULL

07/11/1890 Ottawa Journal Maniwaki

Lumber trains to run from Ironsides within a fortnight.

Mr. Cooke of Whitehall said Wednesday that arrangements were being pushed by the C.P.R. to run their freight cars over the new Gatineau Valley road now constructed from the C.P.R. junction in Hull to Ironsides, within a week or a fortnight if possible. This would be quite a boon to Ironsides as the shipping of lumber would be carried on extensively -- during the winter. His firm had already purchased lumber from Messrs. Gilmour & Co. at that point which they expected would be shipped over their new line. His shipments from the Chaudiere were being largely held back owing to the want of cars, which impedes the exporting trade considerably.

08/11/1890 Ottawa Free Press Maniwaki

The junction of the Gatineau Valley railway with the C.P.R. is now effected at Leamy's Lake. The line will be continued thence to Hull. Should the Ottawa, Waddington and New York railway line be constructed, the Gatineau Valley road will then have connection with Ottawa proper. The company now possesses all the building apparatus belonging to Mr. Beemer, consisting of sixteen cars, a locomotive and a stream pump or dredge. The working of the latter was seen to advantage at Chelsea on Wednesday. Some twenty construction cars are in use and a large number of switches and duplicate tracks are on hand. Telegraphic communication is maintained between Hull and the Peche. The station at Ironsides is completed, and presents a neat and attractive appearance. It was built by Mr. Calvin Kidder of Hull.

THE ROUTE OF THE ROAD

The road passes along a strip of cultivated country until Gilmour's mills at Chelsea are reached. The soil, however, is not very fertile, and the yielding nature of the ground has caused many difficulties in construction. The track sank in many places and had to be continually raised. All along the road trestle work was necessary. Two immense gullies eighty feet deep had to be drained and spanned over near Chelsea, which place had been the headquarters of the constructing party. The work at the gullies was done by a force of eighty men, under the supervision of Mr. Maguire. It was finished on Saturday and the rails laid as far as Chelsea, where the first train arrived on Monday last.

FROM HULL TO LA PECHE

Near Ironsides, the surroundings are very picturesque. Plains form on each side of the line, and those are backed by the high hills of the Laurentide range. It was expected that there would be some trouble while laying track at the Peche, as it had to pass through the heart of the village, whose inhabitants were reported as determined to reject the intrusion. On Saturday, however, a gang of one hundred men, under paymaster Frank Brennan, and Fireman [sic] Ryan proceeded to lay the first rail in the village and encountered no opposition. It is thought that the first through train from Hull to Peche, a distance of twenty miles, will run tomorrow. Mr. Lewell is chief engineer of the line.

13/11/1890 The Equity, Shawville Maniwaki

Speaking to a reporter at Ottawa a few days ago, Mr. J.H. Beemer said: "We expect to have the first twenty miles to the Peche finished before January. If we do we will run accommodation trains between here and the city till the road is formally opened. Track laying is now going ahead on the first ten miles, between here and above Chelsea.

Asked regarding the terminus of the new road, Mr. Beemer said it would only temporarily be at Hull. Ultimately it will be in Ottawa. The road is making arrangements with the C.P.R. to allow it to cross the bridge and enter at the Union depot.

05/12/1890 Ottawa Free Press Maniwaki water

The piles for the new Gatineau Valley railway bridge at the Peche are now being driven, and the erection of the new station at Wakefield commenced. A large tank house is in process of construction at the Peche.

06/12/1890 Ottawa Free Press Maniwaki

Three "ballast" trains are running daily between Ottawa and Peche village on the Gatineau Valley railroad. It is expected that a passenger train will be run between the above points before January 1st.

Yesterday the first passenger car passed over the Gatineau Valley Railroad, being a special to conduct the Government engineers on their tour of inspection. At 9.30 the car containing the party left the C.P.R. depot to take the G.V.R. at the junction of the two roads in Hull. The party consisted of Mr. H.J. Beemer, president of the G.V.R.; Thomas Ridout, Dominion Government Engineer; Louis A. Vallee, Quebec Government Engineer; W. Dale Harris, Chief Engineer of the road; Guy C. Dunn and H.O. Lowes, section engineers; John Ryan, Superintendent of construction; Ed. Smith, Conductor; Wm. McFall, engine driver, and a CITIZEN reporter.

The new line on leaving the C.P.R. takes a couple of easy curves. On each side of the line the company have put up barb wire fencing with a board top as extra protection for cattle. The culverts were visited and critically examined on the 2 mile straight run shortly after leaving the junction and then Ironsides was reached. Here the company have their first station. It is three miles from the junction and about 300 yards from the village. Close to this station are the Gilmour lumber yards and a siding will be made into these. The next stop was a mile further on where a close inspection was made of a pipe culvert, and 300 yards distant from this was the big steel culvert, a substantial construction 9 feet 2 inches high and 9 feet six inches wide, made of steel rails and banked in with concrete. Immediately after passing this the long cut, a heavy piece of work which caused no end of anxiety to construction owing to frequent slides. This cutting is three quarters of a mile long, of an average depth of 15 to 20 feet, through heavy clay. The work occupied just over one year in completion. A short distance on and there is another cutting of about 130 yards in length, of a depth of 150 feet, and then a pipe culvert deep down, which also caused an immensity of labour, the work having to be done twice over owing to slides. The amount of material and wreck to the track has to be seen to form an idea of the extra amount of labour and trouble they have caused. To repair this slide gravel had to be brought from a considerable distance, the portions which gave way being sticky clay with a little quicksand running through. A mile and a half back of this spot are the old Ironsides Iron Mines. Chelsea station is soon after reached and is six miles from the junction and immediately outside the celebrated

GILMOUR'S GROVE

so well known to picnickers. The Chelsea station house is very neat and commodious and has a large freight shed in connection and comfortable headquarters for the station master. About a quarter of a mile from this spot the beautiful and picturesque scenery of the Gatineau region begins, on one side a high cutting and below the winding river with a background of wood and majestic mountains, the scenery being such as to touch the heart of an artist. Following on by the river a splendid view is obtained of the Eaton Chutes and just here is a heavy rock cut of about 7,000 yards [sic]. A couple of miles or so further on and the ten miles to be inspected was completed. About two and a half miles further on, near Atkinson's tollgate and a stop was made, the line being laid just to that point. Here a stop was made for lunch and ample justice was done to the lunch baskets provided by Mr. Sam Cassidy, the tour of inspection having proved a good tonic. After lunch, teams were in waiting and the party took the road to the Peche. The line is graded along close to the macadamized road, which it crosses a couple of times and runs by the side of the river, at one place considerable filling having been done. The station

AT THE PECHE

is at the far end of the village and is a neat little structure. The freight sheds are not yet erected as it is not yet decided what accommodation will be required. The road is graded to within a mile and a half of the village and surveyed to the Desert. The bridge at Peche will be alongside the present road bridge and will be of iron on stone buttresses and piles. The company have neat offices in the village from which point Engineer Dunn is pushing on the work. The second ten miles of the road has less cutting than the first and is less costly, and from the Peche on little difficulty will be met with to Desert, except at Pickanock, where a bridge of about 125 feet will have to be constructed. It is expected that the second ten miles of track will be laid early in the New Year.

THE RETURN TRIP

was accomplished in much faster time, no stops being made, and the party arrived home shortly before 7 o'clock. The engineers will very shortly hand in their reports to the departments, and although refusing to say anything to the reporters it is believed they could not have been but satisfied with the substantial construction of the new line.

Mr. Alonzo Wright M.P., wrote regretting not being able to be present and the absence of Mr. C.H. Mackintosh was also regretted.

24/12/1890 *Ottawa Free Press*

Maniwaki

A gentleman in from Chelsea yesterday reported an accident which occurred on the Gatineau Valley railway day before yesterday was a very serious one. A gang of Italians were working under a declivity which owing to the thaw a mass of overhanging debris gave way and injured half a dozen men, some having arms and legs broken. The services of two doctors were called in it is said.

09/01/1891 *Ottawa Free Press*

Maniwaki

The Gatineau Valley railway has now reached a point past the Cascades and the laying of the roadway is progressing rapidly up the route. Mr. Archie Gordon of the place mentioned, who was down today, states that the roads are excellent all the way up..

12/02/1891 *The Equity, Shawville*

Maniwaki

The G.V. railway is practically finished as far as Wakefield. The locomotive is running between Wakefield and Ottawa. The new G.V. railway station in Wakefield is completed and is situated a considerable distance above the village near the manse.

09/03/1891 *Ottawa Free Press*

Maniwaki

An official of the Gatineau Valley railway, who came down to Hull on Saturday, stated the road was passed [sic] the Peche and the new bridge and station houses at that point were fast nearing completion. Progress in road laying and building is being made as fast as possible under the circumstances, which offered many disadvantages, such as the season, the roughness of the country, etc.

19/03/1891 *Ottawa Free Press*

Maniwaki

The Gatineau Valley Railway has put on a train which carries carloads of wheat and provisions as far as the Peche, for the firm of Maclaren. No passenger service has been begun as yet, the construction train merely carrying employees.

27/03/1891 *Renfrew Mercury*

Maniwaki

No regular trains are running yet on the Gatineau Valley railway, but the company last week carried as far as la Peche five car loads of wheat and other provisions for Mr. McLaren's shanties.

07/04/1891 *Ottawa Free Press*

Maniwaki

There is trouble among the hands employed by the Gatineau Valley railway over the wages question. The men, who were employed at \$1.25 a day, say the last pay day they only got \$1 per diem, and this pay day got nothing. They threaten to quit work unless the money due them is not forthcoming at once. The boarding house keepers at Peche village, where most of the men have been living, are also excited over the matter.

14/04/1891 *Ottawa Free Press*

Maniwaki

Work on the Gatineau Valley railway has been completed as far as about one mile beyond Wakefield, and freight trains are running over that portion of the line. The great quantities of ice and snow yet remaining hinder the rapid opening up of the work, but it is expected that the work will progress much more rapidly in a short time. No information can be given when passengers can be carried over the completed portion.

28/04/1891 *Ottawa Citizen*

Maniwaki

The Gatineau Valley Railroad is booming. Men are being engaged at Chevrier's Hotel on St. Patrick's street, and a large number will leave this morning under the charge of Mr. Malone. So well is the work going ahead that the line is likely to be completed to Kazabazua by next fall.

29/04/1891 Ottawa Free Press Maniwaki

A gang of between two and three hundred men left Chevrier's hotel on Murray street yesterday to work on the Gatineau Valley railway up at the Peche. They will have employment all summer at wages ranging from \$1.10 to \$1.25 a day.

23/05/1891 Ottawa Free Press Maniwaki

The official inspection train containing directors and officials of the new Gatineau Valley railway and Ottawa press representatives ran off the track two miles north of Chelsea this forenoon owing to a break in the tender which was leading and a slight spread of the rails. The wheels of the tender ploughed the soft sandy soil and bunched the ties for a number of yards but as the train was moving slowly no one was injured. A large gang of men and an additional engine were summoned from Chelsea, and after two hours hard work the cars were back on the track again and taken back to Chelsea previous to proceeding to the Peche. The engine and single first class car remained intact.

23/05/1891 Ottawa Citizen Maniwaki

The first tour of inspection of the Gatineau Valley Railway takes place this morning. A special train will convey a party of officers of the company and guests over the road who will inspect the road as far as it has been built. The train leaves the Union Depot at 8.30 this morning and will return in the evening.

26/05/1891 Ottawa Citizen Maniwaki

By Railway to Peche. Full account --

26/05/1891 Ottawa Free Press Maniwaki

Full account of the inspection.--while a messenger was sent back to Chelsea for number 2 engine.-- gang of men -- tender derailed -- and the train was drawn back to Chelsea. The injured engine was there side tracked and after a short delay the party then proceeded on the tour of inspection--

Up the Gatineau by Rail

Inspection of the New Railway to the Peche

The official inspection of the Gatineau Railway took place on Saturday and proved most satisfactory, Mr. Thos. Ridout, C.E. making the inspection. The special train left the C.P. Ry. depot at 8.30 a.m. having on board Messrs. Dale Harris, Thos. Ridout, general inspector; C.H. Macintosh, M.P., Jos. Isbester, R. Pope, Dr. Selwyn, Dunn, Lewin, Fitzpatrick, Ryan, H.J. Beemer and many others. (The Citizen account added that Mr. Lewis of the railway office excelled himself in looking after the guests, Dr. Selwyn of the Geological Survey, Pope - Commissioner of Patents, Mr. David MacLaren, Mr. Link, Mr. McPhall, Mr. Patterson - these four being directors of the Wakefield macadamized road, Mr. Prince, traffic manager of the Pontiac Pacific Junction Railway Mr. John Ryan, superintendent of construction, Mr. Koolahan and a number of others) The C.P.R. line, old Occidental road, was followed until about a mile and a half beyond Hull, down towards Ironsides where the new line of construction begins, curving sharply off the old line towards the northeast.

To Ironsides the road runs through fairly level country, but after leaving that portion comes a very difficult and heavy piece of construction. A very heavy deep fill, over a culvert composed of steel rails, forms a striking feature. Whilst crossing this a magnificent view of the gorgeous valley stretching away up to King's mountain is obtained. Up to Chelsea the views are magnificent, but are obtained at the immense outlay in construction, the cost having been \$22,000 per mile, and each mile taking months to construct.

INDESCRIBABLY LOVELY SCENERY

Through this point out the route lies through scenery utterly indescribable. Here it skirts the river giving lovely views of the chute and the Cascades, on the one hand, with the lofty cascade mountains, including the "Old Pensioner" amongst them, whilst on the other hand, as far as the eye can see, lie the lovely green leaved woods. Every here and there come pretty little homesteads, or the nucleus of a hamlet, nestling in under beech and pine, between the eternal hills, and the rapid, murmuring river. So on to the Peche, and grading is complete some 18 miles further, so that 30 miles of line may be expected to open by this fall.

A SOLID LINE

As regards the construction it is very satisfactory so far as a practical railroader's point of view and when ballasted running over it will be smooth and easy. Shortly after leaving Chelsea on Saturday afternoon a slight contretemps occurred, which was chiefly awkward from the occasion on which it happened. The break casting of the tender, attached to the engine and running before it, suddenly wrenched, breaking the spring plate and twisting the front wheels of the tender, so that they left the metals. The train was stopped and no one knew but that it had pulled up to enable those on board to take in the view. Another engine being procured the party proceeded. That the line was in no way responsible for this was shown by the fact that two trains passed over it this morning.

HISTORY OF THE LINE.

The history of the line has been one of hard fighting and struggling. The first charter was granted by the Quebec government in 1879, the provisional directors being Messrs. Currier, M.P., president. Alonso Wright, M.P., Dr. Duhamel, P. Baskerville, Joshua Ellard, Logue ? Wright, E.B. Eddy etc. the object being to open up a line of communication with the Desert and Lievre agricultural and mineral districts.

In 1881 a meeting was held in Hull consequent on the election of officers and at that meeting J. Murray Mitchell presented himself. He produced what appeared to be credentials from the Alliance bank and other English capitalists, in which they expressed the desire that he should look into any schemes that promised well. These documents were afterwards stated to be unauthorized, but believing in his bona fides, Mr. Joshua Allured moved his appointment as engineer, and he was empowered to make surveys.

Soon after this meeting Mr. Currier resigned and Mr. C.H. Mackintosh, as mayor of Ottawa, was elected president.

HELP FROM THE GOVERNMENT

Mr. Alonzo Wright and a number of others strongly advocated the line in the House of Commons, when the government introduced the system of bonusing railways. The former gentleman in May 1882 in a speech in the house, pointed to the construction of the Gatineau Valley railway as that of a most valuable feeder to the old Occidental road. It would, he said, prove invaluable and important in colonizing a section of country consisting of millions of acres of agricultural and timber land, in which thousands of Canadians could make happy homes. The Quebec government had already bonused the company with land and the Dominion government gave \$3,200 per mile, which was afterwards increased for the first two or three sections.

Mr. Mackintosh went to England in September 1882, when he discovered the facts as to Mr. Mitchell's agency for the alleged capitalists.

An American company was next formed and some good work done, in grading the line as far as Ironsides, but the cost of land together with the engineering difficulties through the Meaches lake district, and the impossibility of finding a line thence to the river necessitated a change of route. In 1885 a meeting was held in Hull when Mr. Mackintosh made a statement before the county council, and others, and that assembly expressed confidence in his action, Mr. Mackintosh consented to retain the presidency only until the difficulty of how to proceed in order to secure the construction of the road had been solved.

A NEW DEAL

This was accomplished in 1886 when Mr. Beemer, who was constructing the Pontiac Pacific Junction took the helm. The creditors were paid off and in 1887 Mr. Beemer succeeded Mr. Mackintosh in the presidency which he still holds. A new line was laid out, construction actively commenced, and Mr. Beemer has since been energetic and indefatigable in pushing the work.

Amongst the work done during Mr. Mackintosh's regime was that of securing geographical and topographical reports from eminent scientists of the following townships: Aumond, Sicotose?, Maniwaki, Blake, Bouchette, Wright, Cameron, Aylwin, Hincks, Lowe, Denholm, Masham, Wakefield and Hull as well as the Lievre district.

The first promoters were strongly supported by resolutions of the Ottawa city council, the county and township councils, by 28 members of parliament, by letters from Messrs. T.C. Keefer, late Hon. James Skead, William Mackintosh, High Rock phosphate mine, W. Murray, Holland Bros. then running a saw mill, Hon. J.A. Chapleau and others.

The residents of the district are to be congratulated on having an excellent road fast progressing towards perfection.

27/06/1891 *Ottawa Journal*

Maniwaki

An inspection of the Gatineau Valley railway took place on Thursday. It was for the satisfaction of the Quebec government, and was made by Mr. Vallee the government's inspector. Messrs. Harris, Beemer, Dunn and Ryan were present.

02/07/1891 *The Equity, Shawville*

Maniwaki

Mr. Joseph White, contractor, has returned to Ottawa having completed his contract for building stations and tanks on the Gatineau Valley railroad. All stations are now built to the Peche and at the latter point the tank is finished. This tank will hold 20,000 gallons and by an ingenious contrivance of Mr. White's the exhaust steam from the cylinder is forced back into the tank and there condenses, thus saving much expense. The pumping engine and machinery are all under cover of the tank rendering the whole frost proof and saving an immense amount of fuel. The Muskrat rock cut averaging 20 feet in depth is completed and a goodly distance from the Peche will now soon be ready for tracking.

29/07/1891 *Ottawa Journal*

Maniwaki

The third 10 miles of the Gatineau Valley railway from the Peche upward will be commenced in a few days. This will, it is expected, be completed early next year.

29/07/1891 *Ottawa Citizen*

Maniwaki

This week the engineers of the Gatineau Valley Railway start the construction of the third ten mile section of the road. The last few weeks have been devoted to ballasting the first ten miles constructed. The section now to be started will be more easily constructed than either of the previous ones.

The Gatineau Valley railway was the scene of a terrible accident yesterday. It seems that three men, John Sullivan, George Laing and Joseph Ardais, went up to the Peche on a hand car or pumper early in the morning. Here it is stated they got on a spree and having imbibed too much for their safety, as alleged by the officials, started off on the homeward journey in a state of great hilarity. All went well until they were within a few miles of Chelsea, when, through some unexplained stupidity, they suddenly got off the rails.

OVER THE CLIFF

The pumper, reaching the edge of the bank, toppled over with them into the depths below, throwing the men off, hurling them, head over heels to the bottom.

Sullivan and Laing, thoroughly sobered by the process of being dashed some 60 feet through the scrub, picked themselves up not much the worse for their experience, except many scratches and a few bruises.

When they had fully come to their senses and rubbed themselves down they looked for their comrade whom they found crushed and bleeding under the truck. Having lifted off the pumper they found poor Ardais hardly able to speak.

TRANSFIXED

The handle of the pumper had struck him at the juncture of breast and bowels and completely transfixed him. In horror at the awful results of their jamboree they hurriedly hauled the truck up the steep bank, and getting it on the line, left the bleeding sufferer where they found him and made the best pace they could to Chelsea. Here they told the tale of their shocking disaster and the services of a doctor having been secured, started with a train back to the scene of the accident.

When they reached it they could not see Ardais, but a train of deep life blood lead them to a disused hut 100 yards away, to which the poor fellow had dragged himself for shelter. Directly the doctor saw him he knew that death was certain to speedily result. Still he did all he could to alleviate the agonies of the dying man and having him carefully lifted back to Chelsea.

DEATH RELIEVED HIS SUFFERING

Arrived at Chelsea the poor fellow breathed his last at 5 o'clock in the afternoon about an hour after the accident having suffered inexpressible agony.

It is not yet known if an inquest will be held.

13/08/1891 *The Equity, Shawville*

Maniwaki

Cars for the Gatineau Valley road have also been purchased and are now at Hull.

14/08/1891 *Ottawa Journal*

Maniwaki

Seven new cars have arrived from Wimbledon, Delaware, for the Gatineau Valley Railway. They were manufactured by the Jackson and Sheppard company and finished in oak. They consist of four excursion cars, a first class car, a second class car, and a mail and baggage car. Arrangements have been made to run into the C.P.R. Chaudiere Union station, thus giving the line an Ottawa terminus, when they commence running which is expected to be in the early part of September.

The ballasting on the first two sections of road is completed to within two miles of the Peche.

A station has been erected at Cascades and the grading between the Peche village and Lowe [sic] is started.

The work has been impeded considerably during the past couple of weeks through heavy slides in the vicinity of Ironsides.

14/08/1891 *Ottawa Free Press*

Maniwaki

The Gatineau Valley railway is now rapidly nearing completion, and in about two weeks will be open for the government inspection. The ballasting of the road was slightly delayed by the recent accident, but everything is now in excellent shape. There were four new cars added to the plant yesterday. That makes seven passenger cars that are on the section between Hull and Peche village. There are also three powerful engines on the line. The road to be officially inspected is that part below Chelsea to about two miles beyond Peche, and already the ballasting is completed to within two miles of that village. No date has been definitely fixed for either the inspection or the formal opening, but it is expected that the road will be in full running order by September.

15/08/1891 *Ottawa Citizen*

Maniwaki

The Gatineau Valley Railway have received some new cars from Wimbledon, Delaware. There are four excursion, a first class, second-class and mail and baggage cars. The cars will run into the Union Depot by arrangement with the C.P.R. and are expected to start next week.

10/10/1891 *Ottawa Citizen*

Maniwaki

The final official inspection of the Gatineau Valley Road will be made today by Mr. Ridout of the Dominion Government and Mr. Vallee of the Quebec Government. The inspection will be over the first twenty miles and the road will then be opened for traffic. The special train will leave the Union Depot at 9 a.m.

12/10/1891 *Ottawa Journal*

Maniwaki

The Gatineau Valley Railway was officially inspected on Saturday. Mr. Thos. Ridout, inspector for the department of railways and canals, and Mr. Lavallee, chief engineer of the Quebec government were present. There were also present on board: Mr. H.J. Beemer, president of the company; Mr. H.C. Macintosh, M.P., vice-president; Mr. W.D. Harris, chief engineer of Gatineau Valley railway; and his assistant Mr. Lewis; Mr. T.J. Prince, superintendent of the Pontiac Pacific Junction Railway; Mr. J.W. McRae, president of the Ottawa Electric Railway; Mr. W.B. Kenny, solicitor of the road; Mr. James Bestir and representatives of the press.

The train consisted of a locomotive and tender and one first class car, and started from the Union depot, proceeding to the Gatineau Valley junction and thence to la Peche. A close examination was made of culverts, road beds, stations, cuttings, fillings etc. The stations stopped at were Ironsides, the Cascades and Wakefield, where there is a frost proof tank and a pumping engine, the present terminus 22 miles from Hull. From this point north the grading is going on rapidly, the right of way for another 20 miles having been acquired.

In the vicinity of Wakefield the railway and highway lie side by side with little room to spare, the hills coming down sometimes with great abruptness to the very edge of the roadbed. At Wakefield the river had to be encroached on and an embankment made along the village front on the water's edge, and at several points the highway had to be taken by the railway and a new highway constructed.

At Wakefield the cars were left and the party drove three miles to North Wakefield, where a number of claims for land were discussed.

The inspection is expected by the company to be pronounced satisfactory. The roadbed is claimed to be equal to that of many more pretentious roads, and the work generally solid and good. A rough and ready lunch was served on the car. The scenery through which the road passes is most picturesque, and has already been described in the Journal. The road will be in full running order for passenger traffic next summer and will no doubt be largely patronized by Ottawa people desirous of visiting a section of the country, which, although close at hand, has been to most of them up to this time an inaccessible wilderness.

GATINEAU VALLEY RAILWAY

Inspection of the Road as Far as it is Completed.

A VERY GOOD PIECE OF WORK

The Scenery Along the Route Unsurpassed in Grandeur.

At nine o'clock Saturday morning a special train, consisting of one first-class car, tender and engine, pulled out of the Union depot and sped across the Chaudiere Bridge towards the junction of the Canadian Pacific Railway with the Gatineau Valley road. On the car were Mr. H. J. Beamer, president of the company; Mr. C. H. Mackintosh, M. P., vice-president; Mr. Thomas Ridout, C. E. inspector of the Department of Railways and Canals; Mr. L. A. Vallee, chief engineer of the Quebec Government; Mr. W. D. Harris, chief engineer of Gatineau Valley Railway, and his assistant, Mr. Lewin; Mr. J. T. Prince, superintendent of the Pontiac Pacific Junction Railway; Mr. J. W. McRae, president of the Ottawa Electric Railway; Mr. W. R. Kenny, solicitor of the road; Mr. James Isbester, and representatives of THE CITIZEN, Free Press, Toronto Empire, and Montreal Gazette. The run out to Chelsea was made in good time, but from that point to the Peche the train proceeded very slowly to enable the engineers to inspect the road, and at several points stoppages were made and the road-bed, culverts, etc., critically examined.

AT GILMOUR'S CREEK

a long halt was made, and the immense filling there, where over a hundred thousand cubic yards of material have been dumped, was carefully inspected. This is the spot where the contractor has had the hardest job on the line. The gully is wide, and about seventy feet deep. The first filling was made with blue clay, over a culvert of bent railroad iron, the first of its kind used. The clay, however, proved greasy, and spread to an immense extent, rendering necessary a large quantity of filling with gravel. Pretty nearly all of the clay has now been washed out, and the embankment looks solid enough, but a little further filling may be necessary. The rock cutting in some sections is very heavy, and in one place a good quality of marble was struck, with which it was at first intended to build the abutments for the bridge across the Peche River at Wakefield Village; but it was found so hard to work that the idea was abandoned and the cut limestone for the work brought from Hull.

THE STATIONS

At Iron sides, the Cascades and Wakefield are well built, substantial and commodious and would do credit to a much older and longer road. At Wakefield there is a large frost-proof tank with a small stationary engine to pump out the water from the adjacent river. The ballasting of the road is now completed, and the road bed is as firm, solid and easy to ride on as almost any Road in the country, and is, indeed, far better than many roads which take high rank. At Wakefield, the present terminus of the road, twenty-two miles from Hull, the engineers and visitors took wagons and drove to North Wakefield, a distance of three miles. The road is graded through this section and the ties are down on the a large portion of it. A large gang of men, about three hundred, is employed, here and in the Township of Low, where the right of way has been all bought, and the location of the road and grading are being pushed forward. The right of way for the whole of the completed section of twenty miles has been bought and paid for, Mr. Kenny, the solicitor for the road, however, thinks that liberality is not a moral characteristic of the Gatineau farmer, and that the company has been made to pay pretty well for all the land it took, besides incurring a great deal of expense in making a new road in several places where the highway had been taken in order to get a good line for the railway. The hills come pretty close down to the river most of the way to Wakefield, and it is hard work to find room enough for both the highway and the railroad. In many places small encroachments have been made on the river, and parts of the banks utilized for the road.

AT WAKEFIELD VILLAGE

the space between the houses and the river is so narrow that it was only with difficulty that enough space could be found for both roads, and to accomplish it an embankment had to be run along the front of the village, which will, however, be an improvement to it, as it will save it from flooding when the river is at flood in the spring. The drive to North Wakefield enabled the visitors to see what kind of new road had been made to replace the highway taken and the general impression was that the new road was better than the old one. Besides inspecting the road, the engineers heard at several points what some parties had to say with reference to land taken from them. None of these cases involved any serious dispute, and the claimants seems satisfied that the company meant to deal fairly with them. The inspection, on the whole, was highly satisfactory. Both Engineers expressed themselves as highly pleased, and appeared satisfied that the contractor had made a first-class job of it. There was no formal reception anywhere along the line, not anything in the way of a set luncheon or dinner; but refreshments were provided in the car, and a snack taken shortly after midday. The train returned to Ottawa about four, the excursionists being thoroughly delighted with the trip, which was a most enjoyable one. The scenery of the Gatineau between Ottawa and the Peche is pretty well known to Ottawaites; but it has seldom being seen to better advantage than at present, when the autumn tints are just at their best, beautifully illuming the forest with gorgeous purples and reds and gold, bountifully scattered by nature with a liberal hand. The beauty of the Gatineau attracted many visitors this summer, and not a house or a part of one, could be had in Wakefield. There is some talk of building a big hotel on the point about the Peche river, near the station. The location is a charming one, and, no doubt, when the road is open for traffic a good deal of summer travel will be directed to it.

12/10/1891 *Ottawa Free Press*

Maniwaki

Engineer McFall

Account of the official inspection of the Gatineau Valley Railway.- the train was in charge of William Hutchison, conductor and William McFall driver,--

There are symptoms of serious trouble on the Gatineau Valley railway. Many of the laborers and mechanics who have been working on the road claim that they have not been paid for a considerable time and they threaten to strike. There are some four hundred men all told working on the road.

Enquiry at Chelsea yesterday as to the exact position of affairs did not at first develop much. One of the contractors employees asserted that there was no ground for complains. He said the laborers were mostly Italians who did not understand English, and were constantly giving trouble on that account.

ANOTHER SORT OF STORY

Shortly after that a mechanic who had been working on the construction of the stations on the line was found. He said:

"None of the men on the road have been paid any wages for four week. We are employed by H.J. Beemer."

"How do you live?"

"Live? We live on the farmers and hotel keepers along the line. We owe Moore's hotel at the Cascades (eight miles above Chelsea) fifteen hundred dollars."

"Then they probably expect you will get paid some day."

"They take the chances. We get the due bills from the boss, but we can't get them cashed except by paying 10 to 15 per cent discount and not always then."

"Who is responsible?"

"Mr. Beemer is responsible. It is not only here he plays the game either. I and some others worked for him on the Montreal and Western road at St. Jerome, and I ain't paid yet for two month's time, neither were any of the others."

A BULLY WITH A PISTOL

Last week some of the men between Chelsea and Peche decided to strike, and a number of them went along the line to induce all the other laborers to strike. At the Cascades station, eight miles above Chelsea, as they neared the platform, Walking boss Ryan jumped on the platform and swore with a string of oaths that he would blow the head off the first man who stepped on the platform. The men, of course, fell back. Ryan has not yet been arrested for carrying firearms illegally.

"ACCEPTING" THE ROAD

As noted in the papers last week, the part of the road from Hull to the Peche, twenty-one miles, was formally inspected by the government engineer and "accepted." The men are asking whether it is right that the government should release authority over any portion of a subsidized road while the laborers on it have not been paid for weeks. It is easy to say that the men can quit work - but if they do they only get a due bill which they either cannot cash at all or can only get cashed by paying a heavy discount. A mechanic working on the road stated to a Journal reporter yesterday that when he went to the head office of the railway to try to get some wages, he was told by a clerk that he would get his claim paid if he were willing to give ten percent off it. This looks like a systematic attempt to squeeze the men.

The men working at the ballast pits above Chelsea stopped the steam shovel Saturday afternoon and declared they would work no more until paid, but it is alleged they resumed work today.

Queer Italians

Trouble on the Gatineau Valley Road

"Mr. Harris is in Montreal," was the reply to the Journal's query at the Gatineau Valley railway office this morning as to the whereabouts of the engineer in chief.

"Have you anything to say about the article on the strike in last night's Journal?"

"Nothing except that there is a strike."

"Are there any men working?"

"There may be a few around the Peche, but not anywhere else."

"Do Mr. Beemer and Mr. Harris know of the trouble?"

"Oh yes, they know there is a strike but I do not think they know any particulars."

"What about a settlement?"

"I guess before the week is over the men will all be paid up. I do not think, if it was not for the action of two or three of the leaders, there would have been a strike at all. Most of the men would be content knowing they would ultimately be paid. The majority of the men are Italians. It only takes about \$3 or \$4 a month to feed them and the rest they put in their stockings. They always have money. When we go to pay them they ask for it in \$20 bills. The people at the store say the Italians always have money to pay for what they buy. Therefore they are not anxious about their pay. The last time the men struck, the paymaster was in Ottawa on his way up to pay them. Coming as he did the day after they struck, the men got the idea that it would be good policy to strike again, when the occasion arose as it would hurry up a settlement."

"What about 8 having due bills?"

"I know nothing of that. See someone else."

A QUEER ITALIAN

In this connection it may be mentioned that one man whom the Journal saw at the Cascades station, and who gave a clear account of the situation, and spoke strongest of all on the subject, was a good many removes from an Italian. He was an English mechanic, and as the Journal reporter left, he remarked:

"Give the public the story straight. We are all Equal Righters up here, and we look to the Journal."

Mr. C.H. Macintosh M.P., vice-president of the Gatineau Valley railway company said to a reporter yesterday that while he had nothing to do with the construction of the road, he was well aware that the men working there had not been paid for some weeks. This was in consequence of the present misunderstanding in Quebec between the Lieut.-Governor and his advisors. No orders in council had been passed and a large sum of money due by the province to the Gatineau railway company remained unpaid. Mr. Beemer, the president, informed him in Montreal last week, during which the company held several meetings, that he had been obliged to instruct his manager to suspend work, but that all the men said they would rather continue work and wait for a settlement.

Mr. Macintosh held that as to the non payment of the men, Mr. Beemer is not to blame. The Dominion government could not pay until the engineer had reported, and this has been done. Had the province followed suit not a farthing would be owed the laborers. The company provides certain sums, which, added to the subsidies are supposed to be sufficient to meet all demands. Most of the men have worked many months and been regularly paid, and are quite well off. Several parties have, he understood, been prompting for the men to manifest dissatisfaction. However, they will be made happy in a short time, as the finances have been arranged; apart from this the province of Quebec has in hand about \$90,000 of the company's money, as he understood it, which ought to be forthcoming soon. Both Mr. Beemer and Mr. Harris have overcome great difficulties with the work, and deserve sympathy and support, instead of censure.

(This was also covered by the Citizen)

John Ryan, walking boss for the Gatineau Valley Railway called on the Journal yesterday and said: "The information you got that I drew a revolver on the strikers at the Cascades station is false. I did not show a revolver, I do not carry one."

"What did occur?"

"When the men came to the station, I said that they must not interfere with anybody who continued to work. I said that if any men did so it would be unpleasant for him. But I had no pistol. The party who stated that was lying. There were fifty or sixty men around and they will testify that that was true."

Mr. Ryan said that the statement that Moore's hotel near Cascades station was a creditor of the men for \$1,500 was absurd. He thought they might owe the hotel \$200 or thereabouts. As to the mechanics on the road, their chief complaint was really against the Montreal and Western road, on which they were working before coming to the Gatineau.

24/10/1891 *Ottawa Citizen* *Maniwaki*

Montreal 23rd. A special meeting of the Ottawa and Gatineau Valley Railway Company took place at the offices St. James Street (Montreal) today, to close arrangements for finishing the third section, and to accept the cars and locomotives for operating the road to the Peche as soon as the Dominion and Provincial governments accept the work. The president said that the cars were now in bond at the Pacific Railway tracks in Aylmer, as there was no other place to accommodate warehousing,

The attention of the board was called to several articles appearing in an Ottawa newspaper, the Journal, reflecting upon Mr. Beemer. That gentleman stated that he had been grossly libelled both in interviews, where no names were given, and also in an editorial. In the first place, he was not the contractor, as all conversant with the business knew; the company was building the road to save payment to middlemen. In the second place, it was insinuated that contract or built roads at the expense of the laborers, and might put the public money into its own pocket. It so happened that no public money was paid until the work was done, and the men on the Gatineau expressed willingness to wait until the subsidies were received; otherwise the company would have stopped work. He had personally become responsible, and the men were all satisfied. Again, not one dollar was invested by the company, by him or by officials, in buying wage tickets at a reduction. He had personally advanced over \$80,000 in pushing the work, and anyone found buying time tickets, if connected with the company, would be at once dismissed. He intended to take such course as would redress his own grievances, for the newspaper in question had injured his credit and done great injustice to the company as well.

Mr. Macintosh, the vice president, said that in all fairness he must say that the newspaper referred to had in some degree retracted a day or two ago, and he was convinced that the president's explanation, given with all candour, would meet with the treatment it deserved from that newspaper. He was satisfied that the people of Ottawa, both city and county, understood the situation and were aware of the difficulties the company had encountered in construction as well as in being kept out of the provincial subsidies, amounting to nearly \$90,000 as well as \$20,000 due by the Dominion.

The president stated that the pay master was now on the line settling with the laborers. 7

The meeting then adjourned.

03/12/1891 *Ottawa Free Press* *Maniwaki*

Squads of men are returning to town from the third ten mile section of the Gatineau Valley railway, complaining of the treatment accorded them by the contractor's bosses.

14/01/1892 *Ottawa Free Press* *Maniwaki*

The government inspection of the last ten miles completed of the Gatineau Valley railway will take place next Tuesday. These ten miles now completed the road to twelve miles above the village of Wakefield.

17/01/1892 *Ottawa Free Press* *Maniwaki*

The first shipment of freight over the Ottawa and Gatineau Valley railway passed over the line northward on Monday evening. The demand quite exceeds the accommodation of the railroad at present, and this good beginning is very encouraging.

21/01/1892 *Ottawa Free Press* *Maniwaki*

Account of the third inspection for the first twenty miles - people in the party.

The party left at 9 o'clock on a C.P.R. car and on the way up inspected the stations at Ironsides, Chelsea, Cascades, Wakefield, North Wakefield and Farrelton, at each of which satisfaction was expressed. At Peche the new turning table and engine sheds were minutely examined and at Chelsea the passenger train of seven new cars, as well as a new powerful snow plough also underwent a careful inspection. The first twenty miles of the road are now fully ballasted and ready for traffic, which will be begun at an early date. The third ten miles which takes the train one mile into the Township of Lowe, was afterwards gone over. It is only graded as yet and will not be ballasted until the spring. At different points on the route Messrs. Beemer and Prince made elaborate arrangements with shippers for freight traffic. The freight engine is at present undergoing some repairs but owing to the iron workers strike ? completion is delayed. The party arrived back at the C.P.R. at 5.30 when it became known that arrangements had been completed with the C.P.R. officials for the running of Gatineau trains direct from the depot. It is expected passenger traffic will be opened in a few days.

21/01/1892 *Ottawa Citizen* *Maniwaki*

Official inspection of the third ten mile section.

The third ten mile section of the Gatineau Valley Railway yesterday by Mr. Thomas Ridout for the Dominion Government and Mr. Louis A. Vallee for the Quebec Government. The line was found in splendid shape. Among others on the C.P.R. special car were President H.J. Beemer, Vice-President C.H. Mackintosh, M.P., Chief Engineer, W. Dale Harris, Assistant Engineers, G.C. Dunn and C. Roy, Superintendent of Construction J. Ryan, Roadmaster, J. Brennan, Contractors, A.H. Van Camp and A. Merville, Mr. Russell, Chief Engineer of the Ste. Anne's Road and H.O.S. Lewin.

The first stop was made to allow the inspectors to see the improvements being made at the first big culvert. Chelsea station was the next halting place and the well equipped cars of the company were examined. These consist of one first class, one second class, a mail and baggage car combined and four excursion cars. There is also one of the largest and most improved snow ploughs. The Cascades station has been completed and along this section a great deal of high fencing has been put up for extra protection to horses on the road.

At the Peche, the effects of the line, although not yet operated, are already visible. Several new houses have sprung up in this prosperous village. The engine shed is in process of construction and the turntable, supplied by Bannerman & Powers of Ottawa was thoroughly tested and found satisfactory.

A short distance above the Peche the third section starts and runs through a nice level part of the country, in which the work of construction was comparatively easy after the heavy work of the other sections. The first station is North Wakefield, four miles above the Peche and here the station building is completed. Between this point and Farrington station four miles further on, is a bridge which it was agreed should be triple strengthened and with this exception everything was found perfect. The line is now complete as far as McGee's creek, making thirty road miles from the Junction and thirty-two miles from the C.P.R. depot. This point is just two miles from Low village and opens up the very heart of the mining district. Farrington station is only two miles from Meachy's Lake and is an excellent spot for sportsmen.

The return trip to Ottawa was speedily made and everyone agreed with Mr. Beemer when he remarked, "We have had a most enjoyable ride out on the Gatineau Valley."

The thermometer at the Peche village early yesterday morning registered 30 degrees below zero.

THE GATINEAU VALLEY.

Mr. Thomas Ridout, the Dominion government engineer, Mr. Louis A. Vallee, engineer for the Quebec government, accompanied by H.J. Beemer, President; C.H. Macintosh, M.P. vice-president and the leading officials of the Gatineau Valley Railway and a number of other gentlemen made an inspection of the third ten mile section of the Gatineau Valley Railway yesterday. The benefits which are certain to accrue in the development of the rich mineral country through which the line passes, by the building of the railway, are commencing to make themselves visible at many points along the way. At the Peche, the end of the second section, several houses have sprung up and the nucleus formed of what will be in the near future a prosperous and thriving village. From this point the inspection proper commenced. The first station is at North Wakefield, four miles above the Peche. The building is completed. Before reaching Farringdon station, four miles further on, a bridge was crossed and the engineers considered that it would be advisable to strengthen it somewhat. With the exception of this everything else was found in excellent order. The road is now completed to McGoey's creek, a distance of thirty miles in all. Mr. Beemer on his return said the trip was the most enjoyable one, and the government engineers will well pleased with the work of construction.

12/02/1892 *Ottawa Journal*

Maniwaki

All aboard for Wakefield.

The G.V. Ry to open for traffic on Monday.

The Gatineau Valley railway will open for traffic on Monday.

The first train will leave the C.P.R. depot, as at present arranged, at 6.20 p.m. and will run to Wakefield, 20 miles, arriving at 7.30. There will likely not be any formal ceremony about the matter. As Mr. Dale Harris, the chief engineer, said to the Journal "It will simply go." Twenty minutes past six will be the regular hour of leaving each evening, subject, of course, to alteration. At present there will only be one train per day each way. The return train will leave Wakefield at 6.40 in the morning, arriving in the city at 8 o'clock. This train will be a "mixed" one carrying freight and passengers.

THREE STATIONS

There will be three stations on the road, at Chelsea, the Cascades and the Peche. The station houses, which are already built, are neat and comfortable and look well. There will be an agent at each station. At the C.P.R. depot the receiving and dispatching of trains will be carried out by the C.P.R. employees under an arrangement between the two companies.

Mr. J.T. Prince, superintendent of the Pontiac and Pacific Railway, has been appointed superintendent of the Gatineau Valley. He will hold both offices. Mr. Prince is a popular officer and has the reputation of efficiency.

The passenger cars will only run to Wakefield but freight will be carried from the present end of construction ten miles further on.

THE ROLLING STOCK

The rolling stock will consist of first and second class cars and combination mail and baggage car. The stock are of first class make and the road bed is said to be good.

It had not been intended to open the line to passenger traffic until some time in the summer, but the company have thought it well to do so as soon as possible owing to the long standing complaints about the non-completion of the road. The third ten miles may be opened for traffic some time next fall. Eventually the line will run up to Dessert, 70 miles up the Gatineau.

The opening of even the first twenty miles of the road will prove a big thing for the surrounding country - and for Ottawa. The farmers can send their stuff to market without the long drive at present entailed.

Another feature of the road is that it will open up to Ottawaites, a road to what is undoubtedly the most picturesque and healthy summer resorts for many miles around, and at the same time, the cheapest. The natural beauties of Chelsea and Wakefield do not need description. They are too well known.

16/02/1892 *Ottawa Citizen*

Maniwaki

The first freight and passenger train on the Gatineau Valley Railway passed over the line yesterday morning and arrived sharp on time in spite of the large quantity of snow on the track. There was a fair stock of freight and quite a number of passengers on board.

18/02/1892 *The Equity, Shawville*

Maniwaki

The Gatineau Valley Railway between Hull and Chelsea opened for traffic on Monday last. It is the intention to one train each way. Trains will leave the Union Station at 6.20 every evening arriving at Chelsea at 7.30. Trains will leave Chelsea in the morning and will arrive in Ottawa at 8 o'clock. Mr. J.T. Prince, superintendent of the P. & P. J. has also been appointed superintendent of the G.V.R.

18/02/1892 *Ottawa Journal*

Maniwaki

First Ottawa and Gatineau Valley Railway timetable advertisement.

27/02/1892 *Ottawa Citizen*

Maniwaki

A TRAIN HELD UP.

Sensational Incident on the Gatineau Valley Railway.

Quite a sensation was caused at the C.P.R. yard yesterday morning over the seizure of the train of the Gatineau Valley Railway Company, which consisted of a first class passenger coach, one second class and a mail and baggage car. The seizure was made by Deputy Sheriff McLaughlin, under an execution issued in the name of Mr. Jas. A. Patterson for the sum of \$1,600.

The cars were on a side track in the yard when the deputy sheriff arrived on the scene. After taking possession of the cars he informed the C.P.R. officials of the seizure, and notified them that they were not to be taken out of the yard.

The officials of the railway were in a predicament about five o'clock, as at twenty minutes later the train was to leave. The C.P.R. Co. came to their aid, however, and lent the company three cars, so that the train left on time with the usual number of passengers.

It is said that the cars will be released today.

27/02/1892 *Ottawa Journal*

Maniwaki

A passenger train seized

Yesterday deputy Sheriff McLachlin seized in the C.P.R. yard one first class passenger coach, one second class coach and a baggage car, the property of the Gatineau Valley Railway company.

The seizure was made under an execution issued by a court in Toronto in the name of Jas. A. Patterson, for the sum of \$1,600. The Deputy Sheriff placed a man in charge and the cars are yet standing on a side track awaiting a settlement of the claim.

The Gatineau Valley company at once applied to the C.P.R. for cars sufficient for their passenger service until matters were adjusted, and the C.P.R. complied with the request. The Gatineau Valley service was continued today just the same as if nothing had happened.

The Gatineau Valley R.R. Co. explain that Patterson's claim is a disputed one that has been hanging fire for seven or eight years. It was made against the old company in connection with the engineering. When the present company took over the road, it paid the claims against the old company with the exception of two or three disputed items, of which Patterson's was one.

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29/02/1892 *Ottawa Journal*

Maniwaki

Deputy Sheriff McLachlin says so far as he knows no settlement has been made by the Gatineau Valley Railway company with Mr. Patterson regarding the cars seized on Friday last. The coaches still remain under seizure.

29/02/1892 *Ottawa Free Press*

Maniwaki

Friday morning, Deputy Sheriff McLaughlin, on behalf of Mr. J.A. Patterson, proceeded to the C.P.R. yard and placed an embargo on the Gatineau Valley train which was then standing on a side track, notifying the C.P.R. company that he had seized the same for a debt of \$1,500. The property comprised one first class, one second class the mail and the baggage cars, which have been used on the regular route up the Gatineau line. The C.P.R. generously supplied a similar equipment for the line and the regular service was interrupted yesterday evening, this morning another train coming down from the Pontiac & Pacific railroad to take the place of the seized cars.

In an interview with the officials Saturday it was stated that when the old company transferred the charter to the present one, all the engineering and other claims were satisfied with the exception of Mr. Paterson's which was considered so exorbitant that the company would not pay it, arbitration having been proceeding for several years. It is a claim more particularly relating to the engineering work of the original company before Mr. Beemer had anything to do with the affair, and has nothing to do with the present construction. The claim will be contested.

The line is running very satisfactorily, there being a very fair passenger traffic and an excellent quantity of freight over the line. The big bridge across Stagg Creek on the fourth 10 mile section, has been commenced. Contracts have also been let for the timbers, stone and ties for this section so that as soon as spring opens, work will be proceeded with.

03/03/1892 *Ottawa Citizen*

Maniwaki

The Gatineau Valley Railway Company have settled the claim of J.A. Patterson and the train seized by the sheriff is once more doing duty.

03/03/1892 *Ottawa Journal*

Maniwaki

The claim against the Gatineau Valley railway cars seized on Friday by the sheriff, on an execution from Mr. Patterson of Toronto, has been settled and the cars are running again.

04/03/1892 *Ottawa Free Press*

Maniwaki

The accommodation which has so far been insufficient to carry the large amount of freight offered for shipment over the line, has now greatly increased. The company will in future be able to keep up with the large demand of freight being offered.

The train seized last week for a claim by Mr. J.A. Patterson is now released and is once more doing duty, the claim having been settled by the company.

No express company has yet been introduced on the line, but the Superintendent, Mr. Prince, visits Montreal next week when he expects to make arrangements with some express company in regard to this matter.

26/03/1892 *Ottawa Free Press*

Maniwaki

The Gatineau Valley railway now has five first class passenger cars, and intends increasing its passenger rolling stock shortly. It is the intention to build another twenty miles of road this summer, which will bring the line to a point about five miles above Aylwin, or fifty-three from Ottawa. At present it reaches to Farrelton, thirty three miles distant. The new section will probably be completed by January next.

12/04/1892 *Ottawa Citizen*

Maniwaki

John Ryan, superintendent of construction of the Gatineau Valley Railroad had one of his legs broken on Saturday near Wakefield by falling off a hand car down an incline at the side of the track.

16/04/1892 *Ottawa Journal*

Maniwaki

Ottawa and Gatineau Valley railway timetable advertisement. Trains leaves Ottawa 5.20 p.m.; arrives Farrelton 7.45 p.m. Departs Farrelton 5.20 a.m.; arrives Ottawa 8.00 a.m.

03/05/1892 *Ottawa Journal*

Maniwaki

The construction of the 20 miles of the Gatineau Valley railway between Wakefield and Maniwaki has commenced.

The Gatineau Valley railway now carries the mails. This was formerly done by what was known as the Gatineau mail stage.

03/05/1892 *Ottawa Citizen*

Maniwaki

The construction of the last 20 miles on the Gatineau Valley Railway between Wakefield and Maniwaki, has been commenced.

The Gatineau Valley Railroad commenced the conveyance of mail matter to the different stations along the road last evening. It was conveyed previously by stage under contract.

16/05/1892 *Ottawa Free Press*

Maniwaki

An Italian laborer on the Gatineau Valley railway accidentally fell off a handcar on Saturday at Farrelton and had a leg broken. He is now under the care of a doctor up the line.

16/05/1892 *Ottawa Citizen*

Maniwaki

Captain Joe Gilchrist so well a favorably known as working Superintendent of the Central Lake phosphate mines has left with about thirty men to work on the Gatineau Valley R.R.

25/05/1892 *Ottawa Free Press*

Maniwaki

A sad accident happened on the Gatineau Valley railway last night, which, if it does not prove fatal, will leave him helpless for life. It appears that Mr. McLaren, a plumber who resides at 39, Perkins street, returned from Michigan to this city on Monday and was persuaded to accompany a number of friends on the U.P.B. excursion to Wakefield. On the return the train stopped at Kirks ferry, a little beyond Chelsea, and Mr. McLaren jumped off. In his haste he missed his footing and

ROLLED UNDER THE CAR

which passed over both arms crushing them so badly that amputation was necessary. He was at once conveyed back to Wakefield where medical attendance was secured and this morning was brought back into Ottawa. No blame can be attached to the railway authorities as the accident was purely beyond their control. The excursionists were not aware of the accident and the train proceeded homeward, leaving the sufferer behind.

01/06/1892 Ottawa Journal Maniwaki

Ottawa and Gatineau Valley railway timetable advertisement.

Commencing June 1st. Trains leave Ottawa 5.30 p.m. arrive Farrelton 7.25 p.m. trains leave Farrelton 7.00 a.m. Arrive Ottawa 9.00 a.m. Canadian Pacific Union Station.

07/07/1892 Ottawa Journal Maniwaki

An official of the G.V. Ry. was interviewed today by the Journal as to the cause of the Bank Street Church picnickers being delayed an hour at the Gatineau Valley and C.P.R. Junction, Tuesday evening. He said the delay was solely due to a misunderstanding in arrangements between the two companies. The C.P.R. sends out an engine to the junction for every G.V. Ry. excursion owing to the fact that they will not allow the engineer of the G.V. Ry. excursion (special) train, who is an ex-employee of theirs to run on the C.P.R. main line to Ottawa. On this occasion, through the cause stated, the proper connection was not made, but the trouble will not occur again.

There was no truth, he said, in the allegation that the train was stopped because the driver was a non-union man,

16/07/1892 Ottawa Journal Maniwaki

The formal inspection of the third ten miles of the Gatineau Valley railway by Mr. Thos. Ridout, Dominion government engineer, came off pleasantly. The party that went up included Mr. W. Dale Harris, Chief engineer of the G.V.R.; G.C. Dunn and H.T. Haven, assistants; J.T. Prince, General superintendent; J.T. Prince jr., J. Ryan and J. Rowley, superintendents of construction; John Brennan, roadmaster; G.W. Pangbourne, Master mechanic; W.R. Kenny, Aylmer, solicitor for the company; J.A. Gemmil, J. MacDonald Oxley, A. Lindsay, P.O. department and T.M. Woodburn, the latter four of whom were guests.

The weather was perfect and the wonderful scenic attractions of the route were brought out in all their beauty. The people of Ottawa are rapidly getting familiar with the road as far as the Cascades, but few have been beyond that point. The scenery beyond the Cascades far surpasses the finest on this side. For many miles the road clings closely to the river bank following its sinuosities with remarkable fidelity, every foot of the way testifying to the highest engineering skill, and the most conscientious of construction work. The farther the train proceeds the finer is the panorama of the river, mountain, cliff, valley and open reaches filled with prosperous farms.

The ten miles inspected yesterday lie between the Peche and Farrelton. The latter village is with the advent of the road becoming quite lively and businesslike. Mr. Ridout is understood to have expressed himself well pleased with the road. On the return trip a tasty luncheon was served.

03/08/1892 Ottawa Free Press Maniwaki

Men who have been engaged in construction work on the Gatineau Valley railroad are leaving in large numbers to do the same work on the Parry Sound railway.

24/08/1892 Ottawa Citizen Maniwaki Low

The Gatineau Valley Railway station in the township of Lowe is being built. The rails are laid as far as the station, and traffic will likely be extended to that point in the course of a week.

24/08/1892 Ottawa Journal Maniwaki Low

A new station house is being put up in the township of Lowe by the Gatineau Valley railway company. The rails are laid that far and traffic from that point will be opened next week.

02/09/1892 Renfrew Mercury Maniwaki

The Aylmer Gazette says the Gatineau Valley Railway Co. expect to have their fourth ten mile section completed for freight purposes early next month. The work is being vigorously pushed forward.

07/09/1892 Ottawa Free Press Maniwaki

The first shipment of live stock over the Gatineau Valley railway arrived yesterday from the township of Lowe, in the shape of a bunch of 108 lambs. They were consigned to Mr. R.N. Bishop of Bank street.

19/09/1892 Ottawa Free Press Maniwaki

Towards nine o'clock on Saturday a serious and painful accident happened at Farrelton station on the Gatineau Valley railway, where by a young man lost both legs. Farrelton is the present terminus of the road and the usual mixed train was shunting at the station preparing for the return journey. Mr. Van Camp was conductor, J. Wilson, engineer, David Rice, fireman and John Rice, brakeman. John Rice was engaged coupling two cars while the train was moving very slowly and when emerging from between the vehicle his foot caught in a frog, he falling on his face, his foot still being held tight under the rail. In this position the car passed over him with fearful results.-- more.

20/09/1892 Ottawa Free Press Maniwaki Lowe

The new station building at Lowe, on the Gatineau Valley railway, is now almost completed and the construction of the line has now reached three miles above that point. The railway officials state that the progress of construction is much impeded by the mountainous nature of the country.

29/09/1892 Brockville Recorder Maniwaki

An employee of the Ottawa and Gatineau Valley Railway, who has been employed in the construction of that line above Lowe, was in Ottawa Monday seeking legal advice for the prosecution of a fellow laborer who had almost bitten off a finger in a row between them a few days ago. Since the combat the finger had to be amputated and his hand is now dreadfully swollen.

04/10/1892 Ottawa Free Press Maniwaki

Carpenters have begun to erect a station at Vanosta [sic] on the Gatineau Valley line, and the contract for the Kazabazua station has been awarded. It is anticipated that the line will be graded as far as Kazabazua by the 25th inst. and otherwise completed so that the [passenger traffic will be opened from Ottawa to that point, a distance of forty seven miles by Christmas.

Chief Engineer, W.D. Harris states that the most difficult portion of the line is now almost constructed and hereafter the work will go forward more rapidly. The company does not propose to extend the line further than the Kazabazua this year. A number of the workmen on the construction were in town yesterday receiving their monthly salaries.

08/10/1892 Ottawa Free Press Maniwaki

A large gang of Italian laborers came down this morning from the G.V. construction above Farrelton. They did not come down because there was no work for them to do but because they struck for higher wages. They never left the Union depot, but hired again for work on the Renfrew and Arnprior branch of the C.P.R., and proceeded to the scenes of their future labor this afternoon.

11/10/1892 Ottawa Free Press Maniwaki

Construction train conductors on the Gatineau Valley railway say they have to work fourteen hours per day for \$40 per month with no allowance for overtime.

02/11/1892 Ottawa Citizen Maniwaki

G.V.R. Construction. The second section on the Gatineau Valley Railway, between Farrelton and the Kazabazua, is expected to be ready for inspection by the middle of November. The grading on this portion of the road is completed and track laying is now being carried on. The remaining portion of the road to the Desert will be commenced early next spring.

This morning a large gang of Italians came down from the Gatineau Valley construction and congregated round the door of the Central Chambers awaiting their pay. Work is nearly through for the season, and the rough weather made them anxious to get into town.

11/11/1892 *Almonte Gazette*

Maniwaki

A Gatineau Valley railway survey party have left Ottawa to locate the route of the road from five miles above Kazabazua to the Desert, the terminus, a distance of about forty miles. The road is now built to Kazabazua and ballasted to within seven miles of that place. The country through which the rest of the road will run is wooded and broken, but the company hope to be able to secure a good route through the valleys. It is expected the road will be open for traffic to Kazabazua this winter, perhaps by January

17/11/1892 *Ottawa Citizen*

Maniwaki

Stag Creek

DASHED DOWN TO THEIR DEATH

FATAL TRAIN ACCIDENT ON THE GATINEAU VALLEY.

A Construction Train Hurlled into Stag Creek and Four Lives Lost -The Scene of the Disaster.

Farrelton, Nov. 16. The construction train on the Gatineau Valley Railway ran off the track this afternoon at Stag Creek about six miles from here. The track gave way just before the engine got on the bridge. The engine and thirteen cars were hurled down into the creek. There were four killed, who are as follows:

SAM WILSON, engineer.

K. MEAGHER, fireman.

WM. BLAKELY, brakeman.

A boy whose name is unknown.

Scene of the Accident.

The scene of the accident is a spot familiar to travellers who have ever visited the upper Gatineau country both by reason of the tottering condition of the traffic bridge which crosses Stag creek and the terrible broken condition of the road for three or four miles on either side, of it. The Gatineau Valley railway crosses the creek by a substantial iron bridge, built on stone abutments, situated about two hundred yards below the public crossing. Stag creek is an insignificant stream probably not more than twenty yards across at its greatest width, emptying its muddy waters into the Gatineau river less than a mile east of the bridge. But for the last four miles of its course it runs between high clay banks so that the bridges are each some forty feet above the bed of the creek. It is as ugly a spot for accident of the kind recorded above, could happen. The rails of the G. V. R. are laid for about ten miles north of Stag creek, which brings it to the upper limits of the township of Low. Ballasting is in progress along the last few miles, and the material is mostly carried from a gravel pit situated between Stag Creek and Farrelton, the present terminus of the passenger service. The construction trains have thus to cross and re-cross the iron bridge at the creek several times a day. The headquarters of the construction gang is at Farrelton, the train running down to that point every night; and it is quite possible that the accident by which the four persons lost their lives occurred on the home run last evening in which case it would be quite dark by the time the train reached the creek crossing.

A Fearful Fall.

The roadbed at that point, on both sides of the creek, appeared to be of very solid construction and had been run over several times daily by heavy trains during the past six months at least. Approaching the bridge from the south the road runs through considerable of a cut, debouching upon the open fields on the northern side by a curve trending towards the west. A mile further on is the new station, the farthest north on the line as yet. Just what caused the track to cave in at that point can only be surmised, but it is not at all improbable that the recent heavy rains loosened up the ground near the edge of the creek, and the blue clay banks slid inwards carrying the track with them. The track itself was well ballasted and the roadway all the way between Farrelton and the Low station was smooth and apparently in first class condition. By being thrown off at that particular point the entire train must have crashed downwards into the creek bottom, full 40 feet below.

The Engineer.

Saul Wilson, the engineer of the ill-fated train, leaves a wife and two little children living on Concession street in this city. For several years he drove on the Canadian Pacific between North Bay and Chalk River, leaving the C. P. R. employ about three years ago to go into business on his own account in Carleton Place. He had been employed on the Gatineau Valley for a little over a year, and not long since moved his family from Carleton Place to Ottawa. He was a brother-in-law of Mr. Ab. Hudson, of this city, the well known C. P. R. driver. About midnight Mr. Hudson received a telegram from Farrelton, informing him of the death of Driver Wilson and urging him to lose no time in getting to the scene of the disaster. The message contained no particulars whatever concerning the accident. Mr. Hudson at once set to work to secure a special engine to take him to Farrelton, and in the meantime telegraphed to Carleton Place for Mrs. Wilson's mother. At that hour Mrs. Wilson and her children were sleeping all unconscious of the dread disaster which had robbed them of husband and father. The dead engineer was well and favourably known on the C. P. R. He was a member of the Brotherhood of Locomotive Engineers, division 168. He was also a member of the Masonic Lodge at North Bay, and a Forester in good standing. On the Gatineau Valley road, on which he had been employed for a year and a half he was regarded as a most trustworthy and efficient driver.

Of his mate and the brakeman, who were also killed, nothing could be gathered beyond the surmise that they did not belong to Ottawa. It was thought at the C. P. R. station that both had been previously on the Pontiac and Pacific Junction Railway.

An Inquest.

Last night a message was sent to Coroner Graham, of Hull, informing him of the accident and requesting him to proceed to Farrelton, the nearest passenger station to the scene of the accident, in order that an inquest might be held without delay. It is therefore not known whether or not the body of the deceased driver will be taken to Ottawa to-day.

17/11/1892 *Ottawa Journal*

Maniwaki

Stagg creek

Late last night Coroner Graham of Hull received a message from Farrelton on the Gatineau Valley railway informing him of an accident by which four lives are said to have been lost and requesting him to come up and hold an inquest.

The accident spoken of occurred to a construction train which was engaged in ballasting the newly constructed portion of line north of Farrelton.

A FEARFUL PLUNGE

Either from a cave in or from some other cause then unknown, the train plunged over the iron bridge which spans Stagg creek, falling a distance of 30 feet and carrying to death the engineer, Solomon Wilson, fireman, R. Meagher, brakeman, W. Blakey, and a boy whose name would not be ascertained at the time of writing.

Stagg creek is about six miles from Farrelton and is a small sluggish stream emptying into the Gatineau river. A good iron bridge spans the creek. More

Engine and thirteen cars, another engine was employed in shoving the loaded train and the engineer of this engine did not perceive anything was wrong until rounding the curve.

More

Entire train was wrecked - piled up on top of the locomotive--

Also reported in the Ottawa Free Press.

The Gatineau Valley railway officials stated to the Journal today that the road at the scene of the accident Wednesday will be immediately repaired and construction trains will be running again by Tuesday. The engine will not be raised until the water has dried up. There would not be sufficient hold for raising machinery to work and further deaths might be caused. The trucks of the flatcars and the good iron will be taken out and the rest of the wreck burned. Section men are busy all along the road strengthening parts that might have been weakened by the recent rains.

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Inquest on the bodies of the four victims.

It was an appalling sight that met the gaze yesterday at the scene of the smash up at Stag creek on the Gatineau Valley railway, when the special car with coroner Graham, railway officials and newspaper men drew up about one o'clock yesterday afternoon. In the chaotic mess lay piled up the ruins of what had once been an engine and tender and 13 flat cars. On one of the cars less demolished than the others were laid out the bodies of the four victims, who had been recovered a short time before. The faces were covered by handkerchiefs and the clothes besmeared with the soft sticky clay from which they had been dug. All presented a ghastly sight. Driver Sol Wilson was found in the cab of the ill fated engine which had been literally embedded in the mud. His hand was on the lever. The poor fellow, as shown by the story of the rear engine, had neither time to stop the train or jump for his life.

SCALDED AND SWOLLEN

The face and chest presented a pitiable sight. They were parboiled by the escaping steam. His watch when opened by his brother-in-law, Mr. Ab. Hudson, was seen to have stopped at just 10 minutes past four. Robert Meagher, the fireman, and John Hammond, the oiler, were dug out near the engine. Both were close together. Hammond's body was the worst spectacle of the four of them. It was terribly scalded and swollen. The trip on which the unfortunate young fellow met his death was the first he had made. For several weeks he had been working as a section hand on the upper end of the road, and the night before had been taken on the engine as an oiler and cleaner. The morning of the accident he came down with the gravel train which passed the ill-fated spot without apparent danger and on the return trip met his death. No one around knew anything of him or his parents but it was rumored that he had deserted from one of the batteries. If friends don't claim his body today it will be buried in Beechwood. Meagher, the fireman, belonged to St. Catharines, N.B., and the remains will be sent home.

William Blakely, the brakeman, whose home was in Aylmer, was found between the upper end of the tender and the rails, between which his head had been jammed. Death must have been instantaneous. One side of his head had been badly gashed. John Blakely, a younger brother of the deceased, went up on the special. He wept bitterly when he saw the bodies.

MIRACULOUS ESCAPE

Hugh McCann, one of the brakemen, had a most miraculous escape. He was hurled into the middle of the debris yet came out without a scratch. At the time he was on the seventh car back from the engine. According to his own statement, he was looking back towards the rear engine, when he saw the driver jump out of the cab. But before he could think of anything, much less jump himself, he was hurled forward. There was a crashing noise, and that was all he knew. When he came to, he was on the top of one car with the bottom of another just above, but not close enough to crush him. Half unconscious, he worked his way out from the ruins.

Sam Douglas, the conductor of the train, who was on one of the rear cars, jumped when he heard the first crash, but, in falling, broke his left arm and got badly shaken up. He is now at one of the hotels at Farrelton. Alex White, a brakeman, also jumped but was unhurt.

A PICTURE OF DESOLATION

The wreck presented a picture of desolation. The land had slipped completely from under the rails a distance of 150 feet leaving them suspended in the air. Twenty feet or more below, in a bed of thick mud, thrown on its side, lay the engine, considerably smashed, with the tender partly on top and also turned over. In sliding, the land had carried half a dozen or more trees with it and these lay uprooted, adding to the uncanny look of the wreck. Only three flat cars and the rear engine remained on the track. Everywhere around the wreck it was mud, mud, mud. Where the debris lay had been shallow water, and when the thirteen car loads of ballast were dumped into it a vast bed of liquid mud was formed. When the engine with three of the victims went down the slope it was completely buried in the yielding gravel. Only one of the driving wheels was left uncovered to show its whereabouts. As one of the road hands said, the occupants of the cab had just enough time to know they were done for and that was all. Where the accident occurred there was a sharp curve leading to the bridge, which was about 100 feet further on, and approaching it there was a down grade to always have the engine shut off steam. But just at the point of the slide the road was level.

THE INQUEST

Fully two hundred persons, sectionmen, special hands and farmers from the surrounding district were on the spot when the special arrived. The coroner had a jury picked from among the farmers and the following were empanelled; Wm. Farrell (foreman), Wm. Moore, Patrick Rice, Henry Beckford, David Brown, John Killen, Wm. Maxwell, Robt. Reed, J. Cahill and S. Brooks. The jury viewed the bodies at the bottom of the slope and the inquest was then opened in the car. The coroner had to use as a desk the lid of one of the coffin shells which had been taken up by Mr. Maynard Rogers, the undertaker. Sergeant Moylan of the Ottawa police force acted as special constable.

Hugh McCann, the brakeman who had the wonderful escape, as narrated above, told of it. In addition, he said the road at that point seemed solid and good before the accident. That day he had made two other trips. He believed the accident was caused by a landslide, but he had not seen any washouts anywhere along the line. It had been raining heavily off and on for two or three days. He had only been on the road for about a month, but believed the track had been laid for several months.

He did not think any means could have been taken to prevent the accident. That part of the road was not considered any more dangerous than any other part.

To Mr. Hudson, representing Wilson's family. - The train was running about 15 miles an hour. If a flagman had been placed at that point the accident might not have happened, but they had no reason to suspect this part.

John Brennan, roadmaster, said that he had walked over this point at 10 in the morning and all seemed right. The section hands were also over it about 10 minutes before the smash. To his knowledge there had not been any slides around there before. Trains had passed every day for two months past. They were only construction trains, as the road at that point had not yet been accepted by government for passenger traffic. The accident, he believed, was caused by the heavy rains though above the track no water had gathered. A good drain carried it away to a culvert some 100 feet north of where the earth gave way. The road there looked just as solid as anywhere else. He thought the land had started to slide before the engine went on to it.

To Mr. Hudson. - Fifteen miles was the limit of speed allowed. The second engine was on to push up the grade north of the bridge. That day they had three cars less than usual. Where the cars slid was solid earth, there was no filling.

Mr. Rowley, superintendent of construction, stated he had not considered that point of the line any more dangerous than anywhere else.

Thos. Roy, civil engineer in charge of the section, said that part had been graded since May. It had always been quite dry along there. There was no springs around to douse the earth. The roadbed was cut out of the side of a hill. He believed the smash to be purely accidental.

Mr. Hudson asked if the accident might not have been averted if the roadbed was built 30 feet deeper into the side of the hill, as it would not then have slipped from under the tracks. The witness said he could not answer for what might be.

Conductor McGinnis, in charge of the rear engine, had not heard any whistle for down brakes. Steam was off at the time, and the rear engine stopped of herself just near the edge of the slip. He had been over the ground twice that day and saw nothing to indicate danger.

John Cleary, engineer of the rear engine, owned by the C.P.R. swore positively he heard a whistle for down brakes. The next second he saw the front engine go down. He said to his mate " - were down on the dump" and as he did so he reversed.

Mr. Hudson - From this testimony it is plain to be seen that the slide was there before the engine came to it.

Witness - When the front engine began to go he saw the track rise up in front, Driver Wilson was too close to keep his engine from going in. He would not have had even time to jump.

Mr. W.D. Harris, chief engineer of the road, stated the location of the section had been approved by government and built according to government specifications. The accident was caused by a landslide which might have occurred anywhere.

This was all the evidence taken and, after some five minutes consideration, the jury brought in a verdict that the accident and death of the four men was "caused by the landslide under the railway in the township of Lowe on the 16th inst. No blame be attached to anyone."

As soon as the bodies had been viewed the coroner gave permission for burial and they were then taken to the special car and embalmed by Undertaker Rogers of Ottawa and Undertaker York of Wakefield, the latter looking after Blakely's remains. All of the bodies were considerably composed, the result of exposure to water and air.

The casket for Driver Wilson bore the Masonic symbol.

At Union depot, Blakely's friends were present.

Also reported in the Citizen and the Free Press, same date.

THE GATINEAU VALLEY WRECK RECOVERY OF THE BODIES OF THE FOUR VICTIMS.

The Coroners Jury Find a Verdict of Accidental Death Imputing no Blame to the Company.

The story told by the survivors of the Gatineau Valley at Stag Creek, Wednesday evening, adds little in the way of details to the accident of the disaster published in yesterday morning's Citizen. It was all so sudden, so terrifying that even to those who saw the fatal plunge only the impression remains of a faint warning whistle from the leading engine, as she drove headlong into the abyss. the crashing of the cars as they piled in after the locomotive, and a sudden stop, leaving the rear engine and the last one of thirteen cars on the very brink of the destruction that swallowed the rest. Far more of the dreadful nature of the occurrence and of the awful crash amidst which four men's lives were lost, is the sight presented by the ruins themselves.

The accident occurred on the bank of Stag Creek about one hundred yards before the iron bridge is reached by north bound trains. At that point the bottom of the creek is sixty feet from the brow of the hill, and the railway runs along a cutting in the face of the steep clay bank, about midway between the top and bottom of the slope. The road bed is not more than the ordinary width, close to the high clay bank on one hand and on the other a steep slope of thirty feet, washed at the bottom by the waters of the creek. About one hundred feet in length of the roadbed had apparently slipped outwards, broken away as it were and shot down into the creek, carrying along even some large trees that stood at the marshy edge of the waters, and blocking up the stream for half its course. In this treacherous cavity lies the wreck. At the very bottom, and stretching towards the farther end of the chasm is the engine, lying on its side and buried so deeply in the soft ooze that only the rear driving wheel is visible. One battered car is stretched behind it, and in the rear of these two are ten flat-cars, piled and pounded one on top of the other till the chasm is filled to the very top. The cavity left by the land slide was literally choked up to the very level of the roadbed by the engine and these eleven cars as they piled one after another into the opening. There was no room in the chasm for more wreckage, and so the rear engine and a couple of cars were brought to a standstill on the very brink of destruction.

Bodies of the Victims.

Such was the outlook that confronted the view of those who reached the wreck by the special train that left the C.P.R. station at 11 o'clock yesterday morning carrying the coroner, the undertaker and the railway officials. A nearer approach revealed even ghastlier sights. On the wrecked platform of one of the flat cars that had been pulled on to the fallen mass of earth at the bottom of the creek lay the mud-bespattered bodies of three of the victims their bruised and swollen faces covered with the workmen's handkerchiefs, their hands crossed above their battered breasts in a rude semblance of composure most painfully belied by the rough lashings that bound the poor broken bodies to the earth and restrained uplifted hands and up-drawn knees to the more seemly attitude of easier death.

The three were side by side; the engineer in the centre of the ghastly row. Brawny hands had dug away the clay and sand in which the engine cab lay embedded, and the corpses of all three had been found there close together, the outstretched arm of the driver betokening a death grip upon the throttle. Into that little cavern of death the muddy water had oozed, hiding from view the scene of the death struggle. The nature of their several sufferings during the seconds that elapsed between the crash and the coming of unconsciousness, was all too plainly stamped upon their corpses. The face of Driver Wilson was swollen and purple. He had been scalded to death by the escaping steam. The body of Richard Meagher, the fireman, showed that he too had been close to the rush of steam and hot water from the boiler. Johnny Hammond was crushed and broken in every limb, and like his companions in death his features were badly swollen. They had placed the recovered body of Brakeman Wm. Blakely on the railway track ; and in pity upon those who might come to reclaim their dead, the boy's jacket had been bound about his head, mercifully concealing his mangled face.

The Inquest.

Coroner Graham almost immediately upon arrival at the wreck had a jury empanelled from amongst the bystanders, thus composed: William Farrel, foreman, Wm. Moore, P. Rice. H. Bigeford, John Skillen, Wm. Maxwell, R. Reid, John Cahill, S. Brooks, Martin Gleeson, M. O'Malley and D. Brown and R. Earl. Then the bodies were duly viewed and adjourning to the special car where a coffin cover upturned upon the seats served for the coroner's desk, the inquisition was proceeded with. A connected story of the disaster gleaned from the fragmentary information furnished by the several witnesses summoned indicates the totally unforeseen nature of the casualty. It would appear from this source that less than half an hour before the disaster the roadbed had been examined by those in charge and to all appearance was in sound condition. In that short interval, however, the downward movement of the bank must have commenced, for engineer John Cleary of C. P. R. engine no 4 the locomotive in the rear of the train says that just as the head engine reached the fatal spot Driver Wilson whistled for brakes. "Almost at the same time looking ahead I saw his engine going down." said Cleary "and I said to my mates: 'My God boys, we're over the dump!'"

"Then the cars piled down one on top of the other all but the last two, they and my engine stopped on the edge of the landslide". The appearance of the wreck described as the engineer's words could not, the awful danger which he and those on his engine had so miraculously escaped.

A Marvellous Escape.

But more marvellous even than theirs was the escape of Brakeman Hugh McCann. Seated on the seventh car from the front engine he had been hurled down in the thick of the wreck. Trucks and timbers and carloads of gravel crashed downwards upon him, yet from the almost solid mass of splintered wood and twisted iron of half a dozen flat-cars piled fifteen feet above him, he had crawled out into the daylight, dazed and terrified, yet all unhurt. His was the first evidence taken at the inquest. and as he gave it his burly frame shook with a nervous tremor, the effect of his terrible experience. He was breaking on the train which was loaded with gravel when looking back from his car he saw the brakeman of the rear end jump. He rose to jump, too, but that was all he remembered. When he came to he crawled out from under the wreck somewhere. The road appeared to him to be solid and in good condition when they went over it the previous trip. The same train had crossed that spot four times on Wednesday. He believed the disaster was due to a landslide caused by heavy rains.

He said in answer to a question by Mr. Hudson, brother-in-law of the deceased driver. that the train was running about 15 miles an hour.

The Conductor's Case.

The evidence of another train hand whose release was equally unaccountable, was not forthcoming at the inquest. McCann had escaped from the midst of the wreck having been seated on the seventh car from the engine when the train. went down. Conductor Douglas was in the cab of the illfated engine with driver Wilson When the latter saw the danger he gave a quick word of warning to the conductor, accompanying it, Douglas says, with a push, as if determined that one life at least should be saved although death appeared to be his own inevitable portion. The engineer and fireman of the rear locomotive running forward after the crash found Douglas unconscious at the bottom of the bank with his arm broken and his face cut and bleeding. He was taken to Farrelton and subsequently to the Pêche for surgical treatment, and on the way up yesterday morning Dr. Graham called to see him at Mrs. Johnson's hotel. The coroner found him too weak to attend the inquest.

A Sound Piece of Road.

Roadmaster John Brennan was examined at length. He was in charge of that section and had been over the very spot where the slide occurred at 10 a.m. Everything was then allright.

"Is it considered a dangerous piece of road" enquired Mr. Hudson.

"Not more so than any other part of a new line" was the reply.

He went on to say that the track had been laid in July since when many trains have passed over it. There was a drain on the upper side and a culvert sufficient to carry off any flow of water. There were four inches of rain in the ditch when he passed in the morning. Undoubtedly the disaster was due to a landslide, and was unforeseen. The slope of the bank above and of the embankment below- was 1 1-2 inches to the foot, the exact slope required by the government engineer.

Sec. foreman Rowley corroborated this evidence, as did also Mr. Thos. Roy C. E. the engineer in charge of the section. These witnesses showed that it was not the filling, but "the original solid earth along the bank," which had given way.

Conductor McGinnis gave corroborative evidence, and Mr. Harris, the chief engineer of the road, testified that the location of the road had been approved by the government, and that the roadbed had been built according to government specifications. The landslide, he showed, occurred on solid ground, and a like slip might have happened had there been no railroad there at all.

Verdict and Return Trip.

The jury returned a verdict to the effect that the four men, Sol Wilson, Richard Meagher, John Hammond, and Wm. Blakely met their death by unforeseen accidental causes; imputing blame therefor to nobody.

The inquest lasted from one o'clock till half past three. During its progress Mr. Rogers had embalmed and coffined the bodies of Engineer Wilson, and Fireman Meagher. The remains of Hammond were cared for by the company, as nobody seemed to know anything of the poor lads' antecedents, beyond that he had been on the train a day or two as engine cleaner. John Blakely was there to take charge of his elder brother's body and convey it to the house of their widowed mother in Aylmer.

"They will take it awful hard at home," was all the poor fellow was heard to say during the trip to the wreck and back. His grief and solicitude were well expressed in those few words.

The remains of Engineer Wilson, enclosed in a rosewood casket, were sent direct from the union depot here by the 7.30 p.m. train, to Carleton Place whither his widow and two children had been sent during the day, and where the funeral will take place this afternoon. His brother and brother-in-law accompanied the remains.

Meagher belonged to St. Catharines', Que., and a brother arrived last evening to take the body home.

The special in charge of Conductor Van Camp, with its ghastly freight on board, left the scene of the wreck about three o'clock and reached the union depot about 5 p.m. There were on board besides those mentioned, Mr. Prince, general superintendent of the G.V.R., Mr. H. B. Spencer, superintendent C.P.R., and Sergeant Moylan, of the City Police.

Mr. Harris, the engineer in chief of the Gatineau Valley, sorrowed greatly over the loss of life that attended the casualty. He aided Coroner Graham in every way to conduct the investigation thoroughly. Mr. Harris also afforded every opportunity to the friends of the deceased, represented by Mr. Hudson, to elicit to the utmost any information that could be of service or consolation to the family. To Mr. Hudson also the contents of his deceased brother-in-law's pockets were handed over.

The engineer's watch had stopped at ten minutes past four.

22/11/1892 Ottawa Free Press Maniwaki Stagg Creek

Account of the clean up of the Stagg Creek wreck.

22/11/1892 Ottawa Citizen Maniwaki Stag Creek

THE STAG CREEK DISASTER,

Hundreds Visit the Scene of the Land Slide on Sunday.

"The whole country side turned out to witness the scene of the wreck," said Mr. Van Camp the popular passenger conductor of the Gatineau Valley Railway yesterday, in speaking of the appalling accident that happened near Stag Creek last week. "Old and young alike came from miles around and formed such a gathering of the populace of the Gatineau district as has probably never been seen before. Of course," continued the conductor, "they were all astonished at the scene. The heap of broken cars on top of one another in the abyss afforded food for wonderment until evening.

Several old timers among the gathering occupied the attention of many of the younger peasantry by relating an incident that happened about twenty years ago on Stag Creek very near the present line of railway. At that time, they said, a heavy land slide from the embankment of the creek occurred and a "bee" was held by the surrounding inhabitants to clear away the earth and open up the course of the creek so as to avoid the flooding of a few of their neighbors' lands a little distance above."

"Even on Sunday," said the conductor, the wreck presented almost as gloomy an appearance as immediately after the accident. About twenty men were engaged during the day in clearing the wreck, and the cars and trucks were nearly all hauled out of the ditch by the time darkness set in. The clay was dug away from the engine and now more than half of it is visible. The fixtures, as expected, were smashed and destroyed, but the boiler and wheels can be used again. It is still pretty well submerged in the soft clay and an attempt will not likely be made to raise it for several days until the frost will harden the ground below it. The slide will be crossed on a temporary trestle which will be constructed in the course of four or five days.

"The cars were taken out with a derrick and engine and a wire cable. Most of the trucks escaped fairly well the only damage being a few axles bent and a couple of journals broken. These trucks will be sent to Deseronto to be repaired. The bodies of the cars were smashed to pieces and it is doubtful if any of the wood work can be utilized again."

25/11/1892 Almonte Gazette Maniwaki Stagg Creek

FOUR LIVES LOST

The Track Gave Way and the Car Rolls Over the Embankment - An Accident on the Gatineau Valley Railway.

Farrelton, Que., Nov. 16 - the construction train on the Gatineau Valley Railway ran off the track this afternoon at Stag creek, about six miles from here. The track gave way just before the engine got on the bridge. The engine and thirteen cars were hurled down into the creek. Four men were killed: Sol Wilson, engineer; R. Meagher, fireman; Wm. Blakely, brakeman; and a boy named Hammond. Conductor Douglas also went down with the train. His left arm was broken near the shoulder, his lips terribly cut, and there was an awful gash on the back of his head. S. Wilson, the unfortunate engineer, was for many years employed on the C.P.R., and three years ago he left that company as the result of an accident which occurred to Conductor Cadigan's train between Calendar and Thorncliffe in which one of the express train hands met his death. Later on he started business at Carleton Place for himself, but gave it up to take a situation with the Gatineau Valley Company, where he had been for nearly eighteen months. He was a member of the Brotherhood of Locomotive Engineers, member of the Masonic Lodge at North bay, and a Forester in good standing. His wife with two children reside in Ottawa.

26/11/1892 Ottawa Citizen Maniwaki

Mr. Frank Brennan, paymaster of the Gatineau Valley, leaves this morning in an official trip over that line as far as Farrelton. The rails, he says, are laid to within two miles of Kazabazua, and traffic to that point will shortly be commenced.

30/11/1892 Ottawa Citizen Maniwaki

The temporary trestle over the scene of the recent accident on the Gatineau Valley Railway is completed and trains are now running as far as Venosta, some fifteen miles above Farrelton. A number of men left the city yesterday for the purpose of raising the wrecked engine.

01/12/1892 Ottawa Journal Maniwaki

The Gatineau Valley railway's twenty miles which they will lay next year will be the greatest snap of the whole line. They run through level country with little cutting and a good deal of sand in place of the clay they have so far encountered.

02/12/1892 Ottawa Free Press Maniwaki

This morning a special car was attached to the regular Gatineau Valley train. Messrs. Prince, manager of the road, Harris, chief engineer and Ridout, government inspector, went over the road as far as Venosta station on a tour of inspection.

The Fourth Ten Miles

Dominion Government Inspection of the G.V.R.

Examination of the two bridges over Stag and Ryan's Creeks - New stations at Lowe and Vanoster [sic] - The Road Near Kazabazua

The fourth section of the Ottawa & Gatineau Valley Railway, or the fourth "ten miles" of the road, as it is commonly called, was inspected yesterday by government engineers and will be opened for passenger traffic during the latter part of the present month.

The party of inspection went up on a special train, which left the union depot at 9:45 a.m. and consisted of Mr. Ridout, chief engineer of the Dominion government, Mr. H.A.F McLeod, another government engineer, present by invitation, Mr. Kenny of Aylmer, solicitor of the company, Mr. Driscoll, prothonotary of Aylmer, Mr. Dale Harris, chief engineer of the G.V.R., Mr. J.T. Prince, passenger agent, Mr. Dunne [sic], an engineer of the road, Mr. Lewin, C.E., and a representative of the Journal. Mr. Roy, resident engineer and Mr. Rowley, superintendent of construction, got on at Farrelton. The Quebec government was not represented. The inspection by their representative will be held later.

THE INSPECTION

The day was bright and clear and the trip proved most enjoyable. As the road had already been inspected up to a little above Farrelton a quick run was made to that point, but from Farrelton to the end of construction the progress was at horse car pace, and frequent stops were made to allow the government engineer to examine the work. The first stop took place at the scene of the recent accident at Stag Creek. Here Mr. Ridout examined the trestlework, which had been built to replace the earthwork which slid away. It is partially filled in, and will be completed as soon as the engine is raised. The wreck, except the engine, is all removed, the smashed trucks having been burned. The smoking remains were yet visible. One hundred and fifty feet further on was the next object of examination, the bridge over Stag creek. The bridge, which is built of solid iron and stone abutment, is about 65 feet long, and 30 feet high from the water. At present the creek is frozen over and an insignificant looking stream, but they say in the spring the water rises as high as 15 feet and it becomes a dangerous torrent. That is why the bridge is made so strong. About four miles north of Stag Creek is a trestle bridge over Ryan's creek. This bridge is 90 feet long and 30 feet high. It is strongly built of 12 in. square timbers. The creek is small and never amounts to much. From this to the end of the line there were no other inspections of any account. At the places mentioned Mr. Ridout made critical examinations and appeared well satisfied.

FROM FARRELTON NORTH

The road between Farrelton and the present terminus is more level than the other parts but more wooded. The ten miles examined yesterday take the road from two miles north of Farrelton to Vanoster or McCaffrey's Corners, within five miles of Kazabazua and just on the border of Aylwin township. The track is all graded to Kazabazua; rail laying will commence next week and trains will be running to the point within a month or so. Vanoster is 42 miles from Ottawa, Farrelton, where passenger trains now run is 30 miles. At Low and Vanoster substantial stations of frame design have been built. Both have dwelling apartments overhead for the station agents. In each the very best materials purchasable in Ottawa have been put in.

LOWE TOWNSHIP

The one at Lowe has a capacious freight shed attached for it is expected Lowe township, which is fairly well settled, will be the centre of a large pulpwood, bark, butter and cheese exporting district. This township, by the way, is the one where the people have for years refused to pay taxes because, as they say, the township authorities have not done anything to warrant them paying.

At the end of the track about 100 men were found at work ballasting. Between Lowe and Vanoster stations were seen about a dozen huts used by the Italian laborers. These huts were made of boards, logs and pine branches. The Italians, as a rule, board themselves and as they live very frugally, are able to save money.

SCENIC DELIGHTS

For scenic beauty the Gatineau Valley route can probably only be surpassed by the C.P.R. where it passes through the Rocky mountains. All the way up the line, hills full of mineral riches rise on each side, and between them at the side of the track, winds the stream of the Gatineau river. Its course is tortuous and so is that of the railroad. In places there are sharp curves and steep grades, and every turn brings new scenic delights to view. At the Manitou rapids near Chelsea there is, what the railroad men call a ten degree curve, or half circle turn on the road. This is where the river takes a sharp bend and the road follows its course. In some places the track passes through deep cuttings in great walls of granite and serpentine rock. Here and there deep wooded gullies stretch away below the road, pouring little streams into the waters of the river. Now the road is on the brink of the water, again it is a hundred feet above. It is a continual transformation. Rapids, waterfalls, bays etc. follow in quick succession. But the scene is not all one of wild grandeur. Most of the way up comfortable farm houses deck the country. The Gatineau is not essentially a farming country, but there is some good farming land at the foot of the hills. The old waggon road keeps company with the track most of the way up. In several places, in fact, people on the cars and on the road could shake hands. At several points above the Peche, the company, to avoid expensive cutting, have changed places with the waggon road, and built them a new route.

At Wakefield village, which faces on a large bay at that point, the road runs right alongside the main street, between it and the bay, giving the villages [sic] easy access for freight and passenger purposes.

MINING ALONG THE ROUTE

On the line of the road there are three mines; the Watters mica mine at Manitou rapids, a phosphate mine at the Cascades, and another (the Hyde mine) near Wakefield. In course of time it is expected the line will be dotted all along with mines. The mineral riches is there. All it needs is development.

After the inspection the company served a tasty luncheon to which the keen appetites of the guests did full justice.

Also reported in the Citizen and Free Press same date.

16/12/1892 *Renfrew Mercury*

Maniwaki

As regards gravel pits for ballasting purposes the G.V. Railway Co. are probably better off than any road in Canada. Between Ottawa and two miles above Farrelton they have at intervals no less than six pits opened, and used as the road progresses. Other roads often have had trouble to get one pit, and small ones at that. But the Gatineau Valley pits are inexhaustible as the old hills themselves and the gravel is of the best quality. At the pit nearest the present point of construction, Mr. Harris has done away with the use of a steam engine for hauling the gravel cars in position to be loaded with the steam shovel. He employs a horse and windlass. The horse is more easily managed than the engine, and more speed is made with the loading.

23/12/1892 *Almonte Gazette*

Maniwaki

The Gatineau Valley R.R. have 150 men at work track laying.

23/12/1892 *Ottawa Free Press*

Maniwaki

Work on the Gatineau Valley road is being pushed along at a lively rate. Already the grading is completed to the Kazabazua, and track laying is going ahead rapidly. The company expect to have the rails laid to the above village before New Year's.

23/12/1892 *Ottawa Journal*

Maniwaki

Kazabazua

Work has been started on the G.V.R. station building at Kazabazua.

The raising of the wrecked engine at Stag [sic] creek has been commenced and it is expected that it will be on the rails by Tuesday. Piles are driven on either side of it and it will be lifted from the top and placed on the tracks of a temporary siding run down the side of the hill.

The "sink hole" near Vanoster has been "piled" and is now filled in, the sink having stopped.

The inspection of the fourth ten miles by the Quebec government engineers will take place as soon as the sink hole is filled in.

24/12/1892 Ottawa Free Press Maniwaki Stagg Creek

A large force of men has been engaged this week in resurrecting the ill fated locomotive that went over the ditch on the Gatineau Valley line a month ago. It will be some days before they can get it out of the hole. Another inspection of the line will be made about the first week of January.

04/01/1893 Ottawa Free Press Maniwaki

The grading on the construction of the Gatineau Valley railway has been completed all the way to the village of Kazabazua and the rails are being put down as rapidly as the men can work. The company expect all the track laying finished within another week.

07/01/1893 Ottawa Free Press Maniwaki

The construction of the Ottawa and Gatineau Valley railway has now reached a point four miles above Kazabazua. The work will not be pushed forward any further before spring.

Also in the Renfrew Mercury 13 January.

09/01/1893 Ottawa Citizen Maniwaki

The engine that was in the accident on the Gatineau Valley Railway was brought into the city on Saturday and will be taken through this week to Montreal for repairs. The engine looks considerably the worse for its experience.

13/02/1893 Ottawa Journal Maniwaki

Timetable advertisement. Commencing February 15th 1893

Trains leave Ottawa 5.20 p.m. arrive Kazabazua 8.05 p.m.

Trains leave Kazabazua 6.15 a.m. arrive Ottawa 9.00 a.m.

Canadian Pacific Union Station.

24/02/1893 Ottawa Citizen Maniwaki Kazabazua

The Gatineau Valley Railway Company have just completed the erection of repair shops for cars at the Kazabazua. This place is now the terminal point of the road, and will no doubt be the scene of many excursions during the summer as blue berries are plentiful here and the river affords excellent trout fishing.

28/03/1893 Ottawa Citizen Maniwaki Kazabazua

Fifteen freight cars are being constructed by the Gatineau Valley Railway at their new shops at the Kazabazua. Most of these cars are to replace those destroyed in the "smash up" last fall.

10/04/1893 Ottawa Citizen Maniwaki

The stations that were built last fall on the Ottawa and Gatineau Valley Railway at Lowe, Venosta and Kazabazua are at present being painted by Mr. Wm. Howe.

28/04/1893 Ottawa Citizen Maniwaki

The engineering staff who were engaged during the past year in making the survey of the northern portion of the Gatineau Valley Railway, returned to the city yesterday after completing their work to the Desert. The only work of construction now going on is the bridge over the Kazabazua creek, which is expected to be completed in the course of a month.

13/05/1893 Ottawa Citizen Maniwaki

The construction of the Gatineau Valley Railway north of the Kazabazua has commenced and will be carried on most of the summer. It is forty miles from Kazabazua to the Dessert, the objective point of the railway at present.

07/06/1893 Ottawa Journal Maniwaki

Rushing the G.V.R.

The road to be pushed to Pickanock this summer.

Forward is the word in the construction of the Gatineau Valley railway. The road will be pushed this summer as far as Pickanock.

Two hundred men are now at work ballasting the fifth and part of the sixth section beyond Kazabazua and the company hopes to run trains to Pickanock early this fall.

Repair shops have recently been erected at Kazabazua the present terminus of the line. The cars which were smashed in the wreck at Stagg Creek disaster last fall are now all rebuilt and will shortly be brought into service.

The iron bridge across the river at Kazabazua has just been completed.

A RAILWAY HOTEL

Tourist and pleasure parties who go up the line this summer to Kazabazua will receive good accommodation. A large boarding house is being erected by the company, which will be set apart to accommodate parties who go up the line for a few days' or a few weeks' outing as well as the better class of trainmen, such as conductors, etc.

The company promises to give good accommodation and to set a first class table. The building will be completed in a few days. It is situated within a few yards of the station, close to the Kazabazua river, and within three miles of the Gatineau river. Nearby are several beautiful lakes which abound in trout and bass. Trout is also to be caught in the Kazabazua river, close to the boarding house.

Within a short distance of the station are the famous Kazabazua blueberry plains, where the large marsh blueberry can be gathered in handfuls during the season. These plains are about five hundred feet above the level of the river Ottawa, and are dotted by numerous hills.

The roads are sandy and the pleasure seeker does not encounter inches of mud which so often mar the pleasure of such trips.

SUMMER EXCURSIONS

The excursions which have already been arranged over the line for this summer are:

Saturday, June 10th, Christ church Sunday school to the Cascades.

Saturday, June 17th, Dominion church Sunday school to Farrelton.

Saturday, June 24th, St. George's church to Chelsea.

There will also be excursions on Dominion day and the twelfth of July.

20/06/1893 Ottawa Citizen Maniwaki

An elevator with a capacity of 12,000 bushels of grain is being erected in connection with the granary of the McLaren estate on the banks of the Peche. Preliminary steps are being taken for the construction of a branch line of the Gatineau Valley Railway to the firm's establishment, a distance of about a quarter of a mile.

30/06/1893 Ottawa Journal Maniwaki

Beautiful Scenery on th G.V. Ry.

Mr. S.J. Jarvis has just returned from an [sic] trip up the G.V.R., where he made numerous ohotos along the line. Those taken at the celebrated Pagan Falls, 35 mils fro Ottawa, and now on exhibition in Hunter's tailor shop window. They give a good idea of the beautiful scenery, around there. Mr. Jarvis says that all the way up the line is a continued series of delightful scenery and he found many opportunities to make nice ophotos.

01/07/1893 Canada Lumberman Maniwaki Wakefield

J. McLaren & Co, Wakefield, are having a survey made with a view to having a branch of the G.T.R run up to their mills,

21/07/1893 Ottawa Free Press Maniwaki

The Gatineau Valley railway have four hundred men at present employed on the upper end of the line. The work of construction goes bravely on, and soon Pickanock will be the resting place of the locomotive.

24/07/1893 Ottawa Journal Maniwaki

The laying of the iron has begun on the O. & G.V. construction above Kazabazua. The line will be extended as far as Venosta this season.

08/08/1893 Ottawa Journal Maniwaki

Ballasting of the Gatineau Valley line is now completed to Kazabazua and by the beginning of October it is expected that the grading of the line as far as Pickanock will be completed.

08/08/1893 Ottawa Citizen Maniwaki

The accommodation on the Gatineau Valley Railway train yesterday morning was much improved.

10/08/1893 Ottawa Journal Maniwaki

The Italians who work on the G.V.R. near Aylwin are said by a correspondent to be a quiet lot of men and conduct themselves in a very orderly manner.

16/08/1893 Ottawa Journal Maniwaki

Chief Engineer Harris of the O. & G.V. Ry. states that no construction train collapsed through the trestle work at a sink hole near Venosta station on Friday last, as had been reported in a morning contemporary.

23/08/1893 Ottawa Free Press Maniwaki

--This line is now complete to a point eight miles above Kazabazua.

23/08/1893 Ottawa Citizen Maniwaki

Grading on the Gatineau Valley railway is now completed to a point about eight miles north of Kazabazua. It is expected the particular work will be finished to the Pickanock this fall.

15/09/1893 Ottawa Journal Maniwaki

A carload of Italians from Montreal have gone up to Kazabazua to work on the O. & G.V. railway construction above that point. The construction will be pushed forward as far as possible this fall.

15/09/1893 Ottawa Citizen Maniwaki

The Rathbun Car Company have completed an order for four passenger excursion cars for the Ottawa and Gatineau Valley Railway.

15/09/1893 Ottawa Free Press Maniwaki

The work on the Gatineau Valley line above the Kazabazua is still progressing. Another batch of 100 Italians has just been engaged. Four fine passenger cars have been completed for the line by the Rathbun Car company.

23/09/1893 Ottawa Journal Maniwaki

The shipments of tan bark down the O. & G.V. railway for the Boston tanneries has resumed its spring briskness.

Ten or twelve carloads of steel rails passed over the O. & G.V. railway to the present terminus this week, for the construction beyond that point.

12/10/1893 Ottawa Free Press Maniwaki

Track laying on the Gatineau Valley road is now within five miles of Pickanock, to which place trains are expected to run by the latter end of next week.

20/10/1893 Almonte Gazette Maniwaki Ironsides

Eight boulders were found on the track of the Ottawa and Gatineau Valley Railway near Ironsides, on Friday. A farmer walking along the track discovered the stoned and procures assistance to remove them before the express train passed.

07/11/1893 Ottawa Free Press Maniwaki

Rail laying on the Gatineau Valley railroad has reached a point seven miles past the Kazabazua. A fairly large gang is kept steadily employed, many of them being old trainmen. The gravel trains work a few miles behind the rail layers. The work will be kept up as late as the weather will permit.

09/11/1893 Ottawa Citizen Maniwaki

This morning at ten o'clock a train leaves on the Gatineau Valley Railroad on which will be President Beemer and other leading officials of the company, to make an inspection of the road as far as the Pickanook, the present terminus.

09/11/1893 Ottawa Journal Maniwaki

The province of Quebec government inspector inspected the G.V.R. today.

The special train left Union station this morning having on board Mr. H.J. Beemer, president of the railway company; J.T. Prince, superintendent; W. Dale Harris, chief engineer; T.W. Kenny, Aylmer, company's solicitor; Thos. Ahearn; Robt. Surtees, city engineer; Mayor Durocher; Ald. Bingham, McGuire, Champagne, Gareau, Wallace, W.C. McGuire, J.T. Patterson, editor Aylmer Gazette; L. Vallee, inspector of railways for the Quebec government; Assessment Commissioner Pratt and Chas. Mann, roadmaster of the P. & P.J.

The party returns this evening.

The GVR shows its road to the inspecting engineers of two governments.

The government inspection of the O.& G.V. as far as Pickanock yesterday shows the officials of that line are enterprising. They have manifested this by their activity and energy during the past summer in the extension of their line to its present terminus in the far north lumber regions of the Gatineau.

The closing of another season of labor finds the road completed and ready for freight or passenger traffic to Pickanock, a point sixty miles distant from Ottawa or almost thirty miles above Farrelton, which was the terminus of the line last season.

The government inspection of the new portion of the road between Venosta and Pickanock was made by Messrs. Thomas Ridout and L. Vallee, official inspectors of the Federal and Quebec governments respectively. The inspection party left the union depot yesterday forenoon in a special car.

Among those in the party were H.J. Beemer, president of the road; J.T. Prince, superintendent; W. Dale Harris, chief engineer; T.W. Kenny, company's solicitor; Mayor Durocher, Ald. Champagne, Wallace, Ashe, Gareau and McGuire; Assessment Commissioner Pratt; City Engineer Surtees; Messrs. W.C. McGuire, Thos. Ahearn, T.M. Woodburn; J.T. Pattison, editor of the Aylmer Gazette; Chas. Mann Roadmaster of the P.P.J. railway, and representatives of the local newspapers.

The distance between Ottawa and Wakefield, 22 miles was covered in 32 minutes. Venosta, the point where the inspection began, was reached at 11:38, a distance of 41 miles from Ottawa. Before reaching Venosta, the scene of the Stagg Creek disaster was passed. A short distance further on the "sink hole", which gave the company so much trouble during the summer and finally compelled them to build a track around it, was reached.

At Venosta the company have built a neat and commodious station.

A FINE STRETCH OF COUNTRY

After leaving this place there is a beautiful stretch of straight line, two and a half miles in length. The country in this part is undulating and dotted with small sand hills. There is a great amount of bush covered with strips of small hemlock, ash, cedar, poplar and pine trees. The elevation of the country is nearly 380 feet above the level of Ottawa. Nearing the next station, Kazabazua, the famous blueberry plants are reached. These plains cover an area of country nine miles square and it is estimated a million pails of blueberries go to waste there every season.

Thousands of pails full were gathered there last summer and shipped to the cities, but up to the middle of September, when the first frost came, the ground was literally blue with them. A few miles east of Kazabazua is a large gravel pit covering eight acres which is used by the company for ballasting that section of road.

"Hidden water", for such is the proper interpretation of the Indian word Kazabazua, was reached about noon. This name was assigned to it by the Indians because the water of the river in more than one place disappears beneath the ground. This village is at present a divisional point on the line. The company have already built a workshop there where about twenty men are employed. They have also during the past summer erected a commodious hotel about one hundred feet in length for the accommodation of their employees and of the many fishing and hunting parties who go up to put in a few days sport. A better locality for game is very difficult to find. The company's station and freight sheds are buildings of no mean importance and in their general store all necessary requirements can be had at reasonable prices. The residence of Mr. Brennan, the roadmaster, is an ornament to the village. Just at the village the railway crossed the Kazabazua river by a very strong and substantial truss iron bridge.

ENTERING A FARMING COUNTRY.

Leaving Kazabazua, the scenery along the line becomes superb. The woods are very dense and as the soil is more suitable to agricultural purposes, farms assume larger proportions and become more numerous.

After travelling five miles Aylwin station is reached but the line at this point is fully three miles from the village. Quite a number of men are employed here "grubbing" stumps of trees along the right of way. Five miles more travelled and the party embark at Pickanock, which is the end of the journey.

A BUSY SCENE.

Over one hundred men were found busy at all kinds of railroad work. Some were breaking the soil with the use of horses and scrapers, others heaping up the roadbed, a few more laying the ties, a gang were embedding them, and others putting down the iron.

Ninety percent of the "navvies" were either Italians, Finlanders or Swedes. Carpenters were also at work erecting the railway station. The construction will end here until next spring, when the first work will be to build a bridge across the Pickanock river. About an hour was spent here and then the party started on their homeward journey.

With the usual thoughtfulness of the company's officials, refreshments had been brought on the train from Ottawa and as soon as the homeward trip was begun these were served and all partook of an appetizing repast. Remarkably good time was made on the return trip and the party reached Ottawa again at half past four in the afternoon.

The employees in charge of the train were Conductor H. Heath, Engineer Wm. McFall and Fireman D. Rice.

The government inspectors were not free to express their opinions of the new part of the line but from their conversation it is evident that they are well pleased with the inspection.

Sixty Miles Up River.

Among the party who went up the Gatineau Valley Railway yesterday on the inspection trip was a commercial man who has travelled the Gatineau country for thirty years. On the way down distances and day's drives were under discussion and some were telling how John Gilmour had driven from Ottawa to Desert, 100 miles so-called in a day over roads notoriously bad.

"Well", chimed in the traveller, "I've driven up and down the front road many a time and heard many a tall story told of long drives, but I can tell you the man who said he can go to the Pickanock and back in a day would be jailed as a lunatic ten years ago."

By this time the Hull junction was reached, and after comparing watches, the company agreed that the inspection train had done this distance, 120 miles, in four hours and a half, and that the waggon road records were now a thing of the past. The last forty miles had been run in an hour and fifteen minutes including one stop at the Peche.

Good time was made over the same run in the morning on the way up, the train composed of the official coach and engine, which left the C.P.R. station at 10.15, arriving at Kazabazua about noon. The next ten miles, to the Pickanock, was gone over at snails pace, for on board were the Dominion and Provincial Government inspectors, Mr. Ridout and Mr. Vallee. Their duty was to inspect this section to see if the roadbed were well and solidly laid, the bridges safe and substantial, the culverts ample to prevent washouts, and the road generally in the first class condition that a new made railway requires to be to pass government inspection and draw the government subsidy. It took some time to make all the examination. The first stop was long enough to allow the engineers to inspect the bridge over the Kazabazua, and give the commercial man an opportunity to point out a fine water power or two near by, and to explain that Kazabazua was an Indian word meaning an underground river. The bridge is a first class one, an iron superstructure upon heavy stone abutments.

THE NEW SECTIONS

A short stop at the Kazabazua and the train proceeded towards the Pickanock over the new section. About the only piece of masonry on this end of the line is a culvert about a mile from Kazabazua. The government engineers walked over it and round it and peeped through it and must have been satisfied with its construction for it had all the appearances of a first class job. Numerous cuttings were passed through, mostly in sand and clay, and of good with and easy slope. There are no heavy grades, the road being pretty nearly a dead level the whole way. In generally the country in the northern portion of Aylwin and the adjoining township of Wright, is somewhat broken, but nowhere are the obstructions met with to railway construction to be compared to the granite fastnesses of the lower Gatineau, while there are several stretches of plain country as easy as passage of a Northwest prairie.

THE PICKANOCK

The end of construction was reached a little after one o'clock. Grading has been carried almost up to the station, which, when completed will be quite a pretty little building. It is situated on a broad curve where the road conforms to the broad sweep of the Pickanock river. A little over a mile away is the celebrated Victoria Farm and no less celebrated hotel owned by John Ellard built on an eminence on the east bank of the Pickanock and planned on a scale that never fails to impress the traveller at first sight as being rather beyond the requirements of that remote country. But the Pickanock is already a favorite resort for those to whom first rate fishing and clear bracing air are necessary to the full enjoyment of a summer holiday.

From the station, encircled as it is by hills, only a partial view is had of the cultivated stretches along the Gatineau. Indeed from where the road leaves the thriving Keeley settlement in Lowe township, right through to the Pickanock, a distance of some 14 miles, observation from the car windows gives no idea whatever of the well tilled country that lies between the railway and the river. The farms which border the highway are unsurpassed by any in the Ottawa Valley, the buildings comfortable and even ornate, the people well secured and exceptionally well to do. On up the Gatineau Valley to the Desert and even beyond, the country is much of the same character. Farming has paid well and will pay better when access has been furnished to the Ottawa market and at the rate the Gatineau Valley road has been pushed in the last year, that will not be very long hence. In a week or so the regular service to the Pickanock will be commenced, and that is probably as far as trains will run this winter; but Mr. Beemer's intention is to continue construction in the spring so that by the close of next summer at least the road will have reached Desert.

THE RETURN TRIP

After the terminus had been inspected the return journey was commenced, and by the time Kazabazua was reached a very timely incident of the trip was brought on, a comfortable luncheon was thoroughly enjoyed.

Besides the inspecting engineers, Mr. H.J. Beemer, President of the Road; W. Dale Harris, Chief Engineer, Mr. J.T. Prince Superintendent and Mr. Kenny, Solicitor for the G.V.R. there were on the train His Worship Mayor Durocher, Aldermen Ashe, Champagne, Wallace and McGuire, City Engineer Surtees, Assessment Commissioner Pratt, Mr. Thos. Ahearn, Mr. W.C. McGuire, Ex-Ald, Raphael, Mr. Patterson of Aylmer and others including representatives of the city press.

The special was in charge of Conductor McFall with Harry Heath on the engine.

The C.P.R. station was reached at 4.30 after the fastest run ever made over the Gatineau Valley Railway.

14/11/1893 Ottawa Journal Maniwaki

Several hundred persons are expected to be at the ball at Pickanock this evening to be given by the O. & G.V.R. employees. A special car will be attached to the evening train to convey the Ottawa people to the ball.

25/11/1893 Ottawa Journal Maniwaki

The regular passenger service on the O. & G.V. Ry. between Ottawa and Pickanock will very probably open during next week.

01/12/1893 Ottawa Free Press Maniwaki

The Gatineau Valley railroad will be open for general traffic as far as Pickanock next week, the first regular train leaving on Wednesday for that point.

05/12/1893 Ottawa Citizen Maniwaki

Ottawa and Gatineau Valley Railway - Special Notice.

Notice is hereby given that on and after December the 6th, 1893, this railway will be operated to Wright, (The Pickanock), and freight destined to Wright, Gracefield, Bouchette, Maniwaki and all points north, should be way billed to Wright station. Freight destined to Aylwin should be billed until further notice, to Kazabazua.

J.T. Prince, General Superintendent.

Also in Ottawa Free Press Monday 4 December, 1893.

06/12/1893 Ottawa Journal Maniwaki

Timetable advertisement Dec 6 1893

Leave Ottawa 5.30 p.m. arrive Wright (the Pickanock) 8.30 p.m.

Leave Wright (the Pickanock) 6.00 a.m. arrive Ottawa 9.10 a.m.

David Rice, who lost both legs on the Ottawa & Gatineau Valley railway, has recovered \$3,500 damages before a jury at Aylmer, Que.

Lost Both Legs, and Got \$3,500 Damages.

A unique lawsuit, that of David Rice vs Ottawa & Gatineau Valley railroad, came to a close last week in the Aylmer, Que., Superior Court. The particularity of the case consists in the fact that, although a purely civic action, a jury was on hand to consider the evidence. The oldest lawyer in the district says the last trial of this nature took place some twenty years ago. Rice sued the railway for \$10,000 damages on account of an accident at Farrelton [sic] station by which he lost both legs. The evidence was all of a technical nature. After deliberating one hour the jury held that Rice had suffered damage to the extent of \$3,500. The judge accordingly awarded the plaintiff \$3,500.

20/12/1893 *Ottawa Journal* *Maniwaki*

Timetable advertisement.

Leave Ottawa 5:30 p.m., arrive Wright 9:10 p.m.

Leave Wright 5:20 a.m., arrive Ottawa 9:00 a.m.

03/01/1894 *Ottawa Citizen* *Maniwaki*

A man who was driving a load of provisions up the Gatineau for one of the city lumbering firms narrowly escaped being killed yesterday on the Chelsea road. While passing over the railway crossing a train came along and struck the hind part of the sleigh. He just managed to jump in time for the sleigh was badly smashed and its contents strewn over the road. The horse escaped uninjured.

29/03/1894 *The Equity, Shawville* *Maniwaki*

Master Tom Armitage, fireman of No. 7 on the G.V. R.R. is home on a week's vacation.

31/03/1894 *Ottawa Journal* *Maniwaki*

Mr. H.J. Beemer, president of the O. & G.V. and P.P.J. Rys. is at the Russell.

In conversation with the Journal last evening he stated that the company had decided to run two passenger trains each way over the Ottawa & Gatineau Valley line this summer to accommodate the large number of business men in the city who desire to spend their leisure moments among the beautiful sceneries of the Gatineau mountains.

The trains will run to Pickanock, the present terminus of the line. There will be a fast express in the evening, leaving Ottawa between five and six o'clock and reaching Pickanock about seven. The other train going out of the city will leave here at 9.45 a.m. on Tuesdays and Thursdays and on Saturdays it will start at half past one so as to better accommodate those who wish to spend Saturday afternoon and Sunday out of the city. The morning train will carry freight as well as passengers and will not be as fast as the evening train. This train will return to Ottawa at 7.55 on Monday and Wednesday and Friday evenings.

Asked if the company intended pushing the construction of the line beyond Pickanock this summer, Mr. Beemer said he could not give a definite answer until some arrangements now under consideration were completed.

24/04/1894 *Ottawa Journal* *Maniwaki* *Kazabazua*

The Ottawa and Gatineau Valley Railway will open their summer hotel at Kazabazua on 15th May. Situated close to the station.

16/05/1894 *Ottawa Journal* *Maniwaki*

New timetable advertisement.

16/05/1894 *Ottawa Citizen* *Maniwaki*

The new additional service on the Gatineau Valley Railway commences today. Trains will leave the city now at 8.15 a.m. and 5.20 p.m.

18/05/1894 *Ottawa Free Press* *Maniwaki*

Mr. John Davis, formerly of the P. & P. J. railway, Wednesday, commenced his duties as conductor, running the local train on the Gatineau Valley railway between this city and Wright station at the Pickanock.

19/05/1894 *Ottawa Journal* *Maniwaki*

More than a thousand cords of tan bark have been shipped over the Ottawa and Gatineau Valley Railway from the vicinity of Wakefield this spring for the Boston tanneries.

28/05/1894 *Ottawa Journal* *Maniwaki*

The O. & G.V. carried over two hundred persons to Chelsea on Saturday afternoon on the excursion under the auspices of the Field Naturalists Club. The O. & G.V. boarding house at Kazabazua is now filled with tourists and pleasure seekers, principally from this city.

04/07/1894 *Ottawa Journal* *Maniwaki*

The Gatineau Valley railroad train officials are looking spruce in new navy blue uniforms of a very trim and natty appearance.

28/07/1894 *Ottawa Journal* *Maniwaki*

There being a report that the conductor of the Ottawa & Gatineau evening express was likely to be transferred to the Pontiac & Pacific route, a petition to the company has been largely signed by residents along the Gatineau route and by summer visitors asking that Heath, who is a very obliging and popular official, be retained in his present duties.

31/07/1894 *Ottawa Journal* *Maniwaki*

A number of the friends of Mr. J.H. Davis, conductor on the Gatineau Valley railway presented him with an address and a handsome gold ring on Saturday. The presentation was for the purpose of showing the esteem in which he is held by his friends, the occasion being his marriage to Miss. Bell of Aylmer.

19/09/1894 *Ottawa Journal* *Maniwaki*

The day train on the O. & G.V. Ry. will be taken off on the first of October.

28/09/1894 *Ottawa Journal* *Maniwaki*

The construction work on the Ottawa and Gatineau Valley railway above Pickanock has been extended to Greenwood, two miles above the present terminus of the line.

12/10/1894 *Ottawa Free Press* *Maniwaki* *Venosta*

A new saw mill has been started at Venosta, on the line of the Gatineau Valley railway, by Mr. John Holmes, and twelve men were set to work on Monday last.

01/11/1894 *Canada Lumberman* *Maniwaki* *Venosta*

A new saw mill has been started at Venosta, Que., on the line of the Gatineau Valley Railway, by John Holmes.

15/01/1895 Ottawa Citizen Maniwaki

In regard to the Ottawa and Gatineau Valley Railway, it was proposed, out of the balance of \$265,400 (from the P. & P.J., \$62,920, and from the Quebec, Montmorency and Charlevoix, \$202,180) to grant \$115,320 to the Ottawa and Gatineau Valley Railway Co. to allow of the completing of its line from the Pickanock to Desert Village.

21/01/1895 Ottawa Citizen Maniwaki

Yesterday afternoon a number of leading persons from the Gatineau district waited upon Mr. Harris of the G.V. Railway with a view to having the company abandon its present intention of constructing the road seven or eight miles back from the river on the west side in Bouchette township. They point out that the settlers in that township were chiefly close to the river, and their interested should be considered in its construction. Mr. Harris assured them that he would bring the matter to the attention of Mr. Beemer upon his return to the city. It is said that the reason for the company taking the back way route is to come in touch with several beautiful lakes and favorite resorts for sportsmen. Mr. J. Logue of Maniwaki, headed the deputation.

07/02/1895 Ottawa Free Press Maniwaki

A number of men left yesterday to start work on the Gatineau Valley railway bridge at the Pickanock.

23/02/1895 Ottawa Citizen Maniwaki

An inspection took place on Thursday of the Gatineau Valley Railway west of Pickanock. The inspecting officer was Mr. Vallee of the Quebec Government, who was accompanied by Mr. Beemer, Mr. Harris and Mr. Resseman, the newly appointed superintendent of the road. They left by special train in the morning at 8.30 o'clock, and after reaching the terminus of the track, proceeded thence by sleigh to the end of the road which is about eight miles from Maniwaki. The track is laid about three miles past Pickanock. The new section runs through pretty much the same kind of country as that in the lower portion. It is somewhat mountainous but at the same time dotted with many lakes. It is not yet decided whether the line shall run along the river bank through Bouchette township, as desired by the inhabitants, or some eight miles back from the river, which the management seems to favor owing to the access it would provide to several large lakes which promise to be favorite resorts for hunting and fishing parties. The bridge across the Pickanock is in course of construction by Mr. Rowley. It will be finished in a couple of months.

08/03/1895 Ottawa Journal Maniwaki

The Ottawa and Gatineau railway will run two trains over their line each way next summer. An increased amount of travel is expected over the line.

27/03/1895 Ottawa Journal Maniwaki

When the Pay Car's In

There will now be joy among the employes of the Ottawa and Gatineau Valley. The paymaster was to have gone up the line today and pay up the five and six months arrears of wages due the employes of the road. This will put an end to dissatisfaction among the men over the delay in the payment of their wages.

An employe of the line requests the Journal to publish the following piece of poetry which well describes the scene that may be expected along the line of the O and G Ry. after the pay car passes up.

When the Pay Car's In

When the pay car's in,
When the pay car's in,
Won't the boys around the railway
Have a mighty pile of "tin".
And all the wives and children
Will be smiling, for they know
That father will be coming
With his features all aglow,
To have a quiet evening
From the rattle and the din
Of the smoky locomotive
When the pay car's in.

When the pay car's in,
When the pay car's in,
Won't the grocers and the butchers
And the haberdashers grin,
For the "fifties" and the "twenties"
Will be flying around the town,
And the clerks will all be busy
Writing lots of credit down.
Oh! The joy of getting married
Would be hardly worth a pin
Beside the jubilation
When the pay car's in.

28/03/1895 Ottawa Journal Maniwaki

There was a high time on the O. & G.V. Ry. last night. As announced in yesterday's Journal the pay car went up the line yesterday and the employees were paid the five or six months arrears in wages due them by the company. The sixty or seventy employees of the line were thus enriched from \$200 to \$300 each.

A gentleman who came down the line this morning states that when the pay car came along yesterday the women and children actually came out to meet it. He states that after work last evening the employees at the end of the road besieged the hotels and had a hilarious time.

It is estimated that the company paid out over \$10,000 to their employees yesterday.

Mr. W. Dale Harris, general manager, and Mr. Resseman, general superintendent and Engineer Dunn went up with the pay car special yesterday.

They returned to Ottawa again today and tomorrow will go over the line of the P.& P.J. Ry. to pay up all arrears.

Letter to the editor.

I see by your paper of last night that the O. & G.R. had sent up their pay car and settled all arrears. Now I would like to give you the people's side of the question and to inform you that they did not and never did pay up to date. They were over 9 months instead of 5 months in arrears and tonight would complete the 10th. They only paid to 31st December and are now still three months behind. One year ago they paid for February and we saw no more of them until July, when they sent out to the men that if they could wait for the four month's pay then due the company would commence a system of semi-monthly payments. They paid this way for one month, July. In September they paid for March and August only, and from that day until 27th March inst. we did not get a sight of them, notwithstanding all their promises of pay month to month, week to week and day to day. This time when the men confidently expected to be paid in full they were put off with pay to December, and if you were up this way you would have heard curses, not loud but deep - instead of the jubilate you publish. The people may have been out looking, but doubtfully for the car, as they had been so often deceived, and went home disappointed. As one man remarked, "This will not pay the little bills we owe, and the few dollars we should have to get a little comfort of us just what we never get".

Several agents and section men had sent in their resignations, to take effect 1st of April if not paid in full by that date. Those of the sectionmen were not accepted, but the station agents were allowed to depart, being told that they had nothing to complain of as they had free rent, wood and light. The rent was alright, but cordwood and coal-oil is poor chuck to feed a family on and the men find it hard to be obliged to look for other provisions on credit, when the money is earned and justly due to them.

The company have now promised to be up again in 2 weeks to pay up arrears but the men have lost all confidence in these promises and there is scarcely one of them but has his weather eye open for another job and ready to drop the O. & G. like a hot potato.

It is admitted that the road is paying splendidly. Then why not pay the men?

DE L'ARGENT COMPTANT Wakefield March 30, 1895

[Note the company is probably trying to do the best it can, and as it is spending a lot of money in pushing construction, it is under a heavy burden. That employees should not get their full wages on time is certainly a hard matter, but it might be remembered, too, that if there were no road there would be no wages at all, nor would there be any wages if, through a shortage of money the road stops operating. We do not think the road is "admitted to be paying splendidly". In fact, it is almost a miracle if a short piece of unfinished line with four trains or less per day is paying at all. The company has spent a lot of outside money in construction in the Gatineau country, but no dividends have come back yet, and nobody connected with the company appears to be a millionaire. - Ed]

10/04/1895 *Ottawa Journal*

Maniwaki

A landslide occurred on the O. & G. Ry. Monday evening between Farrelton and Venosta. The slide covered ninety feet of track to the depth of five or six feet. The danger was observed before the evening train was due.

12/04/1895 *Almonte Gazette*

Maniwaki

A landslide took place on the Gatineau Valley R.R. on Monday last. Covering the track for some distance with five or six feet of earth. It took fifty men to clear the track for next day's running.

15/04/1895 *Ottawa Journal*

Maniwaki

A Second Slide on the G.V.R.

In consequence of another land-slide on O. & G. Ry the morning express bound for Ottawa was delayed nearly three hours at the bend two miles beyond Chelsea. A portion of earth and rocks slid down on the track and caused the delay. The track itself was not turned. A gang of men were put at work to remove the debris. A strict look out is being kept, along the line for slides of this kind.

15/04/1895 *Ottawa Free Press*

Maniwaki

A small landslide occurred on the Gatineau Valley railway on Saturday morning above Chelsea. The track was cleaned during the day and traffic was kept going. The line is being watched carefully throughout its whole length.

25/04/1895 *Ottawa Journal*

Maniwaki

Mr. F. Vallee, inspector of railways for the Quebec government accompanied by Mr. W. Dale Harris went up the line this forenoon to inspect a portion of new road near Picanock. [sic]

06/05/1895 *Ottawa Free Press*

Maniwaki

The Governor General and the Countess of Aberdeen left Ottawa on Saturday afternoon for a short trip on the Gatineau Railway, in order to obtain a day or two of quiet and retirement. Their excellencies travelled in their private car which was placed on a siding at Cascades, a charming spot where the party remained over Sunday.

07/05/1895 *Ottawa Journal*

Maniwaki

The O. & G. Ry. will run two passenger trains over their line east and west during the coming summer, as they did last season. The service will begin about the middle of this month. Passenger trains will leave Ottawa about 8.30 a.m. and 5.20 p.m. returning to the city about 9 a.m. and 3 p.m. The Gatineau promises to be as popular a spot for summer excursion parties this year as it was last season.

14/05/1895 *Ottawa Journal*

Maniwaki

The Gatineau Valley Railway Company have received two petitions. one that the line through Bouchette township should skirt the river and another that it should go some distance back of the river front. The route has not yet been chosen.

15/05/1895 *Ottawa Free Press*

Maniwaki

The Gatineau Valley Railway Company are having their coaches painted in the Ottawa Electric car shops, in New Edinburgh. In order to reach the shops it was necessary to place a spur from the Ottawa & St. Lawrence track, near St. Patrick street bridge to the electric track on Creighton street, thence via Creighton, Sussex and John street, they reach the shops.

20/05/1895 *Ottawa Journal*

Maniwaki

Ottawa & Gatineau Railway timetable advertisement. Change of time effective 20 May.

06/06/1895 *Ottawa Free Press*

Maniwaki

The new bridge being built by the Gatineau Valley Railroad Company over the Picanock river will be completed about the 15th of this month when the portion of the new road constructed last summer and extending about five miles on the northern side of Picanock will be brought into direct communication with Ottawa. On account of an unexpected delay in the arrival of the iron superstructure which should have been delivered on the first of May, the company found that they would not be able to secure the material till fall and in order that the plans for the present season's construction work might not be balked, the management have put up a temporary trestle which will serve the purpose well until it is replaced by the more substantial iron work. --

08/06/1895 *Ottawa Free Press*

Maniwaki

The cars of the Gatineau Valley railway are being painted in the New Edinburgh shops of the electric railway. They are transferred over the line of the St. L. & O. railway. A mail car with a smoking compartment presented a very neat appearance as it left the sheds this morning.

23/07/1895 *Ottawa Free Press*

Maniwaki

Gracefield

The first train on the Gatineau Valley Railway will enter Gracefield on Friday next. The villagers will turn out and give it a cheer.

23/07/1895 Ottawa Journal Maniwaki

The new railway bridge of the O. & G. Ry. across the Pickanock river has been sufficiently completed to allow trains to cross. Construction trains are now returning to Gracefield, two miles beyond the Pickanock river. The end of construction has reached Bouchette, eight or nine miles further on. The line, however, has been surveyed all the way to Dessert with the exception of two or three miles along Abittabe Lake.

31/07/1895 Ottawa Journal Maniwaki

The rails of the O. & G. Ry. were laid into Gracefield, two miles above Pickanock, yesterday.

01/08/1895 Ottawa Free Press Maniwaki

The regular train on the Gatineau Valley Railway this morning, due in the city at nine o'clock, reports a rather unique experience in the early part of the run, a few miles north of Kazabazua.

Two large bears were seen moving down the middle of the track, having climbed up the slight embankment out of the woods. As the train was bearing down on them at full speed, the bears increased their pace to a lumbering sort of run. The driver opened his throttle to the fullest extent, and struck one of the couple, elevating him quite a distance through the air. The second bear escaped injury. It was impossible to stop the train at the time, or bruin might have been secured.

29/08/1895 Ottawa Citizen Maniwaki Cascades

A fight started between two shanty men on an up-going train on the Gatineau Valley railway Tuesday evening, with the result that one of the fighters was thrown off by his antagonist as the train was approaching the Cascades at a lively rate of speed. He fell foremost on some stones, and had his face badly cut. Otherwise he escaped injury.

01/10/1895 Ottawa Journal Maniwaki

Ottawa and Gatineau Ry. fall time card comes into effect 1 October 1895.

Train No. 1 leaves Ottawa at 5:50 p.m. arrives Gracefield 8:40 p.m.

Train No. 2 leaves Gracefield at 5:50 a.m. and arrives Ottawa at 9 o'clock.

08/10/1895 Ottawa Free Press Maniwaki

The Gatineau Valley railway company will take over the recently completed portion of the line as far as Gracefield next week and the passenger trains will run to that village instead of the Pickanock.

08/10/1895 Ottawa Citizen Maniwaki

The construction work on the Gatineau Valley Railway as far as Gracefield, including the new iron bridge over the Pickanock at Wright, is to be taken over by the company next week. Trains will then run to Gracefield instead of the Pickanock station as at present.

21/10/1895 Ottawa Citizen Maniwaki

Mr. L. Vallee of Quebec, made an inspection of three miles of the new track and the new bridge of the Gatineau Valley Railway on Saturday, on behalf of the government. Afterwards he expressed himself as well pleased with the construction of the new portion of the line. Mr. Vallee was accompanied by Mr. W. Dale Harris, managing director of the road and lady friends. Mr. Resseman, superintendent of the railway looked after the party.

26/10/1895 Ottawa Journal Maniwaki

The O. & G. Ry. bridge over the Pickanock river is now completed and trains are now running into Gracefield. The passenger trains began running regularly into Gracefield yesterday.

07/11/1895 Ottawa Free Press Maniwaki

Although the Gatineau Valley railway has done no new construction work this year on the upper end of the road beyond the completion of the Pickanock bridge, they have men now at work throwing up a roadbed beyond Gracefield, the present terminus, and there is every reason to believe that when next spring opens the company will be in a position to rush the building of the new road towards the objective point of Desert, which is as far north as the government charter provides for.

TROOPS IN LOWE. OTTAWA ASTIR YESTERDAY WHEN THE MILITIA DEPARTED.

Tenting To-Night" Was the Song Which the Kickers of Stag Creek Heard Before the Brave Boys Slept After an Afternoon's Drizzle. All Quiet. A Settlement Probable.

Lowe. Nov. 17. (Special to the Citizen.) The arrival at noon to-day of the body of militia from Ottawa lent the first real aspect of seriousness that has attached to this whole business of tax gathering under convoy. The desultory attempt made by the county officials on Thursday, the retreat and subsequent inaction of Friday and Saturday so detracted from the seriousness of the situation in the eyes of the Stag Creek delinquents that this advent of the military is rendered doubly impressive.

The Troops Arrive.

The train bearing the troops arrived at noon, having taken nearly three hours to make the journey, for during the latter part of the run precautions were taken befitting a descent upon hostile territory. During Saturday stories were bandied about of plans to undermine embankments and dynamite the bridges along the route, but it is doubtful if these were even seriously meant; there was certainly no basis for their circulation. As a matter of fact, the uncertainty was weighing upon the delinquents, and their chief concern seemed to be for a settlement.

Offers of Settlement.

Several deputations had arrived at the police headquarters during the afternoon of Saturday. There were old heads among them whose counsels had evidently brought about the disposition to capitulate. But their notions of what constituted a fair arrangement were such as could not be entertained. The best they suggested was that all arrears should be wiped out and they henceforth would pay the taxes regularly. This they engaged to have performed without fail. County Treasurer Desjardins could listen to no such proposition, and all went home disappointed, but with no threats of or determination to resist. There was no very great gathering at the station to see the debarkation of the troops. The news of their coming was confined, to the newspaper reporters, and the whistle of the Gatineau locomotive reached the ears of the Lowe people in their pews in church.

The Force.

The force consists of 75 picked men from the 43rd Rifles, 23 from the Ottawa Field Battery and 20 from the Princess Louise Dragoon Guards. Lt.-Col. the Hon. M. Aylmer commands the contingent, and Capt. Rogers, 43rd, is Acting-Brigade Adjutant. The staff officers are Lt.-Colonel MacDonald, supply officer; Capt. Sutherland, brigade quartermaster, Lt. Stewart, acting orderly officer; Surgeon-Major Bell, brigade surgeon; Lt. Harris, veterinary surgeon. Trumpeter James. Lt.-Col. Wright commands the infantry, his officers being Lieuts. Boville and Bellard. Major Bliss is in command of the mounted men, Dragoons and Battery, who are divided into "A" and "B" troops, under Lieuts. Eaton and R.A. Klock.

The Boys in Camp.

The camp ground a level bit of stubble ground on Oscar Brook's farm, adjoining the police headquarters at the Brook's Hotel, was reached by a detour of nearly two miles, as the station is situated some distance back from the high road crossing. For a "composite" force the men performed the work of debarkation and bivouac in remarkably short time. By four o'clock the camp ground presented quite an orderly appearance. Thirty snow white pyramids dotted the clayey field, its sticky surface adhering uncomfortably to the boots of the officers and men as they bustled about camp organization, and the collection of fir branches wherewith to make their bivouac tenable for the night.

A Rain Shower.

It was rather a dreary prospect though, for a stiff shower of rain soon drenched the newly-stretched canvas, and obliged the workers to don their great coats. Later in the evening it cleared up to the intense relief of the soldiery. To the neighbors gathered to watch the organization of the camp the process was one of evident interest. The spirit pervading the demonstration seemed to have a reassuring effect upon these well disposed people. I particularly remarked the satisfaction which lighted the countenance of the proprietor of the field as Aylmer cautioned an officer to see that his men desisted from digging such unnecessarily deep trenches and spoiling the field. The commanding officer was sufficient of a farmer to note that the field had been seeded down to grass. By nightfall the camp was all in order, tents well littered, blankets unstrapped and a savory bouillon stewing over a fire of pine knots. The forethought of Supply Officer Col. Macdonald had provided liberally for the men and their mounts while tent-pitching was still in progress.

Drumming Up the Taxpayers.

A double rig was despatched up country under escort of a dozen mounted artillery men. In the waggon were Rev. Father Foley, of Farrellton, to whose parish belongs the Stag Creek delinquents, or kickers, as they are now called, the men who have practically brought all this trouble upon the township. The other occupants of the rig were County Solicitor Major, Sergt. Patry, of the police, and Magistrate Win. Farrell. The latter and the priest had been deputed by the kickers to convene a gathering of all the taxpayers of the township and endeavor to avert further trouble; in other words, to effect an honorable capitulation. The party named accordingly repaired to the North Lowe church to enlist the sympathies of Rev. Father Blondin, the idea being to have a meeting of all the taxpayers to-morrow here at Brooks', whereat a provisional council of seven shall be elected, this temporary re-organization to be subject to the approval of the authorities.

A Council of Settlement.

Father Blondin promised his cooperation, and so the meeting of tomorrow is regarded as a council of settlement, which may avert further conflict. The delinquents and kickers will be given a chance to pay up and avoid seizure. The people of North Lowe, who have never refused to pay their taxes, will be present by invitation, if they come at all. Their position is that they have never been formally served with notices of their present judgment indebtedness, and that so soon as such notice is served upon them they will immediately pay. There can be no seizures in this case, the present fuss arising altogether over the wrong-headedness of the settlers of Stag Creek or South Lowe. Indeed, at the meeting Saturday night of some sixty Patrons of Industry in North Lowe, only one raised his voice, against paying upon the first demand.

To-day's Meeting.

Still they will in all probability attend to-morrow's meeting, upon which depends the outcome of the present demonstration. Should it terminate in an arrangement whereby arrears will be paid and guarantees given for settlement of all costs, the volunteers will probably on Tuesday morning be chorusing "Home, Sweet Home, with the same hearty chorus in which they are at this moment singing "Tenting To-night" by their blazing camp

fire, amid the echoing hills..

25/11/1895 Ottawa Journal Maniwaki

The line of the O. & G. railway is surveyed all the way to Dessert. The surveying party have returned to the city, having completed their work. As much of the line between Gracefield and Dessert as possible will be completed next summer.

26/11/1895 Ottawa Citizen Maniwaki

It was learned yesterday that the rock excavation in connection with the construction of the Gatineau Valley Railway from its present terminus to Maniwaki would likely be done during the winter months.

05/12/1895 Kemptville Advance Maniwaki

The directors of the Ottawa and Gatineau railway want to lease every unclaimed lake between Wakefield and desert, some forty in number, and to make the Gatineau district a sportsman's resort.

11/12/1895 Ottawa Journal Maniwaki

The Quebec government authorities have given their assent to the O. & G. Ry. building their line through the rear portion of Bouchette township instead of the "front" and the line will be built by that route. The line will run close to Blue Sea Lake, the famous fishing grounds of the Upper Gatineau.

11/12/1895 Ottawa Citizen Maniwaki

THE LINE LOCATED.

HOW THE GATINEAU VALLEY ROAD RUNS THROUGH BOUCHETTE.

The Rear Portion of the Township has Been Selected. It has the Reputation of Being the "Sportsman's Paradise." Right of Way.

The route of the Gatineau Valley Railway through Bouchette township, which has been a question of lively interest and discussion among the inhabitants of the Gatineau Valley for over a year, is now settled. The line is to run through the rear portion of the township, or that section back from the Gatineau river, which has the reputation of being the "Sportsman's paradise" of this district. By this decision the people along the river front have lost in the long, persistent and determined struggle.

Two gentlemen left the city last evening to arrange for the purchase of the right-of-way along the newly adopted route. The route goes through quite a number of farms, but, for the most part, it winds its course through an unbroken stretch of wooded country, dotted on every side with beautiful lakes. Principal among the lakes is that of the "Blue Sea," which has large area, and is exceptionally well stocked with fish.

That the people along the river front will be greatly disappointed by the way things have gone, is, of course only natural in view of the efforts made by them in getting the railway at their doors. Several deputations, it will be remembered, waited upon the authorities of the railway company here and presented their claims. They also brough [sic] some influence to bear on the provincial government authorities for the purpose of setting aside the bonus, unless the company ran the road where it would be most advantageous to the people of the township.

Petitions were also presented from the inhabitants at the rear, requesting that the railway be constructed through that portion of the township, The company was all along in favor of the rear route, but could do nothing in the way of construction until the provincial government authorities gave their assent to the route, as they have done.

The heavy rock work along the route will likely be carried on this winter. and the other work pushed through next summer.

19/12/1895 Ottawa Journal Maniwaki Gracefield

Gracefield depot on the O. & G.V. Ry. destroyed.

The O. & G.V. Ry. station at Gracefield was completely destroyed by fire last evening. The agent, Mr. James T. Hoolihan, had locked up the station to go to supper and while he was absent it caught fire. When help arrived the whole interior of the building was in flames and none of the contents or the building itself could be saved. The loss involved reaches \$1,500, which is but slightly covered by insurance. The origin of the fire is unknown. Superintendent Resseman went up to Gracefield on a special today to inquire into the fire.

Also covered in Renfrew Mercury 27 December.

20/12/1895 Ottawa Citizen Maniwaki Gracefield

The railway station at Gracefield, Que., was burned down last night while the agent was away to supper. Cause of fire is unknown.

20/12/1895 Ottawa Journal Maniwaki Gracefield

The small O. & G. Ry. station at Ironsides, which is now unused, is to be removed to Gracefield to serve as a temporary station until another is erected to replace the one burned down on Wednesday evening.

24/12/1895 Ottawa Free Press Maniwaki Gracefield

The officials of the Gatineau Valley railroad believe from information that has reached them that the fire at Gracefield station was by no means accidental, for the circumstances seem to indicate that a robbery had been committed. There is said to have been \$100 in cash in the building which is missing as well as many of the tickets.

31/01/1896 Ottawa Free Press Maniwaki

Twelve carloads of pulpwood have been brought down on the Gatineau Valley line to the city during this week by Mr. Geo. Reid and six more such trains are expected down this winter.

28/04/1896 Ottawa Journal Maniwaki

The Ottawa and Gatineau Railway will be the next line to run Sunday trains in and out of Ottawa.

The summer time card, which provides for the running of Sunday trains as well as two trains every other day of the week comes into effect on Monday May 18th. Consequently the first Sunday run will be on May 24th.

There will be but one train on Sunday. It will leave Ottawa at 9.30 a.m. and run to the end of the line, returning to the city at 9.30 in the evening. More

15/05/1896 Ottawa Citizen Maniwaki

Mr. W. Dale Harris, who recently resigned the position of managing director of the Ottawa and Gatineau Valley Railway, has received a letter from the president of the Company expressing his regret that Mr. Harris had determined to retire from the company's service.

30/05/1896 Ottawa Citizen Maniwaki

It was learned yesterday that nothing further would be done this season towards extending the Gatineau Valley Railway to Maniwaki, its ultimate destination. It is expected, however, that early next season the remaining portion of the road will be built.

01/08/1896 Ottawa Citizen Maniwaki

--It was also stated that the work of continuing the Gatineau Railway from Gracefield to the Dessert would be commenced this fall.

This morning, while the Gatineau Railway train was nearing Ottawa a sudden death occurred from heart disease, Conductor Henry T. Heath dropping dead on the car.

It appears that at Ironsides a man got on who either could not or would not pay his fare. The conductor told him he would have to leave the train, the bell rope was pulled and the man was put off. Entering the car, Conductor Heath, who was somewhat excited, leaned on a seat and remarked to Mr. Thomas Bangs: "I can't help it; I was only obeying my orders," and then a pallor spread over his face and he fell to the floor.

The poor fellow was at once lifted up, and Sir James Grant, who was on board, went to his assistance, but he was past all human aid and as the cars entered the Hull station the news went through the train that his spirit had fled.

Henry T. Heath resided at 521 Bank street, and was in the 53rd year of his age. He was originally a railroad surveyor, and when the Gatineau railway was opened, was appointed to the position of conductor, a place he has filled with great satisfaction to the management, and the travelling public. Several years ago, while surveying, he contracted a heavy cold, which developed into heart troubles and the excitement of putting a man off the cars evidently proved too much for the weakened organ. --

03/08/1896 *Ottawa Journal*

Maniwaki

Henry F. Heath, conductor of the morning express in to town on the Gatineau Valley road, died on the train this morning.

Mr. Heath brought his train to Hull Junction in his usual good health. From Hull, the smoking car carried his dead body into Ottawa.

The Gatineau train stops every morning at the junction to allow the morning express for Montreal to pass. This morning a man who is unknown got on at the Junction to come into Ottawa. On leaving the Junction Conductor Heath asked the man for his ticket. The stranger had none but proffered ten cents. "The regular fare is 25 cents," said the conductor. "You can take ten cents or nothing," said the man. "Well, I am sorry," said Heath. "but my orders are strict and I must put you off." "Alright," said the other.

Conductor Heath pulled the bell rope and the train stopped about half a mile short of Hull station. The stranger walked quietly out of the car.

Heath followed, saw the man off the steps and signaled to the engineer to go on. Then he stepped back into the smoking car. He closed the door behind him, staggered a moment, holding on to the handle, then fell to his knees. Mr. George Orme and Mr. Thos. Raphael, who were sitting in the smoking car, sprang up and assisted him to a seat. His face was livid. They dashed some water over his head, and some one produced a flask of brandy. Mr. Heath feebly turned his head away. That was his last movement.

Sir James Grant was on board and was brought inside of two minutes from the moment Heath fell. He felt the conductor's pulse and shook his hand. The unfortunate man was laid down in the aisle, with his head on a cushion. When the train ran into Hull station a minute or two later the conductor was dead.

Mr. Heath had been troubled for years by symptoms of heart disease. On one occasion last year he had to put a man off the train, and the excitement caused an attack of giddiness. He said afterwards to a gentleman on board, "I've escaped this time but it will catch me yet."

Prior to the incident at the Junction this morning, Mr. Heath appeared in unusually good spirits. He chatted cheerily with several of the passengers, many of whom are summer residents up the Gatineau coming in and going out every day, and who are thus acquainted with him. Some of them, however, remarked that the conductor, who never had much color, looked even paler than usual.

Mr. Heath, who resided at 521 Bank street, leaves a widow and eight children. One of his sons, a lad of twelve, had been taken up the road by his father on Saturday night, and was on the train this morning when his father's terribly sudden death occurred.

The deceased conductor was a faithful, steady and competent officer, but although he attended strictly to his duties, his good humor and kindness made him popular with all who used the Gatineau express. The news of his death spread rapidly throughout the train in the short time intervening between Hull and Ottawa, and there was sorrow on every face as the passengers alighted, some of them feeling as if they had lost an old friend.

The body had remained resting in the aisle of the smoking car. It lay there until Superintendent Resseman of the Gatineau Railway was communicated with. Mr. Resseman at once asked Coroner Mark to hold an inquest into the cause of death. Dr. Mark proceeded to the Union station but after making a post mortem examination there he decided that an inquest was unnecessary, death being unmistakably due to heart disease. The body was then removed to the family home on Bank street from which the funeral will take place Wednesday.

Conductor Heath was about 52 years of age. Of the eight children, the eldest is a boy of 16. Mr. Heath was not only well known along the Gatineau line but to a large number of people in Ottawa, and esteemed and respected by all. He has been a resident in Ottawa for fully twenty years. An Englishman by birth, he came to Canada shortly before he removed to Ottawa, and his mother who still survives him, resides in England. He was a brother of Mr. Fred Heath of Stephen's boot and shoe store and also a brother of Rev. George Heath, superintendent for the British American Bible Society in the West Indies who visited Ottawa a few weeks ago. The deceased and his brother met then for the first time in forty years.

Conductor Heath was a member of the Order of Railway Conductors and also of the Masonic Order and is understood to have carried some life insurance.

14/11/1896 *Ottawa Journal*

Maniwaki

General Superintendent Resseman of the Gatineau Valley Railway made a strong plea for the Nepean Point bridge before the civic finance committee. From the point of view of the G.V.R.'s interests there are indeed no two ways of looking at the question. It seems atrocious that the Gatineau road, out of a total business of \$70,000, should have to pay \$20,000 a year to the Canadian Pacific Railway, chiefly for the privilege of crossing the C.P.R. bridge.

More - C.P.R. built with public funds etc.

It seems little better than robbery for the C.P.R. to charge the G.V.R. \$20,000 a year for the accommodation given. And the extortion is a serious injury to the Gatineau Valley and to Ottawa.

10/12/1896 *Ottawa Citizen*

Maniwaki

Up to last evening it was not known whether the Gatineau railway documents had been destroyed in the big fire in Montreal. They were in a vault that has not yet been taken from the debris.

24/03/1897 *Ottawa Citizen*

Maniwaki

It is more than likely that the Gatineau railway will be extended during the coming summer from the present terminus at Gracefield to Maniwaki. Within the past couple of weeks, Mr. Beemer, president of the railway, has been in the city more than once, and it is learned that his visits were in connection with the proposed extension.

24/04/1897 *Ottawa Citizen*

Maniwaki

Hull

Mr. Beemer's terms for extending the railway through Hull - car shops etc.

O. & G. and P.P.J. Rys. Want to run lines through Hull.

The Ottawa and Gatineau and Pontiac and Pacific Junction Railways are desirous of extending their lines into and through the city of Hull, to the bank of the Ottawa river, to erect a commodious station at the junction of the railways and to erect a workshop for the use of both roads.

An application has been made to the Hull city council asking the council to grant these rights. The council seems favorable to granting the request. The companies want exemption from taxation and free right of way for all lines and sidings, also all land required for station yards and workshops. By granting the petition the city of Hull will secure the benefits of a junction station and workshops within the city limits which would otherwise be built in Ottawa.

The total mileage of the companies lines in Hull as contemplated will be about 140 miles with every probability of considerable extensions being added in the near future, all of which will be of immense value to the city of Hull.

Mr. H.J. Beemer, president of the road, who writes the council, says that the carrying out of the contemplated improvements means the bringing to the city the products of continual development of the vast northern region with its unlimited resources.

The plans of the projected scheme will be handed to the council in a few days. The aldermen seem favorable to the scheme being carried out as long as the companies employ at their workshops men from the city of Hull.

20/05/1897 *Ottawa Citizen* *Maniwaki* *Hull*

Tomorrow, Mr. H.J. Beemer, president of the Gatineau railway, will wait upon the members of the Hull city council with a view to securing an entrance for the railway into Hull and the site for the erection of the company's shops in that city.

Among the places laid in view as a favourable location for the work shops is the property on the west of Leamy's Lake and a short distance north of the central portion of the city.

The people of Hull are anxious to have the railway enter the city, and the council will, no doubt, assist Mr. Beemer as much as possible in carrying out his plans.

It is also understood that Mr. Beemer has also concluded negotiations for the completion of the Gatineau railway northwards to Maniwaki from Gracefield, the present terminus, this summer.

25/05/1897 *Ottawa Journal* *Maniwaki* *Hull*

Mr. Beemer, president of the Ottawa and Gatineau Valley Railway, had a conference with the city aldermen in connection with the proposed extension of the O. & G. and P.P.J. railway lines into the city of Hull. Mr. Beemer was accompanied by Mr. Resseman and Mr. Dunn, engineer. -- As was announced before, Mr. Beemer is willing to have the work start next summer on the new lines provided he obtains the help of the city council. He so informed the committee and said that all that was wanted was the necessary property for the extension of the lines and building the workshops. The line would run under the C.P.R. track in close proximity to the city slaughter house, and continue southward in almost a straight line to the Ottawa river. Mr. Beemer said that the workshops would certainly be built in Hull and that forty men would be constantly employed. On the original plan of the new line as prepared by the engineer, fifty acres are marked for workshops but Mr. Beemer said that this would be too much ground and he would only require but forty acres. The plans would be drawn up accordingly. Committee gave assurances etc.--

05/06/1897 *Ottawa Journal* *Maniwaki* *Hull*

At a meeting of the committee of council -- it was decided to request Mr. Beemer to change his proposition and make another offer to the council. At first Mr. Beemer asked the city to let him have the privilege of running the projected line into Hull. The city does not own the land required for the construction of the workshops and the railway line. The council will not be willing to undertake the purchase. The city clerk has been authorized to write to Mr. Beemer to that effect and request him to ask the city for a bonus. If the amount asked is reasonable the council will gladly accede to Mr. Beemer's wishes.

26/07/1897 *Ottawa Citizen* *Maniwaki* *Gracefield*

Some 15,000 ties lying near Gracefield have been sold by the G.V.R. to the C.P.R., and are being shipped to various points.

23/08/1897 *Ottawa Journal* *Maniwaki* *Wakefield*

When the engine of the morning train on the O. & G. was coming out of the sheds at Gracefield, this morning, it ran off the track. The train was, in consequence, delayed 4 or 5 hours. A number of summer residents on this line, who could possibly do so, drove into the city this morning in busses.

09/09/1897 *Ottawa Journal* *Maniwaki*

Mr. Beemer wants \$50,000.

The Hull council now has a definite proposal before it in regard to the P. & P.J. workshops.

Mr. Beemer, president of the Gatineau Valley and Pontiac Pacific Junction Railways, has written a letter to the council asking a bonus of \$50,000 for his proposed railway through Hull. The estimated cost of the right of way, Mr. Beemer states, for main lines, sidings, branches with extensions to a wharf on the Ottawa river, together with all the land required for work shops, shunting grounds etc. is \$51,772. Mr. Beemer states however, that if \$50,000 are granted by the council the building of the railway shall be fully carried out. It is likely that at the next meeting of the Hull city council the matter will be considered.

14/10/1897 *Ottawa Journal* *Maniwaki*

Mr. Thos. Wilson of Cantley called at the Journal office last evening and told of how he had discovered an atrocious attempt to wreck the Gatineau Valley train.

Yesterday he had been cutting grain on his farm near Cantley and in the afternoon started to walk into the city. The shortest way was to follow the O. & G.V. railway track and this he did.

When he was near Ironsides he discovered eight good sized boulders lying against the rail about four or five feet apart purposefully and carefully laid so as to cause an accident. He called to a farmer named Fitzsimmonds, who was passing nearby at the time and they moved away the stones. JUST BEFORE THE EXPRESS WAS DUE

This was about half past three in the afternoon or not quite two hours before the evening express was due.

Mr. Wilson thinks it was a deliberate attempt to wreck to train and is sure that a wreck could not have been avoided had the obstacles not been seen before the arrival of the express.

Enquiry at the head office of the company elicits the fact that they had heard a rumor about stones being put on the track but they had no confirmation of the report.

24/03/1898 *Ottawa Journal* *Maniwaki*

Taking effect Oct. 4 1897. No. 1 mixed leaves Ottawa 4.30 p.m. arr. Gracefield 7.30 p.m. No. 2 mixed leaves Gracefield 6.45 a.m. arr. Ottawa 9.45 a.m. Union depot.

25/03/1898 *Ottawa Journal* *Maniwaki* *Chelsea*

SMALL LANDSLIDE

A small land slide on the line of the O. & G. Railway delayed the trains slightly last night ns to-day. The slide was near Chelsea.

23/05/1898 *Ottawa Journal* *Maniwaki*

Taking effect Sunday May 15 trains will run as follows. Trains 1-8 expresses are shown. 1/2-SuX; 3/4-SSuX; 5/6-SO; 7/8 - SuO

02/07/1898 Ottawa Journal Maniwaki

Timetable. From Sunday May 15th 1898 Ottawa and Gatineau Railway running from Ottawa to Gracefield.

19/08/1898 Eastern Ontario Review Maniwaki

All disputes between the Quebec government and the P. & P.J. and O. & G. Railways regarding taxes have been settled; the government having withdrawn all of its claims. The withdrawal took place on July 30th.

25/10/1898 Ottawa Free Press Maniwaki Chelsea

Mr. Chas. E. Robitaille, formerly train dispatcher of the C.P.R. at Buckingham, Que., and who is cousin of Mr. Emille Robitaille of Rideau street, has arrived from Quebec and has been appointed station agent at Chelsea for the Gatineau Valley railway.

05/11/1898 Ottawa Free Press Maniwaki

Mr. H.J. Beemer, speaking of the rumored proposal to convert the Gatineau Valley railroad to an electric line as far as Wakefield, said today that there is little probability of it being done. The company are devoting all their energy to building the Interprovincial bridge, and intend extending the road on the present basis as soon as possible.

20/01/1899 Ottawa Citizen Maniwaki

--In 1899 the Ottawa and Gatineau road carried 97,500 passengers, an increase of over 11,000 in comparison with the previous year.--

27/01/1899 Eastern Ontario Review Maniwaki

Next summer the Gatineau Valley Railway Co. will build 28 additional miles, extending the road to Maniwaki

07/02/1899 Ottawa Citizen Maniwaki

Complaints still continue to come in from the Gatineau about the service given by the Ottawa and Gatineau Railway. On Friday night the train, it is said, was held an hour to accommodate the people who were attending the races. Parties able to form an opinion say that there was only one passenger who was on board who was at Aylmer on that day, and on account of one passenger it appears that train was held to the discomfort of the other passengers and to the delay of the mails all along the route.

23/02/1899 Ottawa Citizen Maniwaki Hull

Mr. W.R. Kenny, solicitor for the Pontiac and Pacific Junction and Ottawa and Gatineau railways is engaged in searching titles of land in Hull over which the approach to the Interprovincial bridge by the railways will be constructed. After the land is secured, work on the construction of the line will be commenced and completed by the time the bridge is completed in the fall.

13/05/1899 Ottawa Journal Maniwaki Venosta

Hit by a locomotive.

About a mile south of Venosta the engineer of the up Gatineau Valley train saw a couple of men on the track ahead on Thursday evening walking in the same direction as the train was going. He whistled and one man left the track. The other paid no attention. The engineer, whistled again without effect, then whistled down brakes and reversed his engine, but while still going at a good rate of speed struck the man who was flung 20 feet into the ditch, an apparently inanimate heap.

As soon as the train stopped, officials and passengers ran back and found the victim lying unconscious with a cut between his eyes, another on the side of his head, and his arm doubled under him, apparently broken. The comrade who had been with him, and who seemed half-dazed, said the injured man was a farmer named Jack Hayes who lived near by. Hayes wasn't deaf, but he "had had a drop or two".

The passengers and train crew were debating whether to get Hayes taken home or carry him on the train to Aylwin, ten miles, where the nearest doctor was, when the victim rolled over, staggered unaided to his feet and with an amiable grin remarked:

"Gee, what yer makin' thish fuss 'bout me fur annyway?"

He was shakey and would have fallen again but several pairs of hands caught him. Drawing back the supposed broken arm he said angrily:

"Lem'me 'lone, or I'll punch some o' yer necks."

There was a shout of relief and a rush for the train, which steamed off, leaving Hayes sitting by the track feeling his head cautiously.

22/05/1899 Ottawa Citizen Maniwaki

The Ottawa and Gatineau inaugurated its Sunday service yesterday. A large number of fishing parties took in the trip.

26/07/1899 Ottawa Free Press Maniwaki

A staff of men also started work this morning on the extension of the Gatineau Valley Railway Company from Gracefield northwards to Maniwaki, a distance of some 30 miles. This work will go on steadily until completed.

25/08/1899 Ottawa Citizen Maniwaki Hull

The directors of the Pontiac and Pacific Junction Railway and the Ottawa and Gatineau Railway have agreed to the terms of the Hull city council relating to the bonusing of the company for the establishment of a union depot and workshops in that city. The contract is now signed by Messrs. Beemer and Maltby, of the railways, and Mayor Barrette and City Clerk Boull, of the corporation. At the next meeting of the council arrangements will be made to have a by-law submitted to the ratepayers along the line of the contract. This calls for a bonus of \$30,000 for which workshops, etc., employing 40 men will be established.

04/11/1899 Ottawa Citizen Maniwaki

The Ottawa and Gatineau Valley railroad will continue all winter the work on the extension of its line from Gracefield to Maniwaki. There is a great deal of rock cutting and blasting to be done and the cold weather will not interfere with such operations. From Gracefield about five or six miles of grading is well under way and by next fall it is hoped that the iron horse will make its appearance in Maniwaki and the northern districts of Quebec, one of the finest resorts in the country for tourists and sportsmen, but unfortunately handicapped for want of proper railway facilities.

09/11/1899 Ottawa Citizen Maniwaki

A party of 18 Italians left Hull on Tuesday night for Gracefield, where they will engage in the construction work of the Ottawa and Gatineau Valley railway. This will make a gang of over 50 men engaged on the work. Progress is slow owing to the rough country.

02/12/1899 Ottawa Citizen Maniwaki

The Gatineau railway company has nearly completed about eight miles of grading on its extension from Gracefield to Maniwaki and the work of stone cutting and blasting will be continued during the winter months.--The company proposed to have three stations between Gracefield and maniwaki, one at Bouchette and the others on the Blue Sea Lake which is a favorable resort for sportsmen.--

14/12/1899 Ottawa Free Press Maniwaki

Mr. Guy C. Dunn, chief engineer of the Gatineau Valley railway, informed the Free Press today that it was the intention of the company to go ahead during the winter with the excavation of rock on the route of the extension of the road between Deschenes and Maniwaki [sic]. The principle work of this character is in the vicinity of Pilne Sea Lake and the surveys and other preliminaries for the work are now being attended to by Mr. Hazen, engineer, and a staff of assistants.

11/01/1900 The Equity, Shawville Maniwaki

A G.V.R. locomotive ran over and killed a silver grey fox that was on the track. One of the employees picked it up and received \$100 for the pelt. It again changed hands for \$150.

03/02/1900 Ottawa Citizen Maniwaki

The Ottawa and Gatineau road operates on its line three first class coaches, two combination cars, 8 excursion cars, 6 box, 2 stock, 28 flat cars, 4 locomotives. Sixty miles of road is operated.

01/03/1900 Ottawa Free Press Maniwaki

Arrangements are being made to construct that portion of the Gatineau Valley railroad from its present junction with the C.P.R. to the Hull approach of the bridge. This will be started early in the spring.

21/03/1900 Ottawa Citizen Maniwaki

Construction work on the Ottawa and Gatineau Valley railway which was being carried on above Gracefield has been discontinued. It will be resumed in the early summer.

07/04/1900 Ottawa Citizen Maniwaki

The Ottawa and Gatineau railway has ordered four new cars for excursion purposes. The cars will cost about \$1,200 each.

27/04/1900 Ottawa Journal Maniwaki

The Gatineau Valley train did not go up last night. Ottawa and Gatineau Railway regular passenger train will leave site of old CPR union station on time 5.20 this afternoon. No freight accepted. (on account of the Ottawa-Hull fire).

05/05/1900 Ottawa Citizen Maniwaki Chaudiere

The Ottawa and Gatineau Railway lost twelve flat cars. Its passenger coaches in the yard at the Union depot were removed in time to prevent their destruction.

25/07/1900 Ottawa Journal Maniwaki Gatineau Junction

Will build a tunnel.

Gatineau Railway Loop to Interprovincial Bridge

An underground passage will be built to avoid the Canadian Pacific Railway tracks.

Nearly all of the land required for the right of way of the Gatineau Railway Junction with the tracks of the Interprovincial Bridge has been secured and it is expected that work will be begun on the connection in a few days. The curve necessary for the connection will be begun about four thousand feet north of the present junction of the Gatineau Railway with the Canadian Pacific, and in passing the latter company's tracks a tunnel will be used. The work will be rushed to have it completed by December this year.

15/08/1900 Ottawa Journal Maniwaki

Another lot of workmen commenced operations for the construction of the Pontiac Pacific tunnel near the junction of the Canadian Pacific and Ottawa and Gatineau Railway tracks.

15/08/1900 Ottawa Citizen Maniwaki Gatineau Junction

Work has been commenced on the tunnel under the C.P.R. track at the junction with the Ottawa and Gatineau Valley railway. The latter road now joins the C.P.R. within the city limits and enters the Union depot by way of the C.P.R. tracks.

It is proposed to construct a tunnel under the C.P.R. tracks so that the Ottawa and Gatineau Valley railway may be carried through and over the new route to the Interprovincial bridge over which it will enter the Central depot.

The tunnel under the C.P.R. tracks will be cut through a clay formation. The tunnel will be 60 feet long and is to be completed this autumn.

As yet the location of the railway yards and depot in Hull for the P. & P. J. railway and Ottawa and gatineau Valley has not been decided upon.

31/08/1900 Ottawa Journal Maniwaki Cascades

The mixed train due Ottawa at 6.15 left Cascades on time and started up the steep grade about a mile south of the village. The train was very heavy consisting of the usual passenger coaches, two box cars, five flat cars loaded with syenite, and a big load of cedar poles. The poles were, as usual, loaded on two flat cars, part on one and part on the other. Just at the top of the grade and as the train was turning a curve, the piece of wood that, on such occasions, is placed between the two cars with the poles to steady them, fell out and dropped on to the rail.

The front trucks of the hind car carrying the poles were thrown off the rails and the train, which was laboring up the grade, came to a standstill about four car-lengths further on. There was very little jar and the passengers were not even shaken up.

But the removal of the big cedar poles proved to be a very slow job for the few train hands available. As a result of the incident, the passengers of both the up and the down trains had about four hours wait.

The up train ran to where the down train was stalled. When the poles were removed and the car replaced, the down train ran back to Cascades crossing, the up train went on.

31/08/1900 Ottawa Citizen Maniwaki Cascades

A couple of cars on an incoming freight train on the Ottawa and Gatineau railway jumped the track at the Cascades last evening and both the north and south-bound trains were delayed for a couple of hours.

01/09/1900 Ottawa Free Press Maniwaki Cascades

Two freight cars on the down train on the Ottawa and Gatineau Valley railway were derailed last evening at the Cascades. The cars were loaded with cedars. No damage was done. Both the up and down trains were, however, delayed some four hours by the accident.

13/09/1900 Ottawa Free Press Maniwaki Hull

The concrete pier on Laurier avenue, Hull, to support the approaches to the Interprovincial bridge, is completed. The bridge and approaches extend from Nepean Point, on the Ottawa side, to Little Farm on the Hull side, a distance considerably over two miles.

10/10/1900 Ottawa Citizen Maniwaki

Work has been suspended on the construction work on the Pontiac and Pacific Junction Railway between Aylmer and Hull. The men have been placed at work digging a tunnel for the Ottawa and Gatineau Valley railway under the C.P.R. tracks at the Hull limits. This work will be rushed to an early completion so that a through service to the Central depot can be established as soon as the interprovincial bridge is completed and the approaches built. All the piers to support the bridge work across the Hull streets have been completed and the iron work is now being placed in position.

The company expects to have trains running into Central depot by December.

It is expected the remainder of the construction work on the Pontiac and Pacific Junction Railway near Hull will be completed this year.

15/10/1900 Ottawa Free Press Maniwaki

The Ottawa and Gatineau, Pontiac and Pacific Junction Railway and Interprovincial bridge companies will amalgamate in a few days.

23/10/1900 *Ottawa Citizen*

Maniwaki

Interprovincial Bridge

The trains of the Ottawa and Gatineau railway will likely be running into the Central depot in three or four weeks. An official of the Interprovincial bridge stated today that all of the arrangements for the service should easily be completed in the time mentioned or sooner. All of the iron work is up and the workmen are now engaged in riveting and laying the flooring. The rails have already been laid.

On the approaches the work is equally well advanced. On the Hull side from Lake street back to the Gatineau junction the grading is completed while the trestle work nearer the bridge is well under way and a large staff is engaged on it. On the Ottawa side the approaches to the Central Depot are nearly completed with the exception of some work near the old Coffin homestead.

The bridge will not only be opened for railway traffic at an early date but will also be ready for vehicles and pedestrians. The more difficult part of the work is already finished and the operations are being rushed.

06/11/1900 *Ottawa Free Press*

Maniwaki

Hull

The (city) engineer was requested to prepare a report on the complaints of ratepayers living along the Ottawa and Gatineau Valley railroad. It appears that the grade of the Leamy road has been lowered and some of the residents claim that their property has been damaged.

09/11/1900 *Ottawa Citizen*

Maniwaki

Hull

A few evenings ago a small riot occurred among the Italians working on the new railway extension in Hull. There is quite a large colony of the foreigners. Trouble arose between two men over the attentions paid by both to one woman. Shots were fired and serious trouble was narrowly averted. A messenger informed Chief Genest of the trouble and with a force of police he proceeded to investigate. No arrests were made, but the Italians were warned against permitting a recurrence of the trouble.

12/01/1901 *Ottawa Journal*

Maniwaki

The Canada Gazette today contains a notice of application by the Gatineau Valley Railway to change its name to Ottawa, Gatineau and Western Railway, with the power, among other things, to acquire or amalgamate with the Pontiac and Pacific Railway, the Hull Electric Railway, the Ottawa and New York Railway, the Ottawa Interprovincial Bridge Company, the Ottawa Electric Railway Co., the Kingston and Pembroke Railway; to acquire and dispose of mines and timber lands etc., and to acquire and dispose of water power for electric purposes.

It is understood that while the above would represent a very daring scheme, one of the points the Gatineau Company will be most interested in carrying will be the right to acquire or amalgamate with the Hull and Aylmer Electric co. If the Pontiac and Pacific trains could travel over the Hull and Aylmer Co.'s rails a very large amount of difficult and costly track laying would be avoided, between Deschene and Hull.

Mr. P.W. Resseman, Superintendent of the Gatineau Valley, was asked as to the details of the scheme of Mr. Beemer. He did not make any statement.

29/03/1901 *Ottawa Journal*

Maniwaki

Chelsea

The biggest landslide in the history of the Ottawa and Gatineau Railway occurred last Thursday night about a mile and a half this side of Chelsea. The whole side of a cliff, 188 feet in width, slid down on to the railway tracks and covered them over to a great height. A gang of 100 men under Roadmaster J. Brennan started work yesterday clearing the tracks. They worked all day and just as they had made a clean passage for the trains about 4 o'clock in the afternoon, another landslide took place. The men are at work again today. Trains in the meantime work to both sides and passengers are transferred across.

01/04/1901 *Ottawa Journal*

Maniwaki

Chelsea

The landslide which occurred on Thursday night near Chelsea and which had a demoralizing effect on the service of the Gatineau Valley Railway was entirely cleared away by two o'clock yesterday afternoon, allowing the trains to resume their scheduled time. No time was lost in removing the obstruction, and the speed with which it was done reflects great credit on the roadmaster. Mr. J. Brennan.

04/04/1901 *Merrickville Star*

Maniwaki

A big landslide occurred on the Ottawa and Gatineau Railway near Chelsea a few nights ago when the whole side of a cliff, 188 feet in width slid down on the railway track and covered it over to a great height. A gang of 100 men was put on and in a few hours a clean passage had been made for the trains. The work had just been completed when another landslide occurred. The second one was not so serious as the first and the track was soon cleared of the obstruction.

09/04/1901 *Ottawa Journal*

Maniwaki

Letter to editor. Gatineau RR higher fare. Taxing travellers to pay for the bridge. A summer resident's protest against increase in rates.

12/04/1901 *Almonte Gazette*

Maniwaki

Ironsides

Another landslide occurred on the Gatineau Valley Railway near Ironsides the end of last week. About 100 feet of track was covered twelve feet deep and traffic was suspended for a day.

O. AND G.V. RAILWAY

PREMIER RECEIVED CIVIC DEPUTATION YESTERDAY

Promises That if Mr. Beemer is Ready to Go on at Once the Government Will Give the Request Every Possible Consideration.

Page 2 Column 1

A deputation representing the city council, the board of trade and the lumbering interests, waited on Sir Wilfrid Laurier yesterday and urged that a bonus in aid of the extension of the Ottawa and Gatineau Valley railway to James' Bay. It was composed of Mayor Morris, Ald. Dealing-, Lewis, Hopewell, Storey, Askwith, Grant, Taggart, Ellis and Plouffe. John Coates, C.E., president of the board of trade and Cecil Belhune, secretary, and A. Holland, J.R. Reid, F. McDougal, D. O'Connor, sr, Joseph Kiopelie, Robert Stewart, N. A. Belcourt, M.P., Thomas Birkett, M.P., and L. N. Champagne, M.P. The deputation was introduced by Mr. Belcourt and Mayor Morris was the first speaker. He read the resolution passed by the city council favoring the project, and pointed out that the development of the vast mineral lumber and fish products of the northern country would greatly benefit Ottawa.

Mr. John Coates read the resolution passed by the board of trade, and said the vast spruce forests awaiting development made the request of the deputation worthy of the best consideration by the government.

Ald. Hopewell concurred in the views already expressed and said the development of the district referred to would prove of immense value to Ottawa.

Mr. John Reid pointed out national benefits to be derived, and Ald. Lewis spoke of the large amount of money invested by Ottawa and the Dominion government in the Interprovincial bridge, it being the distinct understanding that the road was to be constructed to James' Bay.

Mr. Robert Stewart read a petition signed by a large number of lumbermen favoring the extension of the road including John Charlton, J. R. Booth, George Bryson, Alex. Fraser, W. J. Poupore, Jos. Riopelle, Alex. McCormick, J. Gilmour, Bronson & Weston and others..

Mr. Joseph Riopelle supported the petition in an able speech. He said the lumbermen had made a careful examination of the several routes proposed to James' Bay, and decided that the Beemer line was much the best. Nine-tenths of the lumbermen signing the petition own limits in the district, end unless railway communication is provided, the limits might as well be in Timbuctoo. From Maniwaki to Eagle Bay, the headwaters of Victoria lake is 180 miles, and there would be no engineering difficulties. The country is rich in farm lands and lumber resources.

Mr. Antoine Charette, a man whose word is gospel among lumbermen, had traversed the whole district and states emphatically that the Beemer route is the only practical and feasible one.

Mr. L. N. Champagne M.P., presented a petition from the Hull city council, and Mr. Birkett

M.P., concluded the speaking in a neat speech, pointing out the large claims the road has for the most favorable consideration of the government.

THE PREMIER

The premier, in replying, said that the proposal was not absolutely free from difficulty. There were three schemes before the government now, this being the third deputation he had received. The government could not give aid to the three and had to make choice of one. There was much to say in favor of Mr. Beemer as he was the pioneer in the field, and had devoted more energy and attention to it than any other man. He expressed pleasure at receiving the petition from the lumbermen as it gave the government more information than it previously had.

In concluding, Sir Wilfrid said that he could not promise aid this session. If the government granted any subsidies, it would be to a very limited extent and only to roads that are in pressing necessity, and fully prepared to commence immediate construction. If Mr. Beemer was ready to go on at once, the government would, no doubt, give the request every possible consideration.

Sir Wilfrid apologized for not meeting the deputation last week and laughingly remarked that he was almost as busy a man as the mayor of Ottawa.

14/06/1901 *Ottawa Journal**Maniwaki**Engineer McFall*

A rather out of the way accident occurred to the Gatineau Valley train last night. Fortunately for the passengers the trouble came just as the train was pulling out of Hull station. The train had not made more than 150 yards when the axle of the rear truck of the tender broke. As soon as engineer W.A. McFall felt the crash he applied the brakes and brought the train to a stop in about 40 feet. Though the train was so promptly stopped the truck was torn from the tender and scattered in various sized pieces around the track. The passengers, however, did not feel more than a jarring. They crowded around the disabled tender congratulating each other that the accident had not occurred while the train was at full speed. Had it done so a very serious wreck would have resulted.

The break occurred on one arm of the "Y" in the Hull yard. As a result the train was able to proceed without waiting for the track to be cleared.

The delay was only for 20 minutes, a very short time everything considered. Conductor Hoolihan took prompt action. The passengers think they were very lucky.

21/08/1901 *Ottawa Citizen**Maniwaki**Hull Beemer*

Work on Hull's new union station will be commenced shortly, the plans having been accepted by the city council. The station will be built on Chaudiere street at the juncture of the Ottawa, Northern and Western and the P. & P. J. railway. The building will be a neat brick structure costing about \$5,000. It will be completed before the end of the year.

Also appears in Thursday 22 August edition.

14/03/1902 *Ottawa Journal**Maniwaki*

Pitched into the Gatineau.

Peculiar accident on the ON&Wry.

Freight car leaves the track and falls 25 feet into the river. No one hurt.

Last night, when No. 1 train of the Ottawa, Northern and Western Railway going north from Ottawa reached Lorn, a Grand Trunk car in the middle of the train broke loose and dropped over an embankment of 25 feet into the Gatineau River. This is the statement given out by Superintendent P.W. Resseman this morning. He says that so far as he can learn the cause of the accident was due to a defect in the truck of the car.

A lucky escape.

The peculiar feature of the accident to Mr. Resseman, is that none of the other cars was derailed. In the car directly behind the one which left the track, there was about eighty shantymen on their way to Messrs. Gilmour and Hughson's shanties. Not one of them was hurt although they were well shaken up. The train was recoupled and proceeded with very little delay leaving the car behind. The car which jumped the track was loaded with general merchandise, including about 40 barrels of sugar.

Mr. Resseman will leave for the scene of the accident at one o'clock today to superintend the removal of the car from the river bed.

28/10/1902 *Ottawa Journal**Maniwaki**Farrelton*

Station was burned down.

Strange fire at Farrelton.

Early morning risers found a pile of ashes where the building stood the night before.

A fire, apparently of incendiary origin, occurred yesterday at Farrelton on the Ottawa, Northern and Western railway, and the station building, valued at \$300, was razed to the ground. The station stood alone in a field about half a mile from the nearest house. When the section foreman passed it at about 11.30 Sunday night, everything seemed right and secure. At daylight nothing but a pile of ashes remained. No one saw the fire and no one knows how it originated. There were no trains passing during the night and every circumstance points to incendiarism. The station was insured.

The only other cause to which the fire can be attributed is an electrical storm which passed over that district on Sunday night.

New train for O.N. & W.R.Y.

Similar to the best on the C.P.R.

It will be in commission in a day or two and will be much appreciated by the patrons of the road.

The CPR has turned out a new train for the Ottawa, Northern and Western railway service. It will be put in commission tomorrow or the next day. The train consists of three cars, one baggage, one second class and one first class, all of the latest design and equipped with the most modern improvements. This new train will be a revelation for the passengers who patronize this line. The first class coach will be fitted with a smoking room and steam heating equipment similar to those on the best trains in the C.P.R. service.

The engine for this train will also be repaired. It is in the Carleton Place shops at the present time where it has been given a thorough overhauling and a touch up with new paint.

22/01/1903 *The Equity, Shawville*

Maniwaki

Ottawa, Northern and Western timetable advertisement. October 12.

Trains leave Canadian Pacific Union Station.

Gracefield section lv. Ottawa 5.03 p.m. Ottawa, ar. 9.30 a.m.

Arr 7.40 p.m. Gracefield lv. 7 a.m.

10/06/1903 *Ottawa Journal*

Maniwaki

Good progress on the Maniwaki line.

New track expected to be completed in the fall. Bush fires out.

Mr. Guy C. Dunn, Chief Engineer on the Maniwaki extension of the Ottawa, Northern and Western branch of the C.P.R. stated yesterday that the conditions for working this season were exceedingly good. The dry weather has prevented the usual prevailing nuisance, black flies, and thus the men are making progress in comfort.

The work on the line grading and rail laying is progressing very rapidly and should be all completed early this fall. There has been a lot of rock cutting to do at points along the extension. This work has been all completed and now the work is being rushed.

10/08/1903 *Ottawa Journal*

Maniwaki

Good work on the extension

The O. & N.W. railway line to Maniwaki.

Expected to be open for traffic early this fall.

Mr. Guy C. Dunn, engineer in charge of the Ottawa, Northern & Western Railway extension to Maniwaki, said today that he expected to have all the grading of the new road completed this week. The rail laying is almost completed so that this road will be in operation early this fall.

More.

05/11/1903 *The Equity, Shawville*

Maniwaki

Thos Grogan of Maniwaki is in the Hull gaol awaiting trial for murderous assault on one Frank Samon in a C.P.R. boarding camp on the new railway extension at Maniwaki. Grogan disclaims any connection with the assault however, and claims that nearly all the cabin were drunk when the row took place. Samon is in a bad condition.

Track laying from Gracefield to Maniwaki on the Ottawa, Northern and Western extension has been completed, but, as the ballasting has to be finished, culverts made permanent and other finishing touches to be put on it will be a few weeks yet before the line is handed over to the railway company by the contractor. Construction trains are now running on the line. When the extension is completed there will not be any change in the timetable of the evening train up the Gatineau. It will reach Maniwaki about 8.30 or 8.45.

16/11/1903 *Ottawa Journal*

Maniwaki

Maniwaki

Sad Death of Fred Charron

By falling under a construction train.

Was formerly brakeman of the Gatineau Passenger Train An Inquest Opened.

A sad accident happened at Manotick [sic] on Saturday when Fred Charron, conductor on one of the construction trains of Mr. H.J. Beemer was killed outright.

It is thought that he fell under the train whilst climbing from the engine to the flat cars.

Charron was for many years brakeman on the passenger train of the Gatineau railway and will be remembered by all the summer residents who used to travel up the Gatineau and with whom he was extremely well liked. For several months past he has been in the employ of Mr. H.J. Beemer as a conductor on the train employed on the construction work of the C.P.R. at Maniwaki.

On Saturday morning he had run a boxcar into Maniwaki station and was returning to Maniwaki when he left the cab of the engine to go to the back of the train. That was the last seen of him alive. The next the engineer saw of him was the man's lifeless body lying on the track. He had apparently missed his footing and fell under the train while climbing off the rear of the tender.

The late brakeman Charron was about thirty-five years of age and had been working on the C.P.R. for some fifteen years. He was married and lived in Gracefield. A wife and two children mourn his loss.

An inquest was held at Gracefield yesterday by Dr. Mulligan, acting under instructions of Coroner Graham of Hull.

08/01/1904 *Ottawa Journal*

Maniwaki

Maniwaki

Eighty three miles rail

Gatineau branch of CPR completed.

Probability that it will be extended to serve rich farming district

Mr. Guy C. Dunn, chief engineer for Mr. J.H. Beemer, returned yesterday from Maniwaki, where he has been looking after the winding up of the extension built to the Gatineau Branch of the CPR during the past summer. The contract work has been completed now and the new part of the road is ready for train service.

This gives the Gatineau branch of the CPR 83 miles of road while the proposed road of the Grand Trunk Pacific, as laid out in the prospectus, runs about 125 miles above Ottawa, or about 50 miles from the present terminus.

While the matter has been but little discussed, it is almost an accepted fact that when the Grand Trunk Pacific line is built the CPR will extend sufficiently far north on this line to connect with the new road. There is an immense tract of fine farming land all through the district and as soon as they are placed under cultivation by the settlers now pouring in [sic].

First train is in from Maniwaki.

Reached the Union Station at 10 o'clock this morning. Work started in May 1902. Rich country tapped.

At 10 o'clock this morning the first regular train over the newly finished Maniwaki extension of the Ottawa, Northern and Western Railway reached the Union Depot.

It was in charge of Conductor H.D. Hoolihan and Engineer Wm. McFall. On board were Roadmaster J.R. Brennan, Tank Inspector A. Emslie, Telegraph Inspector Valois and Building Inspector E. Best. The train went to Gracefield Saturday evening as usual and ran through extra to Maniwaki yesterday to be ready for its first trip this morning when it left at 6. The new time table is issued today, and schedules the trains in this division to leave the northern terminus at 6 a.m., arriving Ottawa at 10 a.m.; to leave Ottawa, Union Depot at 5 p.m. arriving Maniwaki at 9.15 p.m. Mr. H.J. Beemer was the contractor but Mr. D.R. McDonald of Alexandria sub-let the work for the greater part of the road, giving it over to Mr. Beemer last fall. Mr. Guy C. Dunn was the chief engineer for the undertaking and Mr. R.E. Hunter was resident engineer, while Mr. J.E. Hoolihan, brother of Conductor Hoolihan was superintendent of construction.

Mr. A.G. Marshall put up all of the buildings, stations, tanks, roundhouse and freight sheds. Mr. R. Anderson constructed the telegraph line and Rankin of Montreal, put up the fences. The job complete was handed over to the CPR at midnight last night.

WORK STARTED

Work was commenced on the new extension in May 1902, and with periods of rapid work and corresponding periods of slow progress due to a variety of causes, the work has been watched with great interest by many classes of the community. In the new stretch, which was formerly covered by the mail coach, the contract held by Mr. Joseph Nault, of Gracefield, there are two stations, Blue Sea, nine miles from Gracefield, and Bouchette, five miles farther. The territory through which the new line passes is much the same as along the lower part of the road, though perhaps the lakes may be more plentiful to the mileage. For fifteen miles the road is along a chain of lakes, some of which have been secured by the railway company to be open to its patrons, among them being Blue Sea, Castor Lake, and Grant's Lake. Abittibi [sic] lake is on the Indian reserve. The two Cedar lakes, big and little, are in close proximity to the line. One of the finest fishing and hunting territories in Canada is thus brought within a few hours' ride of the capital.

LABOR DIFFICULTIES

In the construction of this section of the road, the contractors may be considered to have made good progress, when all things are considered. Bad weather seriously hampered them. Perhaps the greatest obstacle, one which was ever to be met with and so difficult to combat, was the problem of labor. Men would hire in Ottawa, Hull, Pembroke, or Montreal or any place along the line and when they got to the woods they would jump to the shanties. The contractors continually supplied the shanties in that part with men who had not hired for the bush and many of whom were never in the bush before. One train load of 110 men was taken through from Montreal in November last and in a couple of weeks they had disappeared as completely as if they had never been there at all.

On an average there were about 160 men steadily at work, though this number, while grading and track laying were both going on, was increased to 200 or 250. There were three engines at work most of the time and only for the way most of the men jumped the job, the work would have been finished before the frost set in, as the undertaking presented no special engineering difficulties.

Accidents of a serious kind were fortunately few, an Italian rather seriously crushed by a boulder but recovering all right. Only one fatality occurred, the death of Conductor Charron a short while ago.

Guy C. Dunn

The engineer who had charge of the Extension Construction (includes a picture)

Mr. Guy C. Dunn was born in May 1862 at Quebec, where his father, the late William Dunn, was at that time, manager of the Union Bank of Lower Canada. He was educated at private schools in Quebec and Montreal and at Bishop's College School, Lennoxville, and joined the engineering staff of the Canadian Pacific Railway in October, 1881, and was engaged in various surveys and works of construction, among others the preliminary and location surveys for the St. Lawrence Bridge at Lachine and the Canadian Pacific Railway entrance to Montreal from Hochelaga.

In September, 1884, he was appointed assistant engineer for the Pontiac Pacific Junction Railway and the Ottawa and Gatineau Valley Railway, afterwards the Ottawa, Northern and Western, in 1895, and was promoted to the chief engineership of both these systems in 1897, which position he held until the sale of these roads to the Canadian Pacific Railway Company in May 1902, when he resigned his position to become chief engineer for Mr. H.J. Beemer, contractor, which position he now holds.

During the time he was in the service of the above-named roads, he was engaged on all the important surveys and construction and was resident engineer in charge of the first section of the Ottawa and Gatineau road from Hull North, one of the most difficult pieces of railroad construction in this, if not in any section of Canada. He was also, by permission of his company, engaged on other works, among those being preliminary and location surveys for the Montreal and Western Railway and relocation of the Montreal Terminal Railway. He was also appointed chief engineer and superintendent for the Interprovincial (Alexandra) bridge between the city of Hull, Quebec and the city of Ottawa, Ontario, a combined railway and highway bridge, one of the most substantial and magnificent examples of bridge construction in Canada, which was completed at a cost of about \$1,000,000. He was elected an associate member of the Canadian Association of Civil Engineers in 1897 and a member on the 9th of December, 1897. He has been a resident of Ottawa for eleven years.

Engine and cars left the track.

The engine and five freight cars of the mixed train which leaves Union depot every morning for Maniwaki was derailed on the Gatineau road yesterday shortly after eleven o'clock at a place called Mark's Crossing, five miles the other side of Kazabazua. The driver, Jas. Dunlop and the fireman, Thomas Allen, both of Ottawa, managed to jump in time and escaped unhurt. The passenger cars on the rear remained on the rails and no one was reported injured.

The conductor H. Bell of Ottawa was in charge of the train and the rate of speed was only a moderate one when the mishap occurred. The engine went over the bank and was covered with mud while the tender jumped straight across the track. The five cars which left the rails did not go over. Supt. H.B. Spencer and a wrecking train left immediately for the scene and last night had the track cleared. Trains are now running as usual, the regular mixed train leaving this morning on time.

Supt. Spencer is investigating the cause of the accident and is pleased that the damage was comparatively light.

See PA-205945.

Accident on the CPR

Two cars overturned

On the Gatineau Branch near Low

Passengers badly bruised and shaken but fortunately there were no fatalities.

An accident which might have proved much more serious occurred on Saturday a few miles south of Low on the Gatineau branch of the CPR. Two cars of the southbound train from Maniwaki to Ottawa, left the track and toppled over on their sides. The train was only travelling at a fair pace and there was no loss of life although some passengers were slightly injured.

The train, No. 102, was in charge of Conductor Hoolihan and Engineer McFall. The cause of the accident has not yet been definitely determined, but it seems that the caboose on the rear of the train left the rails and dragged the two cars with it. No sooner had they left the rails than they toppled over completely on their sides on the embankment nearly twenty feet from the track. The couplings gave way and the locomotive and baggage cars kept the rails.

There were not many passengers on board, but these were thrown violently, and several of them badly bruised and cut by the broken glass. The officials on the train rushed to the overturned cars and were relieved to find that no fatalities had occurred, even though some of the seats had been thrown from their places. Luckily they did not touch anyone. The list of the injured is: (full details, address, extent of injuries given)

Gibson, Henry, Grace, Gifford, Mahoney.

Conductor Hoolihan attended as best he could to the injured, and they were taken to the baggage cars. The news of the accident was at once sent to Ottawa and the CPR despatched Dr. Stevenson of Wakefield with all speed to the scene. A wrecking car was also sent out from the city taking with it two cars on which the passengers were removed to Ottawa.

Dr. Kidd, the CPR physician, met the train on its return to Ottawa, and found that those who had been through the accident had recovered considerably from their shaking, and that it was unnecessary to remove any of them to the hospital.

Many of the injuries were occasioned by the broken glass. The passengers made their exits from the fallen cars by way of the smoking compartments.

The wrecking crew had the line clear towards Saturday evening and traffic was resumed today as usual.

03/10/1905 *Ottawa Journal*

Maniwaki

Ironsides

TWO MEN FOUND DEAD NEAR IRONSIDES TO-DAY

One May be Stephen Lalonde of Cornwall Hockey Team.

The Other May be Peteau, Also of Cornwall Both ; Above Men Were Hireg by Transcontinental Railway Commission.

Section foreman A. Labroee, of the Canadian Pacific Railway, found the mangled remalna e(two unknown men nat the crossing near Ironsides on the Gatinneau Branch of tha C. P. R. at 7.30 o'clock thia morning.

When the car cleaner examined the wheelss ot the train that arrived at Union Depot front Maniwaki at 7.45 p.m.. yesterday, they found a great many blood stains.

The men also found a coat torn and blood spattered, in the pockets of which were two letters, one addressed to "Stephen Lalonde". It was from the Transcontinental Railway Commission.

By its means the identification will be made complete as both men were employed by the stores Department of the Transcontinental Railway Commission. Lalonde came from Cornwall and was accompanied by a man named Peteau also from Cornwall. Both were hired by the commission to go in a party of 12 to basketong.. The T. R. Commission is informed by the C. P. R. That there were 13 men trying to go up the Gatineau last night with passes for only 12. Mr. D Stewart, who hired the men will attend the inquest and possibly identify both certainly one of the victims. It has been ascertained that the victims were killed by the southbound train. They lay at Ironsides all night.

Mr Labrosse was accompanied by two section men, Simon Leblanc and Onesime Teck, of Hull when he found the bodies.

One seems to have been a man of 35 years of age, fairly flashy, and wore a brown moustache. He had a white shirt, and as far as can be made out he wore dark clothing, which was torn to shreds. The body was fearfully mangled. Both legs were broken and twisted, the feet cut off entirely. The neck was twisted at least twice around and the lower part of the jaw torn away. When found, scattered, the remains lay inside the rails.

The other, or younger man, was not so mutilated, though the head boar many bruises, one on the forehead and several about the ears jaw and back of the neck. He was a dark man of medium height, clean-shaven, and wore a dark suit with light stripe. His shoes were thin, and not new. This body was found a few yards from the other one, and lay outside the rails. They wore soft hats, one a grey knockabout and the other a brown cloth peaked cap..

Section Foreman Labrosse gathered the remains of both victims and gathered the shattered body of the older one in sacking and brought both down to Hull Junction on a lorrie.

Dr. H. F. Lyater, coroner, was notified and viewed the remains at the junction this morning. Accompanied by a Sheriff Wright, he made an examination of the pockets of the younger victim, whose clothes were not torn. He found a pocket mirror, shell frame and swinging cover; a large white bone handle knife, and a small leather pouch, with a 25-cent piece in it.

The coroner ordered an inquest to be held at whole Junction at 4 p.m. today.

As to the identity of the victims many rumors were afloat, but it is surmised by the authorities that they are the two passengers who got off the north - bound train at Ironsides last evening one of them, it is said was engaged on the Transcontinental survey, and was accompanied by a friend who had not transportation. The conductor ordered the latter off the train, and the other would not proceed alone. Both went to Desjardins' hotel at Ironsides, and left there before the down train passed.

Another rumor, unfounded, connects them with a report received from an unknown man last evening by Chief Genest of Hull, to the effect that they had to chased him near the International Portland Cement Company Works, outside of Hull.

They were also said to have been bound for Cornwall and to have boarded the wrong train. This is also upset by the fact that have come to light. Constable D'Aoust has summoned the jury to meet at Hull Junction at 4 this afternoon.

HORRIBLE DEATH OF TWO CORNWALL MEN

Attempted to Board Gatineau Train in Full Speed At Ironsides and Were Cut to Pieces-Was a Terrible Sight
Were Identified As T.Lalonde [sic] and P. Peteau, Cornwall

Stories As Told By the People Ironsides.

Two men, one of whom is practically certain to be Stephen Lalonde, and the other Philip Peteau, both of Cornwall, were killed on the C. P. R. track at Ironsides, Monday, by the Ottawa bound train which passes there at 7.17 o'clock. They had got off the 5.15 train at Ironsides and it is supposed that they were trying to board the train while it was in motion to return to the city, when they met their death.

Several people in Ironsides saw them walking from the station platform after the 5.15 train had gone. Both had apparently been drinking, the short, fair one, being, perhaps, worse than the tall, dark one, though both were quite able to take care of themselves. They called at Mr. Smith's Temperance house in the village. They wanted drinks and Miss Smith gave one a glass of ginger ale and a plug of tobacco. The other, the fair fellow, wanted gin and would take nothing else. They said they were engaged to go on a surveying party for the Grand Trunk Pacific and had got on the wrong train at Ottawa. They wanted to telephone to the city, to hire a rig to be driven back or to engage a room to sleep in. Miss Smith told them that their horse was away with Mr. Smith and that they were not allowed to keep lodgers, as they had no license. They then crossed the street, made similar enquiries and were directed to the Beaver hotel, which is kept by Mr. E. Desjardins. Mrs. Smith, however, told them that if they were stuck to come back as though she was not allowed to charge she would give them a bed as she would not see a dog kept out all night. This was between 5.30 and 6 o'clock. About 6.30 or 6.45 o'clock Mrs. Smith and other members of the family, state that the fair fellow, identified as Lalonde, came back. This time they say he was much more intoxicated than when he had been there before and that he climbed on his hands and knees on to the stoop. He enquired for his chum and then left to find him.

HOTELMAN'S STORY.

Mr. Desjardins, who keeps the only licensed house in the village, to the Citizen representative stated that the two men came to his hotel but that he did not give them a cordial welcome as they had been drinking. The dark man, he stated, was the worse of the two. They wanted to engage a rig to get back to Ottawa. Mr. Desjardins says he told them that he did not want his horses to go to Ottawa as his wife was sick and he might need them any time. Then the men wanted to telephone and Mr. Desjardins states that he hitched up and drove the fair man to the government survey camp, where there is a telephone. The man in charge, however, told them they would not be able to reach any one in Ottawa at that time. When he drove to the camp, about 6.15 o'clock, Mr. Desjardins says he left the dark man at the hotel. When they got back he had left and the fair man started out to find him. Mr. Desjardins states that neither of the men got liquor in his hotel and that the fair man was all right when he said au revoir and went to find his chum. Desjardins says he charged him 50c for the drive. It will be noticed that this story of Desjardins as to the sobriety of the fair man does not tally with that told by the Smith family to whose house he went after. From the Smith place the fair man started for the Mine road, which leads to the station. About 7 o'clock they were at the home of Mr. P. Gardner and his daughter, Mrs. Hoff. The fair man came to the door while the other remained on the road. The fair man, Mrs. Hoff said, stood with a hand on either side of the door as if bracing himself, but was able to talk intelligently. He said that he had got on a spree and had taken the wrong train. He complained that they could find not one to give them lodgings and that he had been charged \$2 for being driven to the government camp to try to telephone. Mrs. Hoff told them that a train went to Ottawa in a few minutes and directed them how to go. This is the last time they were seen alive.

GRUESOME FIND.

Yesterday about seven o'clock a.m., section men found their dead bodies. Peteau's body was found beside the Mine road crossing. His head was completely and cleanly severed from his body and lay in the culvert. The decapitated body was lying outside the rails and the clothes were not torn or the body cut. The body of the other man was found about 100 yards down tracks, towards Ottawa. His body was horribly mangled. The head was ; crushed and severed from the body, arms and legs were cut off and were found in different places on the track. All the clothes were completely torn off. His coat was found on the truck of one of the cars at Hull, but was not torn in any other way. Other pieces of clothing and several silver coins were found on the track. Blood marks also showed the body had been dragged

The down train does not stop at Ironsides except when signalled to do so by passengers. It did not stop Monday. It is supposed that the men did not get to the platform. but attempted to jump the train while in motion.

Mrs. Gardner and Mrs. Hoff both noticed that the train did not stop and the thought flashed through their minds that the men had been killed on the track. Later they concluded that they had got into a car on the siding where three section men sleep.

The bodies were brought to Hull Junction on a hand car yesterday From their conversation in Ironsides it is thought one was a widower with four children and the other a married man.

IDENTITY CERTAIN

There is now no doubt that the two men were Stephen Lalonde and Philip Peteau, both of Cornwall, Ont., who had been engaged for work on the Transcontinental railway. They were two of twelve men who had been engaged by the transport department to go up the Gatineau above Maniwaki. They came to Ottawa and with the others engaged, left on the five o'clock train Monday evening. Their transportation was arranged for but for some reason both got off at Ironsides. The fatality it is supposed happened when they were attempting to board the 7.17 o'clock train coming to Ottawa. An inquest was opened yesterday afternoon at Hull Junction but was adjourned till four o'clock today to enable friends of the dead men to be present. The identification of both was learned from letters and papers in their coat pockets. In the coat pockets of the tall, dark man were found letters, blank check and other forms from the transport office which identified him as Philip Peteau. In his pockets were also found an ocarina, pair of bones, pipe, tobacco, etc. These were taken out at the inquest and given to the constable for safekeeping. Papers in the short, fair man's pockets led to his identification as Lalonde yesterday morning.

Mr. D. Stewart, of the transport office, remembered Peteau as having been in his office. He also identified papers which he had sent the men.

The bodies were taken to Desjardins' morgue last evening. The inquest will therefore be held at Desjardins' undertaking establishment.

THE TRAGEDY AT IRONSIDES

Inquest Over the Remains of the Victims

ADJOURNED TO OCT. 17 TO HEAR LAMOTHE

Bodies of Stephen Lalonde and Phillip Petaut to be Taken to Cornwall To-night.

Page 4 cols 1, 2 and 3

ADJOURNED.

Inquest into Death of Peteau and Lalonde
KILLED AT IRONSIDES.

Jury Will Hear Evidence of Gang Foreman on 17th.
Peteau Had Been Put Off Train.

The inquests into the deaths of Stephen Lalonde and Philip Peteau, the two Cornwall men who met such a horrible fate at Ironsides on Monday night, was held yesterday afternoon at Desjardins' undertaking establishment in Hull. As Lamothe, the foreman of the gang to which the two men belonged, was considered by the jury to be one of the most important witnesses, and as he is up in the woods above Maniwaki, an adjournment was made until the 17th instant at 10 a.m. The jury is composed of Marcel Dagenais, sr., foreman; Cleophas Sauve. George Laramee, Marcel Dagenais, Jr., Pierre Pauze, F. Lefebvre, Martin Murray, Joseph Morissette, Antolno Meloche, jr.; Delphis Savard, Emery Fournier, and Omer Cousineau. Dr. Lyster, Hull, is the presiding coroner.

It was brought out yesterday that both Peteau and Lalonde had been supplied with transportation. Mr. D. Stewart, who handed the transportation to Foreman Lamothe, of the gang to which the two men belonged, testified that the "gang ticket," as it is known, was made out in favor of the foreman and ten men, but that a separate ticket had been given to one of the number afterwards, making twelve altogether in the gang.

The first witness called was Louis Lashomb, brother-in-law of Peteau. Other relatives present were Joseph Bergeron, brother-in-law of Lalonde; F. Peteau, brother of P. Peteau. and Angus Lavigne, father-in-law of Peteau.

Lashomb was called upon to identify the victim. This he did, as did also the other relatives. He also testified to seeing the two men as they boarded a street car in Cornwall to go to the railway station.

Conductor Hoolhan, who was in charge of the train on which Peteau and Lalonde left the city, said that the reason he had put Peteau off was that he did not appear to have any ticket. The foreman in charge of the gang had pointed out the ten men to him and Peteau was not one, although he had previously stated that the foreman had his transportation. He could not explain why Lalonde had got off with Peteau, unless it was that he (Lalonde) didn't want to see his chum left behind alone, as he had had his transportation all right. He could not identify the two men, but he identified the grey hat worn by Peteau.

Engineer Goode and Car Inspector James Reid gave evidence as to the finding of the coat and marks on the cars and engine. Mr. Goode knew nothing of the accident until Wednesday morning, when he went to work. He examined the pilot of his engine but found no marks or blood stains. Mr. Reid had discovered the coat on the truck of the fourth car from the engine. There were also pieces of flesh on the brake beam. He had handed over the coat to Constable Wilson. He also testified that Ernest Ingram, assistant turner at the turn table, had stated that there were marks of blood on the pilot of the engine.

Mr. Desjardins, the hotel keeper of Ironsides, where the men stopped, repeated his story as already given in the Citizen, as to their actions while in Ironsides. He swore that they had had no liquor at his place, although they had asked him to have a drink.

Mr. Stewart, was called upon to answer a few questions by Mr. E. B. Devlin, who, in conjunction with Mr. R. Smith, barrister of Cornwall, is acting on behalf of the relatives of the deceased.

Mr. Stewart, when questioned as to whether the men were under, the influence of liquor or not, said: "I believe the men had been drinking, but they were both able to take care of themselves. I went down to the station with them. We took a Chaudler line car, and got off at the corner of Bridge and Queen street west, and they walked easily from there to the station, where I introduced them to Foreman Lamothe."

Mr. R. Smith, who secured the positions for the two victims, said that he had received a communication from Mr. Stewart, asking for four men. In company with the four men and Assistant Engineer Milden, they went down to the station and saw them off. Two of the men, however, had returned the same day, Monday. They were Hart and Leclerc.

Dr. Ouimet was the last witness. He testified to having made the medical examination of the bodies. Both, he said, had been well developed and healthy, and about twenty-five years of age. In his opinion, they had been struck by some heavy object, as the injuries went to show. It was probable, he said, that they had attempted to catch the moving train. Lalonde, whose head was badly crushed in on the left side, had, he thought, probably caught hold of the end of a car, and been swung against the front of the next one the force of the blow to his head fracturing the skull. After being struck on the head the doctor said it was probable that he fell between the cars, and that this was the reason for his being so badly cut up.

As the majority of the jury wanted to hear the testimony of Mr. Lamothe, an adjournment was made until the 17th.

Both the victims were men with families. Lalonde was a widower, and leaves four small children to mourn his loss, the eldest of whom is fourteen. Peteau leaves a wife and five children, the eldest of whom is nine. There will be a double funeral this afternoon from Desjardins undertaking establishment, to the Central depot, whence the remains will be taken to Cornwall on the Ottawa and New York train.

17/10/1905 *Ottawa Journal*

Maniwaki

Ironsides

The two deaths at Ironsides

No progress made in the inquest at Hull. Witnesses will be examined tomorrow

No progress was made in the inquest at Hull this morning in the inquest into the Ironsides fatality, when Phillip Petaud and Steven Lalonde, of Cornwall, met their deaths under the wheels of a southbound Gatineau Valley train.

H. F. Lyster, Cornell, and ten of the jury, with Messrs. Ernest Ingram, hostler of the Union Depot round house, and Chas. Murphy, of Ironsides, were present, but owing to the lack of a complete jury, the inquest was adjourned till tomorrow at 11 a. m. at Desjardins' morgue, corner of Alma and Victoria streets, Hull.

Mr. Louis Cousineau, advocate, Hull, was present in the interests of the late Philip Petaud's family, and Mr. W. H. Curie, of Scott, Scott, Curie and Thompson, Canadian Pacific Railway solicitors, was present to watch the proceedings for the company.

27/10/1905 *Ottawa Journal*

Maniwaki

Ironsides

Inquest on Ironsides victims again adjourned.

One of the jurymen failed to show up. Inquest again this evening.

The inquest into the death of the two men, Stephen Lalonde and Phillip Peteau, killed at Ironsides on October 2, was resumed on Wednesday evening, but was again adjourned until this evening. One of the jurymen failed to turn up.

The Attorney - General in a letter which was read by the coroner stated that it was unnecessary to summon Lamothe, the foreman in charge of the gang to which the two men belonged, and the verdict will be arrived at without him.

28/10/1905 *Ottawa Journal*

Maniwaki

Ironsides

Insufficient care is exercised

Inquiry at Hull into the death of Lalonde and Peteau at Ironsides on October 2.

At last night's session of the coroner's jury at Desjardins' morgue., Hull, in the matter of the death of Stephen Lalonde and Phillip Petaud [sic], of Cornwall, the following verdict was rendered: "We find that Philip Petaud and Steven Lalonde came to their death on the evening of October 2, at about half-past seven, by being struck by a Canadian Pacific Railway train at the crossing at Ironsides.

"We are furthermore of the opinion that the Transcontinental Railway Commission, through its employees, did not exercise sufficient care in regard to the transportation of its men."

BLAMED THE R.C.

Jury's Verdict on Victims Ironside Tragedy.

LAMOTHE DIDN'T COME

Held That Commissioners For National Railway Didn't Exercise Proper Care of Men.

"That Philip Petaud and Stephen Lalonde came to their death on the evening of October 2, 1905, at about 7.30 o'clock, by being struck by a Canadian Pacific railway engine at their crossing at Ironside, P.Q. We are furthermore of the opinion that the Transcontinental railway commissioners, through their employees, did not exercise sufficient care in regard to the transportation of their men."

After having adjourned four times, the jury on the Ironside tragedy returned its verdict Friday night. The adjournment were caused by the jury being insistent that Foreman Lamothe, who had charge of the gang to which the two victims belonged, should give his evidence. Lamothe had been given transportation for both, while the conductor stated that Lamothe had none for Petaud. Lalonde got off because, he told his friend, he didn't want to see Petaud, who was put off the train, stuck in a strange place.

Although Coroner Lyster wrote the attorney-general asking that Lamothe be brought down, he was not, as the answer received intimated that it didn't seem necessary, when Lamothe was so far up. He is at The Forks, about fifty miles above Maniwaki. the northern terminus of the Gatineau line.

19/08/1908 *Ottawa Citizen**Maniwaki**Tenaga*

At Tenaga on the Gatineau Valley Railway, the tank for filling the boilers of engines, which has always rather marred the scenic effect of the spot is to be taken away. A dam is being built across the creek, which runs into the river, and pipes running from this dam will supply the engines in future.

22/09/1908 *Ottawa Citizen**Maniwaki**Engineer McFall*

C.P.R. engineer Wm. McFall [sic] of Ottawa was injured last evening at Aylwin station on the Gatineau branch. Owing to a misplaced switch, it is said, the engine left the rails, and toppling over, pinned the engineer to the ground. An auxiliary was sent up from Ottawa to clear the line and Mr. McFall was brought back to the city early this morning. Up to the time of going to press it was not known whether his injuries were serious.

23/09/1908 *Ottawa Citizen**Maniwaki**Engineer McFall*

C.P.R. Engineer McFall [sic] of this city who was injured on Monday at Aylwin station on the Gatineau branch of the road, being pinned to ground under engine, is now confined to St. Luke's hospital. After the accident the injured man was attended to by Dr. J.F. Kidd, it being found necessary to amputate the right foot at the ankle. This was done before McFall was taken to the hospital at which institution he was reported last night as resting quietly.

29/10/1908 *Ottawa Citizen**Maniwaki**Engineer McFall*

Engineer Wm. A. McFall who had his foot amputated in a run off on the Gatineau branch, C.P.R. on Sept 21st., has so far recovered as to be able to leave the hospital.

06/08/1909 *Ottawa Citizen**Maniwaki**Maniwaki*

Derailment Causes Delay

Owing to the derailment of a freight car on the Gatineau Valley branch of the C. P. R. near Maniwaki early last evening the down passenger train due to arrive in the city at 8 p.m. did not arrive till four hours later. A similar accident happened on the same line very recently. Little damage was done other than the temporary holdup of traffic.

10/09/1909 *Ottawa Citizen**Maniwaki**Maniwaki*

ATTEMPT TO WRECK TRAIN

Ottawa Express Close Call Near Maniwaki.

Saved by Coolness of Eng. Stagg, Ottawa.

Large Boulder and Rail Across the Track.

What appears to have been a well planned attempt to wreck the north bound C. P. R. passenger train from Ottawa at Maniwaki Wednesday morning, was frustrated by the vigilance of Engineer Stagg, who brought his train to a standstill within a foot of the obstructions that had been placed across the rails. About a mile east of Maniwaki, as the train was proceeding along at a high rate of speed. Engineer Stagg noticed an unusual heap of what looked from a distance to be a bunch of roots in the center of the track, a hundred yards to the front of the train. Immediately applying the emergency brakes, he was able to bring his train to a stop within a few feet of the obstruction. On investigation it proved to be a large boulder covered over with roots and grass back of which was a steel rail placed across the track.

The passengers on the train were considerably aroused on learning of the narrow escape they had just had and were loud in their praises of the action of Engineer Stagg, who with such great presence of mind averted what would undoubtedly have been a serious wreck.

At the C.P.R. offices here today it was learned that word had been received of the occurrence, and that one of the company's private detectives was at work on the case. No trace has, as yet, been found of the parties responsible for the attempted train-wrecking.

Engineer Stagg resides at 728 Albert street.

23/03/1910 *Ottawa Journal**Maniwaki**Chelsea*

Small Landslide near Chelsea delays train

A serious landslide occurred on the C. P. R. railway in the Gatineau Valley yesterday, but fortunately the mishap was discovered before the arrival of any trains. For twenty-five feet the line was covered to a depth of 3 and 4 feet of thick blue clay, making traffic along the line impossible. The slide took place between Chelsea and Ironsides on the brow of one of the hills in that locality. Trains from Ottawa now stop at this point and passengers are compelled to light and walk over the sticky mess to the train on the other side which is kept in readiness. A landslide occurs at this point every five years or so, but a worse has not been experienced for many years.

28/05/1910 *Ottawa Citizen**Maniwaki**Cascades*

The C. P. R. freight shed has been removed from the village (Britannia) and taken to the Cascades. The railway company will dispense with the shed at Britannia using the station house to accommodate whatever comes to the village in the way of freight.

10/06/1910 *Ottawa Journal**Maniwaki**Central Depot*

Union Depot likely to be used.

It is extremely unlikely that any Gatineau trains will run into the Central depot this summer. The appeal of the C.P.R. from the order of the Railway Board has yet to be heard by the Supreme Court, and no decision has yet been reached by the Privy Council on the appeal referred to it. The Supreme Court hearing will probably be heard next week, but if it is against the C.P.R. there is some talk that it may be taken before the Privy Council.

This will disappoint many Ottawans who had figured on going up the Gatineau this year. The fact that the Central Depot is not to be used is likely to result in a number of people summering elsewhere on account of the inconvenience of the present depot.

Union Depot this summer.

The Gatineau trains will continue to run into Union station this summer, at any rate pending the hearing of the C.P.R. appeal case before the Supreme Court.

This is the net result of the answer given by Judge Mabey of the Board of Railway Commissioners to Mr. Taylor McVeity, City Solicitor, who asked if the order of the Board could be stayed on an appeal case. Judge Mabey said it did not, but in this case the Supreme Court had made no decision.

An early hearing will be given regarding the question of the statement of the case to be laid before the Supreme Court.

28/06/1910 *Ottawa Journal*

Maniwaki

Union Station

Judge Cassels of the Exchequer Court today dismissed the application for an order to compel the C.P.R. to obey the order of the Board of Railway Commissioners to run the Gatineau trains into the Central instead of the Union stations.

Judge Cassels said he could not interfere in a case which was pending before the Supreme Court. If a certificate was produced showing that the Supreme Court had dismissed the case, he would be in a position to deal with it.

06/07/1910 *Ottawa Journal*

Maniwaki

Central Depot

The Railway Commission is now in a position to decide whether the C.P.R. has the right to appeal to the Supreme Court on the decision of the Board that the C.P.R. run their trains from the Gatineau Valley into Central station.

The argument of Mr. Chrysler for the C.P.R. was followed by City Solicitor McVeity, who argued that there was no ground for appeal; that it was a question of facts and not jurisdiction.

It had been proved, he held, that the C.P.R. were not affording the necessary facilities at the Union station and that it was an unsuitable place for the Gatineau trains to enter.

Mr. O'Meara, for the Gatineau Railway, pointed out that only a question of jurisdiction could be taken to the Supreme Court, not facts, and if this question were taken to the courts it would be thrown out because the matter had been settled in a previous case. The hearing is proceeding.

27/07/1910 *Ottawa Journal*

Maniwaki

Burbidge

An Insane Man Tries to Wreck C.P.R. Train

Passengers from Maniwaki had a very narrow escape.

The passengers on the 7 o'clock train from Maniwaki to Ottawa yesterday morning had a narrow escape from death, and only the chance passing of John Barker, a sectionman on the C.P.R. saved the train from being hurled with its passengers into a treacherous ravine.

In Hull Court this morning before Recorder Desjardins, Louis Richard, a man without a home, said to be out of his mind, was charged with maliciously placing obstructions on the C.P.R. Gatineau line. The obstructions included two large planks, stakes, spikes and a ladder, making a most dangerous barricade.

James Barker was the principal witness against the accused. He swore that he saw Richard tampering with the switch about two and a half miles on this side of Burbidge station. At this point there is a big rock and a very sharp curve.

Barker was proceeding down the line on a hand car, and found the switch open, planks on the line and a log 12 feet long and six inches thick.

There was also a 20 foot ladder which had been used by sectionmen for railway purposes.

Spikes had been placed in between the rails on end, in such a way as to wreck any train that passed over them. Nearby Barker says he met Richard whom he knew was not in the employ of the company. He asked him why he had placed obstructions on the line, to which he replied, "I don't want the ballast train to go up there, it has no business there. I want it to run along that way," meaning along the direction to which he had turned the switch.

Barker, as soon as he could, got the spikes out, and moved the ladder and planks, as the train for Ottawa was then due to arrive at that point. After seeing that everything was right, he took the man on his hand car up to Burbidge station, and telegraphed Superintendent Spencer of the C.P.R. asking what he should do with him. He was ordered to take him to Maniwaki and hand him over to Bailiff Nault.

Detective Lowe of the C.P.R. was sent up from Ottawa and accompanied the prisoner down to Hull where he arrived this morning.

Bailiff Nault told the Journal that he remembered meeting the accused in the beginning of June sitting on the side of the road eating a piece of bread. He spoke to him and his replies convinced him that Richard was insane. Richard told him that he belonged to St. Thomas and that he broke the record on the I.C.R. when he was an engineer on that road. He informed the bailiff that he had a brother in St. Raphael, Que., whose name was George Richard.

Richard has been employed in the lumber camps in the district all winter. Richard appeared in court in his shirt sleeves and did not seem to realize the seriousness of his crime. After he had listened to the evidence he was asked if he had anything to say, and he replied in French that he had nothing, and plead guilty.

He was committed to the assizes. He will be examined for insanity.

Thank Heaven they are Saved.

Thus exclaimed brave engineer McFall last night when told that his passengers had escaped.

Gatineau train ran into a washout two miles from North Wakefield and only heroism of engineer saved passengers - engine toppled into hole but train stopped on brink - Engineer McFall was badly scalded.

By the heroism of Engineer William McFall of the C.P.R., forty passengers were last night saved from death or serious injury in a wreck on the Gatineau line, about three miles from North Wakefield.

The accident happened about 6.30. It was due to a washout on the line. The up train which leaves Ottawa at 5 o'clock, arrived at North Wakefield on time at 6.20. There were forty passengers on board and the train was in charge of Conductor T.F. Carter and Engineer Wm. McFall.

Down Train Safe

About two hours and a half before the down train had passed through safely, and sectionmen who went over the line afterward are said to have reported it in good shape. The recent thaws, and rain, however, had put Engineer McFall on his guard, and he was watching the line closely.

About three miles from North Wakefield station he saw a gap in the track between fifty and a hundred feet wide and over 25 feet deep. He was almost upon it before he saw the danger. The Fireman jumped. Engineer McFall, however, stuck to his post, throwing on the emergency brakes and doing all in his power to stop the train. He succeeded as far as the train was concerned, but the engine toppled over into the hole and he had no time to escape.

The passengers rushed out to see why the train had stopped and there was great excitement when they realized what a narrow escape they had had. Search was immediately made for the engineer who, it was feared, was under the engine, which, over ended and covered with clouds of steam, was lying in the bottom of the hole. Finally, McFall's body was seen lying on the ice of the river a few feet away. He was scalded from head to foot by the steam. Dr. Pritchard of North Wakefield was at once called and cared for the suffering man.

Word of the accident was wired to Ottawa and a special train with Mr. H.B. Spencer, district manager on board left at nine o'clock for the scene of the wreck. A gang was at once put to work bridging over the wash out section of track and towards morning the passengers were taken up to their destination by special train. Engineer McFall was brought down to Ottawa and taken to St. Lukes hospital. It is stated that, while he is badly burned, there are hopes for his recovery.

Mr. McFall is one of the oldest engineers on the C.P.R.

A representative of the Journal this morning went to his home at 227 Preston street and had a talk with his wife.

She stated that her husband had been railroading for the past forty years - this being the second accident he has been in. Two years ago he had part of his foot cut off due to an open switch. This occurred on the Gatineau line.

"My husband, when brought to the city this morning," said Mrs. McFall, although suffering intense pain, did not complain for himself but expressed great satisfaction that all the passengers in his charge had been saved. I was at the station to meet him when the train got in. He was quite conscious and could talk. He related to us how the accident happened.

Went in Ambulance.

"At the station I got into the ambulance and accompanied him to St. Luke's hospital. On the way there he talked quite freely and told me how the accident occurred. He stated that the train was going full speed and they were going round a curve which prevented him from noticing the washout until they were practically on top of it. He immediately applied the brakes, but it was too late to prevent the engine from going into the hole. His doing so, however, reduced the speed and probably saved the rest of the train. He cried out to the fireman, Harry Baker, "Jump for your life, and I will remain and see that everything is alright." A second later the engine left the tracks.

Suffered Terribly

So far as I could gather from what my husband said the next he could recall was finding himself on the ground and suffering terribly from the effects of the hot water and steam. He told me that he jumped on the ice first and that it seemed to break under his feet and he went down in the water a short way. This considerably relieved the terrible pain from the burns. He was later on pulled from the water by some of the passengers and was greatly relieved when told that none of the passengers had been injured. Exclaiming, "Then Thank Heaven they are all saved." he next enquired for the safety of his fireman. The latter had escaped uninjured.

Took First Train

Conductor [sic] McFall is one of the veteran railroad men of Ontario and took the first train over the Gatineau Road. He was also in charge of one of the trains when the Duke and Duchess of York (now His Majesty the King and Queen Mary) were here. Before going on the Gatineau Road he was for many years on the old Brockville and Ottawa line. He is widely known by travelling and commercial men throughout the province.

The wrecking train returned to Ottawa this morning. Mr. H.B. Spencer, the district manager of the C.P.R., refused to see a representative of the Journal.

The Gatineau train which left here at 5.01 o'clock ran into a washout two miles and a half north of North Wakefield station. Engineer William A. McFall, 234 Preston street, who was driving the engine, was fortunately able to pull his train to a standstill on the edge of the washout. The engine, however, toppled into the crevice, taking with it the engineer and fireman who stuck to their posts. The truck of the baggage car also went in but the baggage car was suspended on the brink. Conductor Carter was in charge of the train.

Engineer Mcfall was badly injured but the fireman was not hurt. Dr. Pritchard of North Wakefield attended to the injured engineer and he was later brought to Ottawa in a critical condition. He is badly scalded.

Superintendent Spencer went up to the scene of the accident on a special wreck train with a large gang of men. The work of relaying the track was gone ahead with all night and the line will be opened for traffic this morning as usual.

Not one of the forty passengers was injured, and all highly commend the action of the veteran engineer in sticking to his engine and perhaps averting a more serious accident. Should the whole train have gone into the washout, it is probable that a number of the passengers would have been seriously injured.

At the point where the landslide and washout occurred there is a steep grade around a high hill. The heavy rains of yesterday, together with the breaking up of the frost in the ground, caused the track to become undermined. Three hours previously the southbound train passed the same spot in safety, and the trackmen on their trip over the line a short time before the accident did not notice any thing unusual in the lay of the ground.

Victorious Death of Railroad Hero

John [sic] McFall, hero of the Gatineau wreck is dead. He died the death of a Christian victor.

In Erskine church last evening Rev. Kennedy Palmer told in touching terms of a talk which he had had Saturday afternoon with Mr. McFall.

"Well, Mr. McFall, we are all proud of you, you did your duty," said Mr. Palmer.

"I tried to," replied the dying hero.

After a little further talk by Mr. Palmer, Mr. McFall said:

"I am not afraid to die. If it is God's will, I am ready. There is an advocate between us and God."

And then Mr. Palmer left him, never to see him alive again.

Engineer Wm. McFall, the hero of Friday night's railroad tragedy on the Gatineau line, died Sunday morning as the result of the severe injuries received while sticking to his post and probably saving the lives of 40 passengers on his train. Engineer McFall was 61 years of age and was born at Bristol, Que. He came to Ottawa a number of years ago and has been residing at 237 Preston street. He was one of the oldest engineers on the C.P.R. and had been engaged in railroad work for the past forty years. He was one of the veteran railroad men of Ontario and took the first train over the Gatineau road. He was also in charge of one of the trains when their Majesties, then the Duke and Duchess of Cornwall and York, were in Canada. Before going on the Gatineau road he was for many years on the old Brockville and Ottawa line. Deceased was widely known by travelling and commercial men throughout the province.

The late Engineer McFall was in a railway accident two years ago on the same line, in which he lost his foot. This was due to an open switch. He loved his work, and notwithstanding his age and the offer to retire on pension, he stuck to his calling. Deceased was widely known in this city and many other cities and towns into which his duty took him. He was a member of the order of Railway Engineers, A.O.U.W. and the Orange lodge. He leaves a widow and a large adult family. A Baptist in religion, he attended the McPhall memorial church.

The funeral will take place on Tuesday morning from his late residence, 237 Preston street, to Union depot for interment at Maryland station.

Engineer is dead

Conscious to the last and fighting hard against death with that indomitable heroism which characterized his life, Engineer William McFall passed away in St. Luke's hospital at an early hour Sunday morning. His death was due to the severe injuries he sustained Friday night on the Gatineau line in heroically remaining at the throttle of his engine in a gallant effort to save the lives of forty passengers who were on the train.

Although there were slight hopes held out for his recovery, his sturdy physique was unable to withstand the shock and awful burns he received, and while every possible aid was rendered, he gradually sank lower and lower.

The love and esteem to which he was held by his comrades on the road, and the men who knew him best, was evidenced by the numbers who called at his late residence yesterday to pay him their respects and to console the bereaved family.

The late Engineer McFall was born in Bristol, Que. One of the veteran railroad men of the province of Ontario, he was also one of the oldest engineers on the C.P.R. He piloted the first train that went over the Gatineau, where he had continued to run ever since, and was one of the best known railway men on the line. Before going to the Gatineau road he was for many years on the old Brockville and Ottawa line.

Proud of Record

Justly proud of his long and faithful record, he loved the panting of the huge locomotive, and notwithstanding his advanced age and an offer to retire on pension, he stuck to his work. He was widely known and respected not only in Ottawa but in other cities and towns where his duty took him.

A Prominent Orangeman

He was a member of the Order of Railway Engineers and was also a prominent Orangeman. A Baptist in religion, he attended McFall Memorial church.

Besides his wife, he is survived by four daughters, Mrs. W. Alexander of Smiths Falls, Mrs. A.W. Sills of Seattle, and Mrs. Geo. Hodgins and Miss Ketha at home.

He also leaves two sons, George in British Columbia and William of this city.

The funeral will take place tomorrow morning from his late residence, 237 Preston street, to Union Depot for interment at Norway Bay. Funeral service will be conducted in the house by Rev. W. Parker.

Funeral of Engineer

--took place this morning from his late residence -- to Union station where it was conveyed by rail to Maryland, and interment was made at Norway Bay.--

At the station which had been the scene of the greater part of the late engineer's activities a large crowd assembled and sadly watched him leave on his last trip over the road which had known him so well throughout life-- floral tributes - More.

The death of engineer William McFall as a result of injuries received by bravely staying on his engine and doing his utmost to stop the train which was plunging into a washout on the Gatineau road, is one of those incidents that inspire admiration and respect for railway engineers as a body.

Engineer McFall was an elderly man and had already been maimed in a previous accident, resulting in the loss of a foot. Yet, with unshaken nerve, he continued his work, and when again he was unfortunate enough to meet disaster, through no fault of his own, he courageously met death in order to ensure the safety of the passengers. This would appear to be a case which should be brought to the attention of the Carnegie Fund Commission -- more.

This is a picture of the wreck on the Gatineau line at Wakefield in which Mr. Wm. McFaul (sic - McFall) lost his life in a brave effort to save the lives of his passengers.

Includes picture.

Why do the C.P.R. Gatineau trains leave and arrive at the Union depot?

Many people in Ottawa, and especially those summering on the Gatineau, are asking this question. One year ago, it will be remembered, the Railway Commission ordered the C.P.R. to run these trains to and from the Central depot. Since then no attempt has been made to comply with this order.

The explanation of this situation was given to the Journal yesterday by Mr. J.J. O'Meara, the local barrister, who has acted for the petitioners before the Railway Commission. Mr. O'Meara said:

"From the order of the Railway Commission the C.P.R. appealed to the Supreme Court and also to the Governor-in-Council. Neither appeal, it is important to note, operates as a stay of the Railway Commission's order. The petitioners, after obtaining the order from the Railway Commission, applied to the judge of the Exchequer Court for an order making the order of the Railway Commission a rule of the court, so that the order might be enforced through the machinery of the Exchequer Court.

"The judge of the Exchequer Court postponed the application of the petitioners until the case had been disposed of in the Supreme Court and by the Privy Council. Several months ago the appeal to the Supreme Court was dismissed.. The appeal to the Governor-in-Council was argued in August 1910, but a decision has not yet been rendered.

"In view of this fact the petitioners are not in a position to renew the application to the judge of the Exchequer Court to make the Railway Commission's order an order of that court, and thus to enforce it."

Apparently, this means that the C.P.R., while making the present appeals should have complied with the order of the Commission. This, of course, has not been done. The city has not taken any action for some months in this matter, although knowing the company's lack of obedience to the order in question

Petition for a more convenient train service.--

A plague of caterpillars has stricken the district. Foliage is smitten. Giant trees are near death. Even the railway is attacked. It took three big C.P.R. engines yesterday to drag four coaches to Chelsea across the horrid mass that clogged the wheels. The train which left Ottawa at 5.30 yesterday afternoon was stalled at Ironsides. The locomotive could not proceed further although it only had two coaches to pull. The train that left Ottawa at 4.40 came backing down the incline and pulled up in front of the 5.30. It had four coaches. The engine of the work train at Chelsea was requisitioned but the two engines failed to negotiate the four coaches of the 4.40 so two only were taken to Chelsea and leaving them there the two engines returned to Ironsides. The two remaining coaches of the 4.40 were connected with the 5.30 and the three engines, after great difficulty, succeeded in moving the four coaches to Chelsea. They reached Chelsea at 6.42 having taken 2 hours 2 minutes to travel nine miles. The down train accordingly which was due at 5.35 at Cascades was held up until 7.20. At West Aylwin and Ironsides the plague is at its worst.

31/05/1913 *Ottawa Journal*

Maniwaki

Farm Point

The C.P.R. has applied to the Board of Railway Commissioners for the approval of plans for a change in the location of the station at Farm Point, Que., Maniwaki subdivision, Township of Hull.

21/05/1914 *Rideau Record*

Maniwaki

Bush Fires Are Raging in the Ottawa Valley and in the North Country - Settlers' Homes and Mining Camps Imperilled - Heavy Rains the Only Hope.

Bush fires throughout the Ottawa Valley and district continue to assume serious aspect through reports from fire rangers employed by the Grand Trunk, Canadian Pacific and leading local lumbermen state that the outlook is now not so serious as it was on Tuesday. If the wind does not rise and rain comes soon there can be reasonable hopes entertained of preventing the fires from spreading.

At St. Pierre de Wakefield, Venosta, and Maniwaki, there are fires raging, all of a serious character. The timber limits of W. C. Edwards at Eardley are believed to be the scene of another bush fire, some two miles by one mile in extent.

The whole countryside is in such a condition that nothing but a heavy rain will be material use in fighting the fires.

A big forest fire is raging in the township of North Lowe, in the Gatineau district. The flames have burned the Northwood bridge across the Gatineau river and have devastated nearly all the standing timber in the limits belonging to the Star Creek Lumber Company. Telephone communication has been cut off owing to the bush fires having burned the poles and grounding the wires. If there should come up a high wind before rain falls the whole Gatineau district would be destroyed.

In the north country around Cobalt and Englehart many fires are raging and a call for help has been sent to the Government at Toronto. Rain is most anxiously liked for.

15/03/1918 *Eastern Ontario Review*

Maniwaki

Farrelton

The C.P.R. has succeeded in killing two or three more people on a level crossing at Farrelton near Ottawa.

This is almost a daily ioccurrence.

No doubt the C.P.R. legal department will try to prove "It was their own fault. They had no business on the earth anyway."

C.P.R. train No. 532
Ottawa and Maniwaki Division

De Gatineau train she's come down de line,
W'en she's reach Cascades she's runnin' fine.
De engineer* wit' his smilin' face,
Han' on de t'rottle, is right in place,
Conductor# too, (he's darn good fellow),
Ax his trainmen@ to sweetly bellow;
"Don't forget your parcels!"

It was den de rain come on, bien oui,
An' dat Gorman man he sure can see,
W'en he's look right out before dat train,
Dat' dey certainly would get some rain -
An' he hates dat hill on Mount Burnett-
So he says to his ole bulljine, you bet,
"Can you make it? Can you make it?"

For de long stiff grade she's right before,
An de lightnin's flash - de t'under roar,
De rain she splash on de window pane
An' I can tell you it was some rain,
De rails so dam' dat she's t'row some san',
An' soon she's puffin' to beat de ban';
"I can make it. I can make it."

She's puff an' she's grunt - she grunt encore,
"I mis' buck old Mount Burnett once more
(Tho' she's high enough to kill a man-
"I -t'ink-I-can. I -t'ink-I-can. I-"
So Gorman 'courage her all he dast
An' he's t'row dat san' so hard an' so fast
Dat his bulljine made de grade - at last,
"I-knew-I-could. I-knew-I-could."

Dan she's lower her head an' she's hire her tail,
An' she's sail right in for to buck de rail,
An' jus' as she went over de grade.
George Gorman said to himself, he said,
(As he chortled wit' pride an' glee)-
Dat's my ole bulljine - an' she an' me
"We know we can. We know we can."
"Kirk's ferry next."

*Engineer George M. Gorman; #conductor Wm. Goodfellow; @trainman, George Stewart.

21/06/1920 *Ottawa Citizen* *Maniwaki* *Chelsea*

GATINEAU VALLEY TRAIN DERAILED

The Gatineau Valley C.P.R. train which left the city yesterday afternoon at 1.40 was delayed over two hours a short distance above Chelsea by the tender of the engine going on the track. At the point where the accident happened is a very high embankment and according to passengers the train narrowly escaped going over. They- are high in their praise for the presence of mind of the engineer of the train, in averting a more serious accident. The train was travelling a slow rate of speed.

28/06/1920 *Ottawa Citizen* *Maniwaki* *Cascades*

ENGINE LEFT RAILS AT CASCADES

Ottawa-Bound Passengers on Gatineau Trains Delayed I Saturday Night.

Tht [sic] derailment of a north bound light engine on the C. P. R., Gatineau Valley route, on Saturday night, was responsible for the passengers on the two trains bound for Ottawa being delayed upwards of two hours and a half in reaching their destination.

The light engine, while proceeding northwards left the rails at a point about one mile north of the Cascades dragging the tender for some distance along the ties, and tearing up the tracks, but fortunately did not topple over. News of the accident was carried by the fireman on the engine to Cascades station where it was telegraphed in to Ottawa. In the meantime the two Ottawa trains were flagged about 100 yards from the scene of the accident. The C. P. R. sent a special train, consisting of three coaches, to which the stranded passengers and their baggage were transferred and brought to Ottawa, arriving at 12.40 on Sunday morning.

The passengers, who consisting largely of women and children, many of whom had been out on berry picking excursions, were loud in their praise of the train crews of the special and regular trains, who did everything to help them, even to the extent of carrying their baggage from their own trains to the special, on the other side of the wreck.

This is the second accident of a similar nature, which has occurred at this point, an engine being derailed in the vicinity on Sunday last. The accident is believed to have been due to a spread rail.

ANOTHER WRECK ON THE GATINEAU LINE

Ottawa Bound Train Derailed Saturday Night Engineer and Fireman Injured.

Gatineau Valley train No. 538 due in Ottawa Saturday night at 10.45 ran off the tracks as it was entering Castor station, which is a few miles above Blue Sea Lake, the engine, tender and baggage car being derailed.

Engineer William E. Stanley, of 148 Breeze Hill Avenue, was fairly badly shaken up, and was brought to a local hospital. Last night it was stated that Mr. Stanley, while considerably shaken, apparently had no broken bones, and in due course would be out of the hospital in a few days. The fireman escaped unhurt. A brakeman, Geo. Barker, of 11 Spadina Avenue, was also slightly hurt, getting a severe jolt on the shoulder, but was able after a time to go to his own home. None of the passengers were hurt.

A wrecking train was sent up from Ottawa. There were only a few passengers on the Saturday-night train from Maniwaki to Ottawa and these were transferred and brought down to Ottawa by another train, arriving only about a half an hour late. Passengers going north were also transferred around the wreck and taken to their destination.

The cause of the wreck is not known, it took the wrecking crew from Ottawa some five hours to clear the line, but everything was cleared and in working order for the Sunday traffic. It appears that the train was approaching Castor and the brakes had just been applied when without warning the engine, tender and the baggage car left the rails.

Passengers on the train gave the greatest credit to the crew of the train who did everything in their power to make them comfortable till the other trains arrived to take them to their destination.

13/07/1920 *Ottawa Journal*

Maniwaki

Castor

INVESTIGATING WRECK.

Engineer William E. Stanley, of 141 Breeze Hill Avenue, who was hurt on Saturday when a Gatineau Valley train left the tracks at Castor will likely leave hospital in a week. He was shaken up and it is believed that one rib was broken. The derailment, which apparently was due to an obstruction being placed on the track, is being carefully investigated, and it is believed there will be important developments. George Barker, brakeman, 11 Spadina Avenue, was also shaken up, but his condition is satisfactory, and he will be at work in a few days. None of the passengers was injured.

15/07/1920 *Ottawa Citizen*

Maniwaki

Castor

Engineer Convalescent. Engineer W. B. Stanley, 148 Breeze Hill Avenue, who was injured in a derailment of the Gatineau Valley train about 10.45 Saturday night last, was permitted to leave the hospital yesterday. Engineer Stanley was brought to Ottawa from Castor station near where the accident occurred and was taken to St. Luke's hospital, where he recovered from his injuries.

22/10/1923 *Ottawa Citizen*

Maniwaki

WHISTLED TILL IT BECAME EXHAUSTED

An unusual incident happened to the Gatineau Valley train leaving Ottawa yesterday afternoon. A few miles out of Ottawa at Bren Hill, the engineer blew the whistle as usual. The valve of the whistle however, stuck, and the whistle continued blowing for several miles; in fact till the train reached Wakefield. So much steam was used in this that the train was no longer able to proceed and it was necessary to send up a fresh engine from Ottawa to take the train to the end of the line. In consequence residents of the Gatineau Valley at that point were somewhat over 7 hours late in arriving home evening. The sight of the train proceeding mile after mile with whistle blowing attracted a deal of attention through the country and the newspapers. Others received many inquiries what the celebration was about.

27/03/1924 *Ottawa Citizen*

Maniwaki

Farm Point

Box Car Off Track.

The C.P.R. Gatineau train, No. 536, due to arrive in Ottawa at 5.50 p.m. was an hour and a half late last night, the delay being caused by a box car on an extra outward bound freight train jumping the rails at a curve about 16 1-2 miles from Ottawa and just this side of Farm Point station.

Nobody was hurt. A breakdown gang was sent from Ottawa immediately and succeeded in replacing the car on the track to allow of the Ottawa bound, train passing. No. 536 reached Ottawa, at 7.20 p.m.

07/04/1924 *Ottawa Citizen*

Maniwaki

Kirks Ferry

LANDSLIDE BLOCKED GATINEAU RY. LINE

Special Train Brought In Part of Incoming Passengers. Others In on Regular at 2.45 a.m.

A washout of a section of the roadbed of the C.P.R., Gatineau line, following a landslide, resulted in more than one hundred passengers on the incoming Gatineau train, which was due to arrive at the Union station at 9.15 last night having to remain at Kirks Ferry, and other points between Chelsea and Tenaga, and, about fifty others arriving in the city by a special train at one o'clock this morning.

In addition to the passengers who came in by the C.P.R. Special, many others who tramped more than two miles into Chelsea engaged taxicabs to bring them to the city. The regular train, which was blocked by the landslide and washout, stayed on a siding at Kirks Ferry. Some of the passengers slept on the stalled train, which reached the city early this morning when the line was repaired.

The landslide, which occurred about two and a half miles north of Chelsea station, and some distance south of Tenaga station, occurred some time after four o'clock yesterday afternoon, and after the slide had taken place a mountain stream poured down and undermined and washed out a section of the roadbed.

Track Undermined.

The landslide effectually blocked the track for about twenty-five feet, in some places being from one to two feet in height, and covering the tracks with earth, rock, and gravel. After the slide had been removed by section men it was found that the roadbed had been undermined by the water and it was considered unsafe to attempt to take the train over it.

Advised by long distance telephone of the slide, the C.P.R. sent up a snow plow to clear the tracks, but this effort failed. Later a special train was made up and sent to Chelsea, which place it left shortly after midnight, reaching Ottawa at one a.m. today.

When the regular train was blocked the passengers decided for themselves whether or not they would remain on the regular train and go back to Tenaga and Kirks Ferry, or face the two mile walk through the rain, to reach Chelsea. Aided by flashlights which some of the party fortunately carried, and with only a few umbrellas to keep off the elements, a party of about fifty made the trip toward Chelsea, and boarded the special. Others not caring to wait for the departure of the special, telephoned to the city and had motor cars go to meet them.

Anxiety In City.

Passengers on the stalled train became anxious as it was seen that the repairing of the roadbed would take some hours, and had considerable difficulty in advising relatives in the city as to their plight, so that there was considerable anxiety for a time as to what had happened them.

The passengers who did not care to face the two-mile walk along the tracks to Chelsea, either slept aboard the regular train or found shelter in farm houses, or at the hotel at Kirk's Ferry.

The landslide and the washout is stated to have been due to the rainfall of Saturday night and yesterday.

Train Was Held.

At the C. P. R. offices this morning, it was stated that the landslide and the washout had first been detected by members of the section gang in the regular performance of their duty and word was sent ahead to hold the train at Kirk's Ferry. The stalled train was in charge of Engineer G. O'Leary and Conductor D. Woolley, both of Ottawa.

At 2 o'clock this morning the local offices or the C. P. R. announced that the track had been cleared of obstructions, the washout repairs. The stalled train reached Ottawa at 2.45 a.m. It was also further announced that the regular train schedule would be in operation today.

BELIEVE HEAD OF BRAKEMAN STRUCK GIRDER ON BRIDGE

Investigation Into Cause of Accident to Robert Macklem, Found Lying on Tracks Near Wakefield.

ROADMASTER GOES TO CONDUCT AN INQUIRY

Injured Man Lies in Serious Condition in the Ottawa Civic Hospital.

An investigation into the cause and circumstances surrounding the injuries received by Brakeman Robert Macklem, 8 Westmount Ave.,

Hintonburg, who now lies in the Civic Hospital in a very serious condition, was commenced this morning by officials of the C.P.R.,

So far as could be ascertained up to one thirty this afternoon the injuries received by Mr. Macklem were caused by his head hitting a bridge girder as the C.P.R. passenger train running north was pulling into Wakefield yesterday afternoon. This opinion is held by Mr. Samuel Jeffrey, roadmaster of the C.P.R. who happened to be standing on the rear end of the train and who was the first to notice the badly injured brakeman laying alongside the railway tracks, as the train ran, on.

Mr. Jeffrey left this morning to conduct the investigation, proceeding first to Wakefield and then taking a gasoline driven speeder and going back over the line as far as Diotte.

From an opinion expressed by Mr. Jeffrey Macklem was presumably two car lengths north of the rear end of the train and was probably looking out to see how close the train was to the Wakefield station, where two cars of the train was to be "cut off," when his head came into contact with a girder of the south end of the bridge a short distance south of Wakefield. A stain on one of the bridge girders confirms this view of the accident. After noticing the injured brakeman alongside the track Mr. Jeffrey after the train had stopped, ran back and had the injured man brought to Wakefield, where he summoned medical assistance, and remained with the injured man until he was brought back to Ottawa and taken to the Civic Hospital.

Sent Special Train

Immediately on receiving word of the accident Mr. J. H. Hughes, divisional superintendent of the C.P.R. dispatched a special train to bring the injured man back to the hospital. Meanwhile Mrs. Macklem had been notified of the accident, but when she went to the hospital last night she was not recognized by her injured husband. The special ran to the C.P.R. crossing at Carling Ave. which was reached at 8.20 p.m. (standard time), from which point the injured brakeman was transferred to the Civic hospital in the ambulance of George B. Burnty and Son.

The train from which brakeman Macklem fell was No. 535 which leaves Ottawa for Maniwaki, daily, at 3.35 p.m. (standard time). The train was in charge of Engineer J. R. Dunlop, 72 Maple street, and Conductor R. H. Morton, 309 Gilmour street.

Brakeman Macklem, in addition to his wife, has a family of three young boys. He has been in the service of the C.P.R. for several years, and his trip up the Gatineau yesterday was brought about through his acting as a substitute for the regular brakeman of the train. He was, however, familiar with the run as he had been over the Ottawa-Maniwaki line, many times before.

At the Civic Hospital today where the injured man is being attended by Dr. J. K. Kidd, it was reported that Mr. Macklem's condition was serious and that he was conscious only part of the time.

09/02/1926

Ottawa Citizen

Maniwaki

Will protest rerouting Gatineau line.

Reports have it that Railway will be sent via Meach lake and district instead of present route

Dam will necessitate moving of railway

Property owners alarmed that change will cause depreciated values.

Owners of property, especially summer residents along the Gatineau River between Chelsea and Farm Point, are alarmed at reports received that the railway and highway up the river may be rerouted via Meach Lake and district, and there is talk, if this turns out to be the case of obtaining a restraining injunction.

Some thousands of summer cottagers and owners of property in that district who have built comfortable homes there are certain that such a move will depreciate the values of their properties. The road and railway would be some miles from their homes.

Officials of the International Paper Company which is building the huge dam at Chelsea which will result in the formation of a large lake and necessitate the moving of the railway and road, are non-committal when questioned on the subject and state that only preliminary surveys have been made.

Some hundred yards.

It is learnt from an authoritative source, however, that the new railway line which will be paralleled by the new highway, will only be some few hundred yards from the old line.

The diversion of the railway and highway will take place somewhere near Chelsea and will rejoin the old route somewhere above Cascades. The old line will be fifteen feet under water at Kirk's Ferry and about 21 feet under at Cascades.

A large corps of surveyors and engineers, under direction of major Walter Blue, Montreal, and Mr. J. A. Strumberg, Ottawa, are presently working the district ascertaining the exact route and also the exact shores of the new lake to be formed.

Meanwhile former residents of the flooded area are making arrangements to build summer homes along the shores of the new lake.

Start a new colony.

The little colony of cottagers who formerly lived on Chelsea Island, have already started a new colony at Tenaga on the top of a high hill, which will form a shore of the lake. Here cottages, tennis courts and bowling greens have already been built and will be ready for use this spring.

Mr. Hector Carruthers, secretary of the Ottawa Board of Trade, who had a cottage near Cascades, is in a peculiar situation.

A little lake formed in a wide reach of the Gatineau is at present about a mile and an half from his cottage.

When the water is raised by the completion of the dam the lake will be right at his doorstep, and Mr. Carruthers will be able to "park" his motor boat, about 22 feet from his cottage.

"For years", he told The Citizen, "my wife has been wishing that the lake was a mile and a half nearer. It is a straight case of the mountain coming to Mohammed."

29/04/1926

Ottawa Journal

Maniwaki

--The Chelsea dam will back up water to Wakefield and six miles of C.P.R. rails and the highway will have to be moved to higher ground.--

22/05/1926

Ottawa Journal

Maniwaki

Four grade crossings will be eliminated.

--rerouting of highway necessitated by flooding from the International Paper Company's dam.--

Present plans call for the new route of the highway to commence at a point known as Eaton's Chute just at Kirk's Ferry and proceed northerly at a considerably higher elevation for a distance of about five miles to Cascades. -- would make the new route about 1,000 feet west of the railway tracks.--new route would do away with four dangerous crossings.--matter before the Dominion Railway Board.

Numerous double trackings near the Gatineau River banks and a large station yard at Cascades, Que., are the big new works for the Ottawa, Northern and Western Railway, and its lessee, the Canadian Pacific Railway, on the Maniwaki subdivision, Quebec division, in Hull Township, according to plans of the line files at the Registry office in Hull today.

The plans have been approved by the Board of Railway Commissioners and constitute the first definite outline of the re-routing of the C.P.R. in the Gatineau Valley as a result of the flooding of big areas, and other works, to be done by the International Paper Company at its Gatineau holdings. Plans show that the new route starts about a mile north of Chelsea, Que., at mile 8.21. It runs from there to 14.6 mileage, but from mileage 12.65 to mileage 13.26, it follows the old line of the railway. There are stations indicated at mileage 9 (Tenaga) and at 10 (Kirk's Ferry), with double tracks and sidings at various points. There is a long piece of double track between Kirk's Ferry and Tenaga.

It is indicated that at no point will the new railway line run more than 750 feet west of the present route of the line. At some points the old and the new routes almost converge and at others they are wide apart. The greatest difference in position is shown between Tenaga and Lacharite.

According to the plans extensive yards will be situated between the Cascades station and the river, overlapping the present line of the railway there.

03/09/1926 *Chronicle Telegraph, Queb* *Maniwaki* *Gracefield*

Fire of which the origin has not yet been determined completely razed the Canadian Pacific Railway station at this small town in the Gatineau Hills here earlier today. No estimate of the damages is available.

04/09/1926 *Ottawa Citizen* *Maniwaki* *Gracefield*

C.P.R. STATION AT GRACEFIELD IS DESTROYED

Loss of Between \$10,000 and \$12,000 in Blaze Which Consumed Building and Contents.

TELEGRAPH OFFICE IS ALSO BURNED OUT

The Canadian Pacific Railway Company suffered a loss estimated at between \$10,000 and \$12,000 early Friday morning in the destruction of the railway station at Gracefield, by fire, which is believed to have started shortly after midnight from the sparks of a passing freight locomotive. The first alarm received regarding the fire came from a Mrs. Garneau, living near the station, who was awakened between twelve and one o'clock by a ruddy reflection in her bedroom window. She then discovered that the station was in flames, and dressing, went to the residence of Mr. E. Sylvester, the station agent who hurried to the scene with volunteer firefighters, but the fire had gained such headway they were powerless to avert its progress, and the station was burned to the ground.

Just how much the loss will be will not be known until the express parcels are checked up, as there were a number of parcels in the office, together with records and freight sheets, all of which were burned.

The commercial telegraph office was also destroyed, but the freight shed, across the tracks from the station, was saved.

The station agent, Mr. Sylvester stated he was at a loss to account for the fire as when he went off duty Thursday night, after the Gatineau train had passed through, he left everything safe and secure. He is of the opinion that the fire was caused either from the sparks of the locomotive drawing a freight train which passed through Gracefield about eleven o'clock or from someone stealing a "doze" in the station, having dropped a lighted cigarette but.

The station was of frame construction and was built about thirty years ago. Advised of the fire, The C.P.R. officials restored telegraphic communication yesterday in a temporary office and it is likely that a brick station of a more modern character, will replace the old building in the near future.

There is no firefighting apparatus of any kind in the village and all fires have to be fought via the bucket brigade.

03/02/1927 *Ottawa Citizen* *Maniwaki*

The Future Gatineau Valley

"The Gatineau Valley is being Flooded." Such is the headline which will some day soon appear in Canadian and American daily papers, and the news will be read with a tinge of sadness by many who, now grown to manhood and womanhood, roamed through the picturesque valley as children and know its every nook and cranny.

But a certain great English poet has said, "The old order changeth yielding place to new." Yes, the Eton Chutes will no longer command admiration as the swirling waters toss the sawlogs about and hurl them on the rocks below with a booming sound which --

But the old order changeth yielding place to new. The new railway location will skirt the shore of the lake which the dam will create and consequently avoid many of the dangerous old grades. Fewer curves and longer tangents will permit of greater speed with safety and the near future may see an electrically operated car service. The motor highway is located further up the slope and commands a more extensive view of the valley, as well as avoiding the deep gulleys crossed by the railway. A number of dangerous railway crossings have been done away with as the highway and railway retain their relative positions and motoring is accordingly rendered safer.

neither will the railway trains be compelled to crawl along at snail pace over a portion of submerged track.

The new railway stations will form the nuclei of future summer resorts and the sites for cottages will cluster around them on the highway. The children will select new haunts to spend their happy childhood hours and in a short while the old Gatineau Valley will be forgotten. May the new gatineau bring with it a generous portion of comfort, health and happiness. - A.W. Grant, B.A.

14/03/1927 *Ottawa Journal* *Maniwaki* *Low*

The collapse of a clay bank near Low, about 35 miles from Ottawa, caused a delay in traffic on the C.P.R. Maniwaki branch this morning, when the track was buried under six feet of clay over a distance of some 60 feet. More.

15/03/1927 *Ottawa Citizen* *Maniwaki* *Low*

LINE LIKELY OPEN BY THIS EVENING

Gatineau Railway Tracks Blocked By Landslide. Passengers Being Transferred.

Rapid thaw and somewhat heavy rains up the Gatineau resulted in a landslide on the C.P.R. tracks one mile north of Low station yesterday morning. The line is in a cutting at this point and for a distance of about 70 feet the loose earth piled up on the tracks to a depth of about 10 feet, completely blocking the line.

The slide was discovered by the section foreman who was walking the track about 8 a.m., the men having had special instructions to watch for possible slides in view of the rapid thaw. A gang of about 60 men, most of them from Ottawa and some of them engaged locally, worked all day yesterday and part of the night on the removal of the earth from the tracks, and Mr. J. H. Hughes, C.P.R. divisional superintendent, who is on the ground until the line is clear, stated last night to The Citizen that it is expected to have the line clear by this evening, and that traffic will be normal then.

The Gatineau train due here last night at 6 p.m. did not arrive until 8.50 pm. A special train was sent from Ottawa to bring the passengers from north of Low, the train from Maniwaki travelling south to as near the block as considered safe, at which point the passengers were transhipped. Similar arrangements will obtain today until the line is completely cleared. Mr. Hughes stated last night that there is no particular inconvenience to passengers, beyond having to walk the short distance between the two trains on either side of the block.

Mr Hughes explained that the delay in getting the line cleared is due to the fact that on the east side of the track the bank, from which the slide came, rises to about 100 feet above the track and the loose blue clay continued to slip as the obstruction was being removed. On the west side of the track there is only a slight embankment.

SECOND LANDSLIDE TIES UP TRAFFIC

But C.P.R. Hopeful of Getting Maniwaki , Line Cleared in Few Hours

A second landslide, due to the recent unexpected heavy thaw, occurred a short distance south of Tenaga station on the C.P.R., Ottawa to Maniwaki line this morning, which has completely tied up traffic both north and south. The morning train bound for Maniwaki is held at Chelsea, while the down train is at Wakefield. A gang of upwards of fifty men. was rushed to the scene from Ottawa and is engaged in clearing the tracks.

The landslide which was discovered around ten o'clock, shortly before which hour it is believed It occurred, piled tons of earth from an overhanging bank on to the tracks, completely burying them. It was discovered by track walkers who are patrolling the sections where cuttings occur, and was at once reported to headquarters of the C.P.R. at Ottawa.

Officials believe that the line will be cleared within a short time, and it has not been found necessary to transfer passengers. The slide occurred at almost identically the same place as the one last year about this time. The last slide occurred on Monday morning near Low station, and it was of such a nature that traffic could not get through until Tuesday evening, and passengers had to be transferred.

The Maniwaki train, due In here this morning at 10.50, is now three hours late, and may not get In until three o'clock this afternoon.

Hearing of the predicament of the passengers on the Maniwaki bound train, which is stalled at Chelsea, the officers of the Fraser Brace Engineering company, enrolled a "rations" crew which took hot coffee etc. to the station, which was supplied to the passengers and train crew.

Some of those on board the train took advantage of the enforced wait at Chelsea to make a sightseeing trip over the big power development of the Gatineau Power company.

17/03/1927 *Ottawa Citizen*

Maniwaki

Tenaga

GATINEAU LINE AGAIN CLEAR AFTER LANDSLIDE

The C. P. R. line to Maniwaki is clear again, after a second landslide within a few days following on the heavy thaw. The train due last night at Union Station from Mani-waki at 6 p.m. did not arrive until 11.15 p m. Its arrival was the first indication that the line had been opened again after being blocked all day yesterday at Tenaga. just north of Chelsea. The block was discovered yesterday morning by a section foreman walking the, track about 10 o'clock, and a gang of men was sent from Ottawa to clear the debris. Both morning trains today to and from Maniwaki will leave as usual.

22/03/1927 *Ottawa Citizen*

Maniwaki

Cascades

GATINEAU LINE IS BLOCKED BY TRAIN OFF AT CASCADES Derailment of Freight Holds Up Passenger Service. Hull Coroner Unable to Answer Call to Baskatong. The C. P. R. Gatineau line was blocked again yesterday, for the third time within the last week or so, this time through the derailment of part of a north-bound freight train, near Cascades. No one was injured, but passengers on trains both to and from the city had to wait several hours before they were able to proceed to their destinations. The derailment occurred about a quarter of a mile south of the Cascades station, on the new section of the line built around the newly formed lake at Kirk's Ferry. Proceeding along a high grade, four box cars and a coal car dropped onto the ties along which they ran for several yards. Quite a bit of the roadbed as torn up. The mishap was due to soft track caused by frost coming out of the roadbed on the south end of the new diversion, where ballasting was done late last fall. Fortunately, however, all five derailed cars remained upright and did not swerve to any great extent to either side, for at the point of the derailment the tracks are elevated about twenty feet, with steep embankments dropping down at either side, and the bottom of the river at one side and more water at the other. The derailment occurred about 3 45 p.m., so that both up and down passenger trains were tied up as a result. The train, which left Ottawa early last evening, was held up at Chelsea, and ths train from Maniwaki to Ottawa at Wakefield. Men were at work until a late hour clearing the line, but late last night it was stated that only three of the five cars had been placed back on the rails. Coroner Jos. Isabelle, Mix of Hull, who received a call from Rev. Fr. Richard, parish priest at Baskatong, to inquire into the death of an unnamed young woman, was not able to proceed to Maniwaii yesterday afternoon on account of the derailment. The train from Maniwaki which was due to arrive in Ottawa at six o'clock last evening, pulled into Union station at 3.20 o'clock this morning, the road having been cleared about an hour before.

28/03/1927 *Ottawa Citizen*

Maniwaki

Ironsides

GATINEAU LINE TIE-UP WHEN ENGINE DERAILED

The engine of a special freight train returning from Chelsea last night left the track at Ironside about 5 p.m., causing the Gatineau line to be blocked for some hours. Mr. J. H. Hughes, divisional superintendent of the C.P.R., rather than have the passengers on the Gatineau train for Ottawa last night held up, sent a special from here as far as the block and transferred the passengers, who arrived in the Capital at 9.19 p.m., only three-quarters of an hour later than the scheduled time of the ordinary train. Nobody was hurt and Mr. Hughes stated to The Citizen that the line is now open for traffic as usual.

10/04/1927 *Ottawa Citizen*

Maniwaki

May electrify Maniwaki line.

Operation of C.P.R. branch would then be more profitable.

Although neither the Gatineau Power Company nor the Canadian Pacific Railway Company will confirm it, there is stated to be a very strong possibility, with the very large quantity of power which will soon be available, of the future electrification of the Ottawa to Maniwaki branch of the C.P.R.

It has been stated upon many occasions that the line is not a rofitable one, due to the limited freight carried yearly, and that with plenty f power available, itsoperation by electrical energy would prove less costly than by steam operation as at present.

The Gatineau Power Company operates a power plant at maniwaki now, which in the near future will be developed into a 100,000 h.p. project, and there will be a surplus from the Pagan Falls, Chelsea and Farmers Rapids plants, which could be used for railway purposes.

It is expected that within a year or so, the Gatineau Power Company will develop its power plant at Deschenes from which is derived the power for the operation of the street railways in Hull and the lighting services for that city.

15/05/1928 *Ottawa Citizen*

Maniwaki

Inspect Development Work Along Gatineau

Party of Senators Taken on Special Train

The Gatineau Power Company was host to a party comprising the members of the Senate and others, who were taken on a special train over the C.P.R. yesterday morning on an inspection trip of the plants of the company on the Gatineau River.

The party headed by the vice-president of the Canadian Hydro-Electric Corporation, the holding company for the Gatineau Power Company, Gatineau Electric Light Company and St. John River Power Company, Mr. G. Gordon Gale left on the special train from Ottawa at 10 a.m.

stopping off at Chelsea for a visit to the big plant there, and from there were taken on a construction train to the plant at Farmers, and then the special train to the greatest development of all at Pagan Falls.

There the visitors were dined, and afterwards taken over the mammoth development in course of construction which is destined eventually to generate 175,000 h.p.

The senators were very much impressed with the magnitude of the undertaking and expressed surprise at the economic development of the whole of the Gatineau river and the expedition with which the plants have been brought into being.

Accompanying Mr. Gordon Gale were Brig. General J.B. White D.S. ? Vice-president of the Canadian International Paper Company, Major James Brace, president of the Fraser Brace Engineering Company which had brought the big power plants into being(?) and members of staff of (?) companies.

Brakeman Falls And Breaks Leg

Alighting from a moving Canadian Pacific Railway freight train which was arriving at Gracefield station shortly before five o'clock yesterday afternoon, a brakeman, Charles Oliver, 871 Somerset street west, fell to the platform and received a broken leg and slight head injuries. First aid treatment was given by Dr. A. Desjardins, of Gracefield, and following this Mr. Oliver was conveyed to Ottawa where he is under the care of Dr. T.A. Watterson,

29/06/1929 *Ottawa Citizen*

Maniwaki

Ironsides

Man Killed And His Son Hurt In Crossing Smash

Isaac Diotte, Merchant of Duclos, Que Meets Death And Isidore Diotte, Aged 15, Severely Injured.

Clear View From Road; Whistle Blown Twice

Injured Boy Attributes Fatality to Failure of Truck Brakes to Work.

Colliding almost head-on with the C.P.R. Maniwaki-Ottawa passenger train, due in Ottawa about 6 o'clock last evening, Isaac Diotte., merchant, of Duclos, Que., driving a Ford truck, was fatally injured at the Hammond crossing on the Chelsea Road, about half a mile from Ironside. His son, Isadore, aged 15 years, was seriously injured and is a patient at the Ottawa General Hospital, Water Street, where it was stated that he has a fair chance to recover.

The truck was completely demolished and its parts and contents of general merchandise were strewn along the track for about a hundred yards.

Following the crash, the train was brought to a stop and the two accident victims were placed aboard and brought to the city. From the station they were conveyed to the hospital in Burney and Son's ambulance. Mr. Diotte passed away as he was admitted to the hospital. His neck was broken and his skull fractured.

More.

04/07/1929 *Ottawa Citizen*

Maniwaki

Ironside

Engineer Says Autoists Threw Kisses at Him

James Dunlop Declares He Never Saw Motorist Stop For Crossing, at Inquest Into Ironside Fatality.

"I never saw one stop for a crossing yet. You never know whether they are going to stop or not why they have turned and laughed at me. They have even thrown kisses at me "

Such was the vehement denunciation of the general conduct of motorists in trying to beat a locomotive over level crossings, which featured the evidence of James R. Dunlop, locomotive engineer, at the inquest last evening into the death of Isaac Diotte. of Duclos, Quebec, who succumbed to injuries received when his motor truck was demolished in a collision near Ironside with a C.P.R. Maniwaki-Ottawa passenger train on Friday, June 28. The jury returned a verdict of accidental death.

The chief witnesses were the members of the train crew, and the evidence presented indicated that the whistle had been blown at the regulation distance from the crossing and also again within 200 yards of the highway; that the bell was sounded; that the train was travelling on scheduled time, and stopped, upon the application of the brakes, within one train length beyond the scene of the accident, and that the view was unobstructed. The witnesses who testified were: Emile Le Blanc, of Ironside; Leonard Gumbley; Dr. J. E. DeHaitre, who attributed death as being due to shock and hemorrhage; Isaac Thompson, train baggage man; Lorne Richardson, fireman, and James R. Dunlop, locomotive engineer.

The Canadian Pacific Railway Company was represented by Cuthbert Scott, local solicitor, and E. S. Chapham, district claims' agent, legal department, Montreal, while P. Dubois was present on behalf of the family of the deceased.

Coroner Dr. J. E. Craig considered that it was unnecessary to adjourn the inquest in order to hear Isidore Diotte, the fifteen-year-old son of the deceased, who is at present in the Ottawa General Hospital with serious injuries as a result of the accident. The coroner stated that he did not think the boy could add any new light on the fatality.

13/12/1929 *Ottawa Citizen*

Maniwaki

Endorse project for new railway

Members of the Hull County council at their meeting held yesterday at the Hull Registry office fully endorsed the project for the building of the

Amos-Maniwaki railway and promised the directors of the Abitibi Southern Railway company who are behind the project their moral support.

The resolution which was adopted unanimously was proposed by Mayor Edward Wallingford of North Templeton following an explanation of the project which was given by Engineer Theo Lancot and Mr. A. Brodie, director of the company. Plans of the proposed railway were shown to the members and the advantages this railway would bring to the district were enumerated.

Auto struck by train and three persons injured

Residents of Chenier, Que., Hurt Near Gracefield in Crossing Crash, One Critically. All in Hospital.

When their auto was struck by a Maniwaki - Ottawa CPR passenger train near Eagle Station, two miles south of Gracefield, yesterday afternoon three residents of Chenier, Que., miraculously escaped with their lives. The car was hurled from the tracks and its three occupants thrown out. All three are patients at the Sacred Heart Hospital, Hull, where the condition of one is reported to be critical and that of the other two to be not serious.

The injured.

The injured are:

Zotique Bertrand, aged 38 years, driver of the car, condition critical, with serious injury to his back and also internal injury.

Mrs. W. Larche, aged 42, suffering from bruises.

Miss Florence Larche, aged 14, suffering from bruises.

At noon today, hospital authorities reported the condition of all three injured to being unchanged.

According to Dr. Arthur Desjardins of Gracefield, who attended the injured and who accompanied them on the train from the scene of the accident to the Hull hospital, the party had left Chenier at about 2:30, o'clock, standard time yesterday afternoon with the intention of proceeding to Gracefield. Miss Larche was ill and her mother had decided to bring her to Gracefield to consult a physician.

Mr. Bertrand, a neighbor, had agreed to drive them. It was stated that when Bertrand approach the crossing he did not notice the train coming and it was only when he reached the tracks that he saw the engine. He then tried to avoid the accident by swerving his car, but it was too late and the rear of the automobile was struck by the locomotive.

The train was immediately stopped and the injured placed in the baggage car and taken to Gracefield where Dr. Desjardins gave them first aid. Two nurses also helped Dr. Desjardins and accompanied the injured to Hull.

The train was delayed for about half an hour and when it arrived at the Beemer station the three ambulances of Gauthier Co. were waiting and took the three people to the hospital.

CPR statement.

A statement concerning the accident was issued last night from the local offices of the CPR. It read:

"Train number 534 from Maniwaki at 2:47 p.m. struck an auto just east of the crossing at Eagle station, seriously injuring the driver of the car, Z. Bertrand, also Mrs. W Larche and Miss Florence Larche, the other occupants of the car, all of Chenier, Quebec. Apparently the driver of the car did not notice the train approaching until he got on to the crossing. When he noticed the train he immediately headed the car down the tracks over the cattle guards and was struck by the engine about 60 feet from the crossing.

"The car was thrown clear of the track and the occupants were all thrown out. They were at once placed on the baggage car and immediately taken to Gracefield where Dr. Desjardins was called, also nurse Reid, who accompanied them on the train to Hull where they were taken to the Sacred Heart Hospital. Miss Alma Gautier, nurse-in-training at the Water Street hospital, was a passenger on the train and rendered valuable assistance.

"Engineer W. J. Hodges, of Ottawa, in charge of the train, has to be complimented for the prompt manner in which he stopped the train - considerably less than three coach lengths.

Eagle station is about two miles south of Gracefield. According to railway officials when engineer Hodges first noticed the motor car at the crossing his train was traveling about 25 miles per hour, and it was slowing down for the station a short distance beyond.

04/06/1931 *Ottawa Journal*

Maniwaki

Farm Point

Inquest is opened into tragic death of Miss O'Neill

Popular Glebe Collegiate teachers friends are grieved at Farm Point Railway Fatality.

An inquest was formally opened last night by Dr. H. Dover, coroner, at the undertaking Parlours of McEvoy Bros., 471 Maclaren Street, into the death of Miss Mary Margaret (May) O'Neill, B.A., teacher at Glebe Collegiate Institute for the past seven years, who died in the Civic Hospital yesterday afternoon shortly before 4 o'clock from injuries received when she was knocked down at Farm Point P.Q., by the C.P.R. train from Maniwaki to Ottawa yesterday morning.

The inquest was adjourned until 8.30 p.m. on Tuesday next at the Ottawa Police Station.

News of the death of Miss O'Neill came as a great shock to her many friends in the city and cast a gloom over an otherwise perfect day's holiday for them. Miss O'Neill was highly esteemed by her colleagues on the teaching staff of Glebe Collegiate and one of the most of its most popular members.

Walking to Farm.

Along with Miss Gutteridge, B.A., 265 1st Avenue, and Miss Beatrice Gilhooly, B.A., 229 Powell Avenue, two of her teacher colleagues at Glebe Collegiate, Miss O'Neill went to Farm Point yesterday morning by train to enjoy the holiday at the summer Cottage of Miss Gilhooly.

About 9.30 a.m. Miss O'Neill started alone to visit a nearby farm house, taking a shortcut across the C.P.R. tracks by means of the cattle guard at the first crossing north of the railway station at Farm Point. She had crossed the track and was apparently intending to continue alongside it when train no. 532 which left Maniwaki at 7.05 a.m., Standard Time, and was due in Ottawa at 10.20 a.m., suddenly rounded the sharp curve, striking her in the back and knocking her down heavily. She was walking on the north side of the track.

T. Allen, 91 Preston Street, was the driver of the train. In his report to William Garland, assistant divisional superintendent of the C.P.R., the locomotive driver stated that on account of the sharp curve he did not see Miss O'Neill until the train had almost reached her. He threw his brakes into emergency and stopped the train within 300 feet.

Miss O'Neill had been knocked face downwards and was unconscious when picked up by the train crew. John Glenn, 403 Maclaren Street, was conductor of the train.

Dr. A. Geggie, of Wakefield, was called, and rendered first aid. He ordered Miss O'Neill removed to hospital. She was placed on the train and brought to Ottawa. On arrival here, Miss O'Neill was rushed to the Civic Hospital in the ambulance of George B. Burney and Son, Somerset Street. Dr. Stuartt Evans attended, but her injuries were so serious that Miss O'Neill died shortly before four p.m., from a fractured skull.

More

Jury Finds Death Of Miss M. O'Neill Was Accidental

Due to Injuries and Shock Caused By Being Struck By Train Near Farm Point.

Accidental death due to injuries and shock was the verdict returned by the coroner's jury at the inquest held last evening in the police station into the death of Miss Mary Margaret O'Neill, B.A., popular member of the teaching staff of the Glebe Collegiate Institute, who was struck by the C.P.R. Maniwaki-Ottawa train near Farm Point on the morning of June 3.

Coroner Harry Dover, M.D., presided, and the Canadian Pacific Railway was represented by Cuthbert Scott, of the legal firm of Ewart, Scott, Kelley and Kelley, who submitted photographs of the scene of the accident.

From the evidence given by witnesses it transpired that the late Miss O'Neill had gone to Farm Point on the morning of June 3 to enjoy the holiday at the summer cottage of a colleague, Miss Beatrice Gilhooly. Shortly before 9.30 a.m. she had left the cottage to go to a nearby farmhouse, and on her return journey, in taking a short cut along the tracks, she had been struck by the oncoming train. It was brought out in the evidence that Miss O'Neill took no precautions to ascertain if a train was approaching and although perfect in her hearing did not even turn her head when the engine was nearly on her.

Applied Emergency Brake.

T. Allen, engineer of the train, who was the first witness called, testified that the train was rounding a curve near Farm Point station when, some fifty feet from a level crossing, the firemen called to him to stop the train. He at once applied the emergency brake and the train, which was travelling at a speed of between 20-25 miles an hour at the time, was brought to a halt within the length of the engine and two cars. The whistle was blown at a point 80 yards from the crossing and the automatic bell on the engine was ringing. By reason of the curve he was unable to see the deceased, who was on the right of way, until the engine was within a short distance of her.

By Mr. Scott: "She was walking in the same direction the train was going and on the right of way?"

"Yes."

Joseph N. Tremblay, fireman on the train, said that at a point some 200-300 feet from the crossing he saw a woman walking on the road which crosses the tracks. He saw her turn from the road onto the tracks and at once gave the warning to the driver to stop. On the train coming to a standstill he went back and found the deceased lying unconscious against some rocks, 10-15 feet from the tracks.

John Glenn, conductor, told of taking Miss O'Neill into a summer cottage nearby and of later placing her on stretcher in a baggage car to be taken to Ottawa,

D. H. Saylor, 1054 Gladstone avenue, who saw the accident from the highway running parallel to the railway tracks, said Miss O'Neill was about to step off the cattle guard near the crossing when she was struck. She had her back turned to the oncoming train and did not look round even when the engine was about to hit her.

Miss C. Gutteridge, a colleague of Miss O'Neill, told of the deceased leaving the cottage to obtain milk and testified that her hearing was perfect.

A. Murray Milne, who arrived on the scene after the occurrence, also gave evidence.

Dr. A.F. Dunn, of the Civic Hospital staff, ascribed death to fracture of the skull.

Former Aylmer man writes the O.T.S from California.

While on a visit to Ottawa, Ont., this summer I read quite a lot of Old Time Stuff in July 4th, Saturday's Citizen about the old Pontiac Railway and Billerica and also the old branch to the Iron Mines from Billerica which is Wyman's station on the P.P.J. Ry.

That prompted me to write an account of the old Gatineau Railway and make a sketch of an old engine that I fired and ran on the Gatineau Railway and also the building of the road from Gatineau Jct. to Mark's Crossing from 1st of April, 1891 to late in the fall of 1893. The little instances are just as I remember them and when I look back and think over those old times I recall that everyone worked hard and faithfully. We were all happy and I can say I missed their friendship after I got away from there. I worked under John Ryan, first superintendent of construction and J.R. Brennan who took Ryan's place. We were all like one big family, so it was not because I could not get along with the old Gatineau that I left. I had a good record there but I wanted to get away from those cold winters and snow plow trips, so I quit the G.V. R. in 1893 and the P.P.J Ry. in 1894 and left Canada for California to try the Southern Pacific Railway and so I have been with this company now since August 1895, also with a clear record.

Some time I will write an account of the old P.P.J. Ry and the Pontiac Renfrew Railway, that is the one to the Iron Mines at Bristol, Que.

I have visited dear old Canada several times since I left there.

My uncle is Mr. Herbert A. Pangborn, of Rockland, Ontario.

In reading the poem of the Stag Creek Wreck, I notice the name of Clemmon Hammond. There was no brakeman of that name on the G.V.R. all the time I worked there. Hugh McCann was Bill Blakeley's partner. McCann was braking ahead, but it was raining hard at the time and Blakeley asked McCann to trade places with him as he had no rubber coat and his clothes were wet so he wanted to ride the engine to try and dry his clothes in the cab while McCann had on a rubber coat. So they traded places and poor Blakeley of Aylmer, Que., met his fate and McCann was still alive on July 7th this summer. I correct that fireman's name, it should be Maher.

E.W.J. Pangborn

Memories of the G.V.R.

Mr. Pangborn's reminiscences follow.

Mr. Pangborn tells us that the Gatineau road at the outset had various names. One of the nicknames was "Old and Gloomy and Very Rough."

A road up the Gatineau was talked about from 1885, but it was 1889 before construction was started by H.J. Beemer who had built most of the Quebec and Lake St. John Railway.

The first engine with construction trains to appear on the scene was H.J.B. No.7. Mr. Richards was engineer, Dominic Lapointe, fireman, A. Robidoux, conductor and Albert Manville, brakeman. Work was started late in the fall but by Christmas the construction crew had over 15 miles of the road constructed. About Christmas time, Engineer Richards, owing to ill health, asked to be relieved of the job. He said that if he was not relieved, "they could send a coffin for him."

Mr. Beemer sent W. McFall from the P. and P.J. road and Mr. Richards was relieved.

Work was hard.

Work on the road was very hard. As the track was laid on top of hard earth the construction engine had a rough time of it.

On April 1st, 1891, Mr. Pangborn was sent to the G.V.R. from the P. and P.J. His engine was the "Pontiac". All engines in those days had names. She was a 36 ton engine with driving wheels 5 feet 3 inches in size. Mr. Pangborn's construction train was to look after track laying. His first job was to fix up the washouts and soft spots between Chelsea and Cascades.

While working on this section the train crew stopped at Smith's Hotel, between LaCharite and Farm Point.

A Tough Week

For one whole week in April it rained continuously and no work could be done.

The crew had to stick to the hotel all the time. As the hotel had no lights except candles they had to go to bed very early. During the whole week they never saw a newspaper and life was pretty monotonous.

Joke on Brakeman.

The brakeman of the train was a Cascades youth, Mr. Pangborn recalls that Conductor Manville, during that week, "broke him" (the Cascades lad) by telling him to fill all the train lanterns with "red lantern oil," and of course he "got the laugh" everywhere he went.

George Christopher was foreman of the track gang. The track gang reached Wakefield by the end of April.

Progress opposed

Above Wakefield the track layers had a bit of excitement. When they got up as far as Phil Earle's they had a right-of-way battle. The passage of the track was contested by farmers with pitchforks, etc., but the train crew, by force of numbers, took down the fences and finally the farmers decided not to resist any more, but to proceed to the law courts.

Bit of excitement.

By the time the road had got to the graveling stage the farmers had changed their attitude. One day a party of young people visited the construction train, climbed onto the engine, got into the cab and on top of the cab and had a good time generally. Some of the names of the party which Mr. Pangborn recalls were Duncan Giles, Charles Lamb, Dave Dick, Jack Laydon, the two Misses Earle, Miss Ash, Miss Laydon. The young men, except one, worked in McLafren's woollen mill, on the Peche River. Dave Dick clerked in George Patterson's general store.

Off the track.

On the trip the party of visitors had a bit of excitement. When about a mile from Wakefield on the way back (running backwards, there not being a turntable) the train derailed in the soft gravel. Fortunately nobody was hurt as the train was only moving at about five miles per hour.

The young ladies who were riding in the cab screamed and clung to the engineer and fireman for protection, and of course they did not object as the ladies were pretty. The engineer was Ned Pangborn; the fireman was Jack McGaskill.

To calm the ladies.

Conductor Manville, who was on the caboose, came to the engine and by way of calming the guests said gaily "What are you stopping here for Ed?" Mr. Pangborn replied: "It's as good a place as any. Its near the village and near a church."

After a time the train was got back on the track but it was midnight before the party reached their homes.

More Serious.

Shortly after this incident this same engine backing with 15 cars of gravel from the pit, going north jumped the track right in front of McLaren's general store in Wakefield.

The thing happened about 10 a.m. The back end of the tank car struck the telegraph pole in front of Ardiss' harness shop. The hitting of the pole kept the train from going into the Peche river. A track had to be built under the derailed engine to get it back onto the track again.

Took the Fever.

In November 1891, Mr. Pangborn took typhoid fever and had to be taken to his home in Aylmer. Saul Wilson, a C.P.R. engineer, was hired to take his place. On November 16, 1892, Saul Wilson was killed in the Stag Creek wreck.

Up at Farrelton.

By that date the track had reached Farrelton and preparations were made to put on a passenger train. This train was manned by William McFall, engineer, Dave Rice (later an Ottawa Alderman) fireman, A.H. Van Camp, conductor. Mr. Pangborn thinks the brakemen were Johnny O'Donnell and Joe Rice.

By May 1, 1892, the gravel trains again started at full blast. All hands stayed at Mrs. McCaffrey's hotel for about four months. A gravel pit was opened at Farrelton and the G.V.R. opened a commissary store. Mr. McParc was the store keeper. Mr. Sam Allen was the first agent. Farrelton then consisted of a hotel and general store, the latter run by Farrel and Rice.

Skillen's Pit.

A little later a gravel pit was opened at Brennan's Hill. It was called Skillen's Pit. Gravel trains from that pit were run as far as Kazabazua. In November 1892, Mr. Pangborn returned to the P. & P.J. Ry. owing to reduction of trains on the G.V.R. for the winter. Just before he left the headquarters of operations was at Venosta. He stayed at Mrs. Heffernan's hote. At that time he had Erasmus Earle as fireman.

Too Much Pork

Mr. Pangborn tells that one time his father, G.W. Pangborn of Aylmer, who was master mechanic of the G.V.R. came up to Venosta to look over the rolling stock and have a visit with his son. While there he met Conductor Tim Brennan, an old friend.

"How are you getting on, Tim?" he asked.

"Fine", said Tim, "only I am getting so much salt port up here that I am ashamed to look a pig in the face".

The balance of Mr. Pangborn's interesting story is held over till next issue.

05/12/1931 Ottawa Citizen Maniwaki

The Stag Creek Wreck and other Gatineau Valley Tales.

In continuing his reminiscences of the building of the Gatineau Valley Railway, Engineer Edw. Pangborn refers to the Stag Creek wreck which occurred Nov. 16 1892.

Three were killed in that wreck, viz. Saul Wilson, Billy Blakeley and Dick Maher.

The train was composed of two engines and fifteen flat cars of gravel. The P. & P.J. engine No. 4 (Hon R.L. Church) was pulling the train and the C.P.R. No. 4 was pushing. It had been raining and the soil had become loosened. When the train struck the soft spot it jumped the track and the front engine and twelve cars became piled up. The three men were buried underneath the wreck. As the C.P.R. engine did not go off the track the crew were saved. It took several days to clear away the debris.

Saul Wilson, who was killed, was the engineer of P. & P.J. No. 4, Dick Maher was his fireman and Billy Blakeley was brakeman.

Lost Her Bell

Mr. Pangborn mentions the fact that P. & P.J. No. 4 lost her bell in the wreck and it was never found. This bell had come off the old engine "Pontiac No. 1" and was a nice sounding bell - very much like a church bell.

Put up Fences.

Mr. Pangborn tells that in many places above Kirk's Ferry the railway crossed and ran very close to the highway. In fact it ran so very close that the company built high fences between the railway and the road in order that the teams of the farmers might not be frightened by the nearness of the trains.

In some places the highway was above the railroad. In such places the fences had to be very high.

How about Brookdale?

Mr. Pangborn tells that when he was working around Low station he often thought Low should have been called Brookdale or Brookvale in honor of Caleb Brooks, who was the leading citizen and pioneer of that locality.

In Nov. 1892 Mr. Pangborn left the G.V.R. temporarily. The track was then about five miles north of Venosta. He returned in the spring of 1893 and continued in track laying work from Kazabazua on to Mark's Crossing. During the summer of 1893 the engine crews stayed at Ben Reid's hotel in Aylwin and at the railway's boarding house at Kazabazua.

The passenger trains then ran as far as Kazabazua. William McFall was engineer and Dave Rice fireman. The engine was No. 3, O. & G.V. Harry Heath was conductor, Jack McPherson was station agent.

Engineer McFall

It is told regretfully by Mr. Pangborn that Engineer McFall was killed by his train running into a washout between North Wakefield and Farrelton. The engine plunged into the Gatineau river,

For the benefit of present day railway men, Mr. Pangborn mentions the fact that the engineers at that time received only \$2.50 per day, and the firemen \$1.25 per day. Very little overtime was allowed. The engine crews had to keep up their own engine repairs.

Supt. of Construction.

At that period J.R. Brennan was superintendent of construction. Toby Brennan was foreman of track lifting. Malcolm Graham was foreman of bridge carpenters, Jim Donovan, Jack Campbell and J. Bailey were car inspectors.

Death of Harry Heath

The sad death of Conductor Harry Heath is recorded by Mr. Pangborn. Mr. Heath died suddenly one night about 1896 while on an up trip. Heart disease was the cause.

Mr. Heath was followed by Sam Kenney and later by "Dug" Hoolihan.

In the spring of 1895 Mr. Pangborn got the California fever, went south, and has been living there ever since. But he has not lost his interest in the Ottawa district as his letter shows.

24/06/1932 Ottawa Citizen Maniwaki

First train in 1904 caused a stir.

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It was a big event when the first train pulled into Maniwaki back in 1904. It was only wide-stacked engine with a flat car, a box car and a caboose - but it was a train.

Large crowds of Indians came to see their first train and they pressed close to the track to get a better view. The big irish engineer could not resist the temptation to open the steam jets in the engine cylinders as the train approached the waiting crowd. He chuckled with glee as the Indians fled amid clouds of hissing steam.

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14/12/1932 Ottawa Citizen Maniwaki Alcove

Train Delayed By Wheel Off Locomotive

When one of the pilot wheels of the engine of the Ottawa-Maniwaki C.P.R. train came off near Alcove. Que., last evening no one was injured and the only inconvenience caused was that the train was delayed about four hours. The train leaves Ottawa at 4.25 p.m. and got into Alcove. Que., about 5.40. It was there that it was noticed that one of the pilot wheels was missing and a call was sent to Ottawa for a relief engine to take the train the remainder of the way to Maniwaki

Initial Trip of the First Gatineau Train

Was Made on a Stormy Morning in February 1892

The trip of the first passenger train on the Gatineau Valley Railway in 1892 is remembered by Mr. J.R. Brennan who was road-master and trainmaster of the G.V.R. at the time.

The first trip was from Farrelton to Ottawa. The train left Farrelton at 7.30 a.m. on Feb. 15, 1892. The train was made up of engine, tender, combination baggage and smoker car, second class car and first class car. All nicely painted. About 50 passengers made the trip - the fifty getting on at various stations.

The trip was made on a Monday and the weather was rather stormy, but a plow was not required. The trip was without special incident. Those who made the trip were loud in expressions of opinion that with the railway the Gatineau would become a new place. The train ended its trip at the old CPR depot at the Chaudiere.

The train crew as Mr. Brennan recalls it, was composed of A.H. Van Camp, conductor; Wm. McFall, engineer; Dave Rice, fireman; Sam Douglas, brakeman, and Billy Bond, baggageman. Messrs. Van Camp and McFall are dead.

Mr. Brennan recalls that general Supt. Prince had warned him not to let the train be late. Mr. Brennan passed the word along and the train went into the old Union Station on the second.

30/06/1933 *Ottawa Citizen*

Maniwaki

You have heard of pictures without words. Here is a story without names, but it is a certified story and is told by a former pioneer employe of the old Gatineau Valley Railway. Railwaymen - and others - will appreciate it.

When the road was being constructed there used to be inspections by Mr. H.J. Beemer and the general staff. The road had plenty of money at the start and the inspection train always had plenty of both liquid and other refreshments.

One day early in 1892 during an inspection somebody purloined a bottle of Scotch whiskey [sic] from the chef's cupboard. The chef investigated after he noticed that some of the train crew seemed to be as happy as the high officials. Train crews were not permitted, of course, to be jovial in working hours.

Later an inquiry was set afoot by the high officials. Suspicion seemed to center on one of the lower train hands. He was haled [sic] to the head office in Ottawa and put through the third degree. He vigorously denied all complicity.

But wouldn't tell

The officer who was investigating said, "Now, Blank, you know who took the bottle." "If I did, I wouldn't tell," said the loyal Blank.

"Well, Blank," said the officer, "we will say that the inquiry is officially ended and you are absolved. I know, however, that you know something about the theft. If I promise to keep the matter between ourselves, will you tell me who did take the bottle? I am curious to know."

"In that event," said Blank, "I will tell you. But my name must not be brought into it. I would lose my job for telling."

The investigating officer promised the strictest secrecy.

Terrible!

"Well," said Blank, going close and whispering. "It was - - who took it." He named one of the high officials, who had a reputation for liking his glass overwell.

The official looked shocked. "Surely not," he said.

Blank nodded his head sagely several times and smiled confidently. "I saw him."

A secret surely.

"Oh, well," said the official, "in that event we must certainly keep the matter a secret."

Blank went back to his job. He winked his other eye to "the boys" when he met them. When they asked about the inquiry he said he was pledged to secrecy.

31/07/1934 *Ottawa Citizen*

Maniwaki

Marks

Maniwaki Child Is Victim Of Accident On Railway Track

One-Year-Old Germaine Regimbal Had Strayed From Home Near Curve.

MANIWAKI, July 31. Germaine Regimbal, one-year-old daughter of Mr. and Mrs. Antoine Regimbal, was almost instantly killed yesterday when she was struck by the Ottawa-Maniwaki C.P.R. train at Darby's crossing, near Marks station, a few miles from here.

The child apparently wandered on the tracks near a slight curve, and although Engineer J. Dunlop, of Ottawa, applied the emergency brakes, stopping the train within two cars length, it was impossible to avoid striking the child.

The unfortunate child was thrown into the ditch on the east side of the track and although breathing when picked up, died a few minutes later. Dr.

A. Mulligan, coroner for Gatineau district, was called and ordered an inquest to be held this evening.

The parents of the child work at the Darby farm, which is across the tracks from their own home, and it is thought that while they were absent the child wandered from the house and on to the tracks.

13/12/1935 *Ottawa Citizen*

Maniwaki

Cascades

Truck Goes Over Cliff at Cascades

Driver Not Hurt When Steering Fails

Raoul Labelle, truck driver for E. Monette, wood-dealer, 39 Main street, Ottawa, had a narrow escape from serious injuries or death when the steering wheel of the truck he was driving broke, sending the machine over a forty-foot embankment on Burns' Hill, at Cascades, Que., about five o'clock this morning.

Mr. Labelle jumped from his seat as the truck, which was empty, plunged to the bottom of the cut on the railway right of way. The machine did not block the tracks. The 10.37 train for Ottawa was able to proceed before the car was removed. Mr. Labelle had left the Capital early this morning and was on his way to pick up a load of wood when the accident occurred. The truck, a total wreck, was hauled away by a freight train later in the morning.

12/03/1936 *Ottawa Citizen*

Maniwaki

Maniwaki line blocked by slide.

Old siding called into service to prevent any delay in train service.

Resulting from mild weather during the last few days and rain yesterday a clay bank overhanging the C.P.R. Ottawa-Maniwaki line, half a mile south of Cascades, slid down onto the track sometime during the night, burying the rails to a depth of five feet for a distance of 60 feet. No trains were placed in danger by the slide which was discovered this morning by men sent out to patrol the track which is the custom following heavy rain.

The slide resulted in only slight delay for this morning's passenger trains although it has not yet been cleared up. A gang of nearly 100 men recruited from Ottawa and Hull are at work while two snow plows have been pressed into service to clear the line.

Soon as the slide was discovered notification was flashed to the offices in Ottawa. A work train was immediately rushed to Cascades and a temporary detour was built over a former siding, over which the passenger trains were able to pass while work of clearing the blockade continued. William Garland, assistant divisional superintendent for the C.P.R. stated that he expected that the line would be cleared in a few hours.

The Ottawa-Maniwaki highway was not affected by the slide, nor were there any buildings in the vicinity to be damaged.

Three Men Injured in Level Crossing Crash

Truck Struck by Passenger Train at Ironsides.. Two of Those Hurt in Serious Condition. One Man Escapes By Jumping Before Impact. Other Rescued From Cabin of Wrecked Truck on C.P.R. Right of Way

When the rear of a truck proceeding north on the Hull-Maniwaki highway was struck by the C.P.R. passenger train at Ironsides crossing shortly before five o'clock yesterday afternoon three men were injured and a fourth escaped by jumping from the truck a moment before the impact. The truck was almost completely wrecked.

The Injured, who are all in the Sacred Heart Hospital. Hull, are:

Adelard Brossard, aged 46. Poltimore, driver of the truck, head injuries and probably internal injuries, serious but not critical.

Charles Tomkeawez, aged 61. Low, Que, fractured collar bone and head injuries, not serious.

Hermenegilde Dagenais aged 30. St. Pierre de Wakefield, fractured left hip, serious head injuries and internal injuries, serious but not critical. Jumped Before Crash.

John Easy of Low, Que., was seated in the body of the truck and jumped when he saw that a collision was inevitable. He was not injured.

According to Traffic Officer Hamel, who Investigated the accident. Brossard, who is doing transportation work between Poltimore and Hull, was returning home shortly before five o'clock. He apparently did not notice the approach of the train. Easy was the first to see the danger and shouted to the men in the front seat. Tomkeawez and Dagenais, who were seated with the driver. Brossard, heard their companion's shouts and seeing their danger, cried to the driver to increase his speed. Brossard did all that was possible then to avoid the accident but it was too late. The locomotive struck the right rear wheel and carried the truck more than 30 feet along the right-of-way. The three men were still in the cabin of the truck when rescued by passing motorists. They were taken to hospital in an ambulance called from Hull.

The train was brought to an immediate stop and the crew did everything possible to aid the injured men. At this crossing there is no electric signal or crossing gates but there is a clear view for more than half a mile in each direction The crossing also bears the signs that motorists must come to a full stop before passing over the railway tracks.

In the past few months there have been several accidents at this crossing but none have been fatal accidents.

The train was in charge of Conductor H. Bell of Ottawa, with James Dunlop of Ottawa, engineer.

At the hospital late last night it was stated that all three men have good chance of recovery

12/04/1937 *Ottawa Citizen*

Maniwaki

Farrellton

Washout Delays Arrival Ottawa Maniwaki Train

A washout on the Ottawa- Maniwaki C.P.R. line delayed the arrival of the Gatineau train to the Capital last night three hours. Trackmen discovered the wash-out several hours before the train was scheduled to pass.

The washout was at a gully, close to Farrellton, Que. Eighteen feet of earth from under the tracks slid away, leaving one rail sagging over the gap.

The train, due in Ottawa at 8.30 p.m. did not arrive until 11.45 p.m. When the trouble was discovered late in the afternoon the train had already left Maniwaki. The trackmen warned divisional head quarters, however, in time to have the train flagged one mile up the track.

A bridge-building crew sent out from Ottawa had to build a trestle across the washout. After trestle was tested by the engine of the works crew, the Gatineau train was allowed to proceed.

30/08/1937 *Ottawa Citizen*

Maniwaki

Tenaga

Four Boys Jump Off Train, Cause Anxiety For Time

Four young boys were reported to have jumped from a moving train about a mile north of Chelsea. The boys are reported to have climbed aboard the Canadian Pacific Railway passenger train from the Gatineau Sunday night at Tenaga and were discovered standing outside on the platform of one of the cars by the conductor. The official finding that they had no tickets ordered them inside the car and told them to sit down, that they would be put off at the next station, which was Chelsea. Just as the train was approaching that station it was noticed that the lads were missing.

The conductor at once stopped the train and ordered it backed up to the point where the lads were first discovered, and although a careful search was made along the right-of-way no signs of the boys were found.

31/07/1939 *Ottawa Citizen*

Maniwaki

Tenaga

Gatineau Train Delayed.

With the line blocked by a mud slide north of Tenaga during the early hours of Sunday morning the Ottawa-Maniwaki C.P.R. passenger train left the Capital nearly three hours behind schedule. In addition several small washouts occurred and before the train was allowed to leave, according to railway officials, a complete patrol of the line was carried out.

With the mud slide the railway was blocked for about 150 feet and to a depth of about six feet. When the blockade was reported a special train with special equipment and workmen was despatched from Smiths Falls under the direction of W. C. Beck, divisional superintendent.

A snow plow was pressed into service and with that the stretch of tracks was sufficiently cleared to allow a locomotive to pass. This was followed up by a spreader which pushed the accumulation of mud and loose earth back still further.

It was further north along the line that the washouts occurred. None of them was serious, officials stated, but to assure the protection of railway patrons against accident, all were attended to and repairs made. It was stated that the rainfall which continued almost without intermission since Friday afternoon, was particularly heavy in the Gatineau district.

There have been slides on previous occasions along the railway line into the Gatineau but these occurred some distance further north of the scene of yesterday's blockade.

21/09/1939 *Ottawa Journal*

Maniwaki

Burnett

Seriously Hurt Falls Off Train

Eugene Labrosse, of Maniwaki, suffered serious head injuries shortly after 3.30 Wednesday afternoon when a sudden lurch of the northbound Gatineau train on which he was a passenger, threw him from the platform.

The brakeman saw the man fall and signalled the engineer to stop the train which, at the time, was just north of Burnett's Station, a few miles south of Wakefield.

The man was taken aboard the train and conveyed to the offices of Dr. H. Oeggie, in Wakefield. Dr. H. Geggie administered first aid and ordered him to hospital. He was brought to Sacred Heart Hospital, Hull, and placed under the care of Dr. Gerald Brisson. Dr. Brisson said he put 25 sutures in Labrosse's scalp.

Labrosse was considerably improved this morning, and while reports of an X-ray examination were being awaited. Dr. Brisson did not believe the injured man's skull had been fractured.

Crew Say: Wotta Day's Work

"Casey Jones mounted to the cabin,
Casey Jones, with his orders in his hand;
Casey Jones mounted to the cabin . . ."

When C.P.R. Engineer C. E. Butler, of 158 Primrose avenue, mounted to the cabin of old No. 2112 at Maniwaki this morning, he had no premonition of the wild ride into Ottawa upon which he was setting forth.

Neither did he realize that within the hour he was to be the unwitting cause of hundreds of telephone calls which poured into the Ottawa and Hull fire and police stations from bewildered and anxious citizens.

But one of the wildest, strangest rides in his long career as a railwayman lay in front of him.

All was perfect when Engineer Butler took his place behind the throttle at Maniwaki. His fireman, Harry Creighton, of 86 Stirling avenue, had a good head of steam on and when Butler opened the throttle the big locomotive moved away smoothly and unerringly along the twin ribbons of steel.

Whistle Wouldn't Stop

The train was pulling into Kazabazua, some 45 miles from the Capital, when Butler pulled the cord of the whistle. A fine musical blast split the welkin and echoed back and forth between the Gatineau Hills. But just as suddenly the engineer realized something was wrong. Instead of stopping when he released the cord the whistle continued to emit its piercing note.

Despite every effort to curb its marathon efforts the whistle continued blowing.

Stuffed Their Ears

From this point on just what happened is rather hazy in the minds of the two men who were in the cab within a foot or so of the deafening noise. They stuffed their ears with cotton batting and did their best to concentrate on getting their train into the city.

Residents of the little towns and villages along the route ran to the tracks to see what was the matter as the train shrieked on its way as if with fiendish glee. It sped through Low and Farrelton causing the cattle in the fields to look up with puzzled awe and farmers pause in their plowing. On through Alcouve, Wakefield and Rockhurst it thundered, the whistle still giving full voice.

A telegrapher got in touch with Ottawa and the railway authorities arranged for another locomotive to pick up the train at Beemer station, Hull.

Residents Alarmed.

As the train approached Hull the continuous blasting note of the whistle was heard for miles Residents, wondering what the matter was, some of them even visualizing an air-raid, began to telephone to the police and fire stations in both cities The Citizen was deluged with calls.

Engineer Butler and Fireman Creighton really had a problem on their hands. They had to bring the train into Ottawa and to do so they had to keep up steam. And yet every time the fireman swung wide the door of the huge fire pot and threw in another shovel of coal the whistle shrilled even harder. Very soon the two men couldn't hear each other's voices at all. They had to go in for pantomime. The old engine shrieked around curves like something mad. People lined the tracks and gazed with awe and when finally it pulled into Beemer station the crew felt as if they never wanted to hear a train-whistle again

Changing engines was only a matter of minutes and the Maniwaki train continued into Union station drawn by the spare engine. Still shrieking, good old 2112 continued on its way to the C.P.R. roundhouse at the Broad street street yards. Here mechanics climbed aboard with their monkey wrenches and did things that soon quieted the recalcitrant whistle.

As the whistle died down to a mere whisper the old locomotive seemed to relax with a sigh of relief. The engineer and the fireman pulled the cotton from their ears and made for their respective homes.

Engineer Butler is going to be a bit nervous the next time he reaches for the whistle cord of good old 2112. And perhaps he will wake many a night thinking he hears his train shrieking its way along the Hull-Maniwaki line.

Could Do Nothing

Speaking to The Citizen Engineer Butler said that when the whistle stuck open there was nothing he could do about it. Some whistles, he explained, have a valve on the side which can be shut off in an emergency. But the whistle on No. 2112 hasn't such a gadget.

But the mechanics say they have fixed the whistle for good this time and that in future it will respond the the engineer's hand

26/12/1939 *Ottawa Journal*

Maniwaki

J. B. Joannis, 75, of S Florent street, Hull, was instantly killed when struck by a train while he walked along the .CPR rtght-of-way near the Canada Cement Company's plant on the outskirts of Hull near the Chelsea road at 11.15 a.m.. Christmas Day.

02/01/1940 *Ottawa Journal*

Maniwaki

Ironside

Girl Falls From Gatineau Train

Takes Taxi After 'Special' Sent

A special engine, a coach and a doctor were dispatched along the CPR Ottawa-Maniwaki line on Monday night, when it was learned a young girl had fallen, from the Gatineau train near Ironside, Que., shortly after 8.30 p.m.

But the errand of mercy was unnecessary. The girl, Miss Laurencia Fournier, 18, of Lac Ste. Marie, only-suffered slight injuries and was able to walk to the Avalon Hotel, secure a taxi-cab and get home.

Officials first received word of the accident when an excited girl jumped off the Maniwaki train at the Hull station and told the station operator that her girlfriend was probably lying dead or injured along the right-of-way several miles outside the city.

CPR officials took immediate action. Another engine was put on the tracks. A coach was attached for Dr. C. G. Gunn, and a search begun for the girl. The special train no sooner had left Hull than word was received the girl was safe and sound in Hull.

Miss Fournier was shaken up and had a pain in her abdomen, but otherwise was unhurt. A doctor whom she visited in Hull told her she would be better in the morning.

"I guess I was lucky that the train was not moving very. fast", Miss Fournier told The Journal. She is employed at the home of the late Dr. Paul J. Moloney, of Ottawa.

Miss Fournier and her companion. Miss Colombe Mayotte, 18 also of Lac Ste. Marie, got on the train at Kazabazu and were on their way to Ottawa.

"When the train slowed down, I thought we were at our destination, I picked up my luggage and went to the door. The train stopped but it started moving before I had a chance to get out of the coach.

"When I did get out the train was moving fairly fast. The door was open and out I fell, luggage and all", she told The Journal.

Miss Mayotte said she became very excited when she saw her fall out "I saw her in the snow beside the train and was afraid she was going to be run over by the wheels. I did not know what to do; As soon as the train stopped at the next station, which was Hull, I got out and telephoned a taxi-cab.

I was going to have him drive me out the road to pick her up. When I learned the taxi-cab could not come right away I told the operator at the station."

Neither girl could say exactly where the accident happened but it was near a flag station not far from the Avalon Hotel. Officials believed it was near Ironside.

26/12/1942 *Ottawa Journal*

Maniwaki

So heavy was the rail traffic leaving Ottawa on Thursday that for the first time in history the C.P.R. had to use C.N.R. coaches on its line to Maniwaki to accommodate the overflow of passengers.

Maniwaki train may run to suit civil servants

The summer schedule of the C.P.R. service to Maniwaki will probably be arranged to accommodate the civil servants with summer homes in the Gatineau district, it was learned this morning, but nothing definite can be done in the matter until the "staggered hours" system is put on a definite basis.

An official in the office of the director of operations, Board of Transport Commissioners, told The Citizen that the schedule of the Gatineau line was more or less "elastic" and could be arranged to be of greatest convenience to the passengers. "But there will have to be some definite decision and arrangement of the Civil Service working hours before a schedule suitable to all can be decided upon," he said.

A. Leo Sauve, assistant general passenger agent of the C.P.R. here, declared that the Gatineau service could be arranged to accommodate the majority of passengers if such an arrangement was agreeable to other train schedules using the single track between the Union Station and Hull.

"Beyond that," said Mr. Sauve, "the line schedule can be re-arranged at will, but we have to consider the trains using that track."

Mr. Sauve said that T.R. Montgomery, president of the Civil Service Association of Ottawa, had not called him to arrange for a meeting or discussion on the subject of the Gatineau train service. The passenger agent added that he would welcome all opinions, and had received some by telephone this morning.

So at noon today the matter remained unchanged, the summer schedule of the Maniwaki train calling for it to leave Ottawa at 5.20 p.m., and return at 8.40 a.m., both arrival and leaving times considered useless to civil servants under the present staggered hours plan.

12/05/1943 *Ottawa Citizen**Maniwaki*

Upper Gatineau objects to new C.P.R. schedule

Strong protest over the new schedule of the C.P.R. line between Ottawa and Maniwaki was voiced by the Maniwaki and Gracefield delegations at the convention of the Union of Chambers of Commerce of Western Quebec in Hull yesterday.

Acting as spokesman for the Chambers of Commerce of the two villages, Palma Joanis of Maniwaki said the new schedule was absolutely unfair to the residents of the Upper Gatineau district. It was all very well to try and please Ottawa civil servants who go up to their summer cottages but some consideration should be given to the permanent residents, he said.

"As it is now the morning train leaves Maniwaki at 5 a.m. and the night train comes in at 9.30 p.m. Those who want to take the morning train have practically to spend a sleepless night and in the evening they have to do without their mail and daily newspapers because the distribution is only made by the post office the following day."

A motion was passed protesting over the inconvenience caused to the residents of the affected districts and urging that some adjustments be made to alleviate the hardships imposed upon a large number of residents of the Upper Gatineau district.

29/06/1943 *Ottawa Journal**Maniwaki**Marks Station*

Train service to Maniwaki on the Canadian Pacific line, blocked yesterday after the derailment of an engine tender at Marks Station, 33 miles north of Ottawa, has been resumed

18/04/1945 *Ottawa Citizen**Maniwaki*

Maniwaki train summer schedule same as last year.

The Board of Transport Commissioners, in an oral judgment delivered by Chief Commissioner J.A. Cross, today ordered that the passenger train service in effect during the summer months of 1944 be put into effect this year on the Canadian Pacific Railway line between Maniwaki and Ottawa, for the same period and on the same or "practically the same" schedule as was in effect in 1944.

The judgment said that although persons living in the Maniwaki district were inconvenienced when the summer train schedule was in effect, the situation prevailing in Ottawa, largely because of war conditions, made it necessary that a summer service be provided.

More.

09/07/1946 *Ottawa Citizen**Maniwaki**Farrelton*

Gatineau Train Hits Road Grader

One man was injured and considerable damage was caused when the Ottawa-Maniwaki passenger train collided with a road grader at Kelly's crossing near Farrelton shortly before seven o'clock Monday night.

The injured man was Donat Gauvreau, of Ste. Cecile de Masham, driver of the grader. The train was loaded with passengers, many of them summer cottagers. They escaped with a severe shaking-up.

Although the grader was pushed a considerable distance down the tracks, none of the cars were derailed by the impact but the locomotive was so badly damaged that it had to be replaced. The train was delayed two hours.

Gauvreau was treated at the scene by Dr. H. J. G. Geggie, of Wakefield, and was later removed to the Civic Hospital, where he was kept under observation. He was suffering from bruises and cuts about the head and shock and had several teeth knocked out. His condition is not serious.

CPR Train Derailed

The Gatineau morning train of the Canadian Pacific Railway due to arrive at Ottawa at 10.45 o'clock, railway time from Maniwaki, was delayed because of a derailment north of Kazabazua in which none of the passengers or crew was injured, it was reported.

Following a heavy rain for some hours last night, the train of five coaches is believed to have run into a washout, the scene being at Adams Crossing, which is four miles north of Kazabazua. There were approximately 35 passengers but they escaped with a shaking up because the coaches remained upright after leaving the rails. The locomotive is understood to have remained on the track, the train having been travelling at a slow speed before the time of the accident.

Word was sent into Kazabazua and taxicabs were rushed from the Kazabazua Hotel to bring the passengers into the village where they were met by a special train from Ottawa to transport them the balance of the trip to the city. The special left Kazabazua at 11.30 o'clock standard time, which is 12.30 daylight saving time.

Three Hours Late

The special train reached Ottawa around 2.30 o'clock this afternoon, almost three hours after the scheduled hour of arrival. A highway bus was despatched from Ottawa for the 55-mile drive to Kazabazua but it had not been seen there at noon and it was expected that it would not be needed for the transportation of any persons, due to the use of the special train.

The railway at Adams Crossing continued to be blocked but a crew of maintenance-of-way employees and others from an auxiliary emergency train were soon put to work to repair the roadbed and clear the track.

Mail which was being carried by the halted train did not get through but would be transported later in the day along with express shipments and baggage.

There was some uncertainty at Kazabazua as to the number of cars which had left the track but the general report was that four cars had jumped the rails, leaving one on the track with the engine.

Preliminary arrangements had been made for the providing of a mid-day meal for the temporarily-stranded passengers at the Kazabazua Hotel but the special train arrived to bring the people to Ottawa without further delay. The proprietor of the hotel, Hubert Pettapiece, happened, to be in Ottawa for the day.

Numerous telephone calls were received at the Union Station regarding the welfare of the incoming passengers and their time of arrival here. There was the welcome assurance that no one had been hurt and that everybody was being taken care of by the CPR as speedily as possible.

No estimate was available as to the extent of the damage to rolling stock but it was not believed to be extensive.

The accident took place at Adams Crossing which is a short distance from McArthur siding and some distance south of Perras flag station.

Gracefield is some 15 miles farther north. The train leaves early each morning from Maniwaki and normally reaches Kazabazua at 8.46 a.m. railway time.

Gatineau Train Derailed.

The CPR Gatineau train, due to arrive in Ottawa from Maniwaki this morning, was derailed at Adams Crossing, north of Kazabazua, as a result of a wash out after last night's heavy rains.

None of the 35 passengers suffered more than a slight shaking up. The train was travelling slowly, and none of the cars overturned. The locomotive remained on the track.

Taxis were sent out from Kazabazua to take the passengers to that town, where a special train took them to Ottawa. The regular train arrived in Ottawa at two p.m. more than two hours late.

Gatineau Train Is 'Commuter's Special' On Long Summer Weekends

Captions to pictures, all indistinct

(1) These Tenaga commuters are typical of those of 18 similar stations along the 25-mile morning route. Here they greet the three-coach special because it's "on time" this morning.

(2) Stop that train, wait for us! And the train does stop and does wait. The "Gatineau Flyer" is not merely iron and steel; it has a soul. Schedules are often abandoned to allow late sleepers to catch their ride to work in Dagwood style. It is reported that on occasion it even waited until passengers rowed half way across the Gatineau river.

(3) The Gatineau train winds its way through some of the most picturesque scenery on the continent. It follows the Gatineau river for much of its route presenting travellers with beautiful vistas. Trouble is most of its early morning customers are too tired to appreciate the scenery. It's just a ride to work for them

(4) This is the morning ritual - tickets with a smile. Rates are not too steep on the commuter train, with the fare from Alcove, the most distant point, a little over 20c. Miss Vera Nesbitt hands her ducat to Conductor John Beckton, while Miss Cairine Shouldice waits her turn. Both are "regulars", travelling daily from Wakefield.

(5) Breakfast on the train - self served. Its early in the morning when the train roars through middle Gatineau and commuters often finish their breakfast meal on board. Jack Watson, a motor mechanic from Alcove shares an early snack with neighbour Dorothy Hamilton, an Ottawa civil servant.

(6) Coaches on the Gatineau line are not, to say the least, as modern as on transcontinental flyers. Gas mantle lamps and old-type wicker seats are found in nearly every car. Passengers are friendly, however, and don't mind discomfort.

Caption to picture of CPR 2927

The spires of Parliament mean destination reached to Gatineau train travellers. It discharges its passengers at 8.25 every morning in uptown Ottawa, leaving them just a short distance from their offices. Regular riders report that the engine pictured above is not a typical Gatineau locomotive; the old train primed up to have its picture taken and the usual engine of more ancient vintage disappeared for a day (Photos by Little)

Train Travels Backwards From Ottawa to Alcove

Commuters are slowly but surely gaining control of an ancient Ottawa institution the Gatineau train.

The old track still weaves its way in lazy fashion along the river and over hills, cutting a picturesque path through Quebec forest; but the personality of the train is changing.

Cottagers and Civil Servants.

Time was when its principal duty was carrying lumber and lumberjacks up and down the reaches of the Gatineau. Today it carries cottagers and civil servants.

There is even a "commuters' special" scheduled for the Summer months. This train leaves Alcove every morning at 7.20 and brings its passengers to the Capital in time for work at nine o'clock.

This commuter's train is now far and away the most colorful run on the line. It's a special train that leaves Ottawa at five o'clock every evening and travels as far north as Alcove.

Travels Backwards.

Unable to turn any place except at the end of the route, Maniwaki, this locomotive must travel to Alcove in reverse or "tender first" as trainmen technically term the procedure. It can then travel south, of course, in the regular fashion.

The trip south is quite a jaunt. Total distance is 24.5 miles, with 15 scheduled stops, averaging little more than two miles between stations. If everything goes well, and it usually does, the trip time is an hour and five minutes.

The life of a commuter is not usually portrayed as a happy one. The "regulars" on the "Gatineau Flyer", as it is affectionately dubbed, are an exception.

Perhaps it is the scenic route, perhaps it is the innate friendliness of the people, perhaps the low fares, but these are carefree travellers. They actually seem to enjoy the trip, even at seven in the morning.

One thing certain, the old-style coaches used are not the reason for all the contentment. They rattle and sway down the twisting track. The lights used are old gas mantle lamps and they are a cold sight in the dim, grey dawn. Seats are hard, covered with enamel coated wicker.

The Canadian Pacific Railway likely keeps these factors in mind when it sets its rates. Fares, that is commuters' tickets, are low. A ride from Wakefield costs less than 20c, while the trip from Chelsea can be made for the same price as an OTC street car ticket. Books of tickets good for 50 rides, are sold.

E. B. White has written a classic definition of a commuter. Ottawa's philosophical travellers perhaps bear it in mind. The definition is this:

Commuter - one who spends his life

In riding to and from his wife;

A man who shaves and takes a train,

And then rides back to shave again.

05/08/1949 *Ottawa Citizen*

Maniwaki

Maniwaki

Man Killed By Train

MANIWAKI Alex Commandant, a 30-year-old Indian from the Maniwaki reservation, was instantly killed early this morning by the CPR freight train at the railway bridge at the outskirts of this town.

It is believed that the Indian was either walking or sleeping alongside the tracks when he was hit. Members of the train crew said they believed the unfortunate man had been hit by the caboose. Men in, the last car were the first to become aware of the accident. The train was brought to a stop and the body was removed to the town's undertaking parlors.

The dead man was a son of Mr. and Mrs. Alonzo Commandant. Besides his parents, he is survived by two brothers, Willie and Louis and two sisters, July and Julia. Funeral arrangements have not been completed.

Dr. J. C. Lecuyer, district coroner, empanelled a jury this morning and a verdict of accidental death was returned.

21/02/1951 *Ottawa Citizen*

Maniwaki

Montclair Street

Hull Mayor Seeks Crossing Signals

"Automatic signals are urgent at this crossing otherwise we will have loss of life." said Mayor Alphonse Moussette yesterday in discussing two accidents in the past two weeks at the Montclair Street, railway crossing. In these accidents two trucks were ; badly damaged when they were in collision with the Hull-Mani-wak train but, luckily, no one was injured.

The Mayor added that the city council has requested the Board of Railway Commissioners to install signals at this crossing but the commission had decided there was no need for such an expenditure. He said that in recent years numerous accidents! have taken place there and something will have to be done.

Train Wreck In Gatineau

The main CPR railway line between Maniwaki and Ottawa was blocked this morning by a wreck of Way Freight No. 80, second section, when four box cars left the rails, north of Gracefield.

Train crews, working speedily, were able to restore traffic on the railway line within a few hours. The freight train was derailed when four box cars left the track between Messines and Blue Sea Lake while enroute to Ottawa. No one was injured in the accident and while at first it appeared that there would be a considerable delay before the track could be cleared, later salvage efforts saw service restored within a few hours.

Damage to the rails and road bed at the scene of the accident was expected to be repaired in time to permit the passage of the early evening passenger train from Ottawa to Maniwaki without difficulty.

02/08/1951 *Ottawa Citizen**Maniwaki*

Train-Truck Smash. A train whistle cut through the air, then came the crash and all that was left was the battered hulk of this three-ton dump truck. Onlookers survey the scene at the Chelsea Road level crossing near the Avalon Hotel where 30-year-old Gerard Legros, of Masham, Que., was instantly killed yesterday after his truck collided with the side of a CPR freight train. It was the second level crossing fatality in the Ottawa area in less than six hours. Earlier, 37-year-old Mrs. Georgina Goody was killed at a crossing three miles southwest of Ottawa. Photo by Newton

09/06/1952 *Ottawa Citizen**Maniwaki***Caterpillars Stop Train**

Special To The Citizen .

MANIWAKI The . plague of forest tent caterpillars currently stripping large sections of forest foliage in this district, was the cause of a 20-minute delay in the train service here yesterday.

The caterpillars had covered the track so heavily at one point that the train crew was forced to stop and clear the wriggling insects from the right-of-way.

28/10/1953 *Ottawa Citizen**Maniwaki**Gracefield*

"Unsafe rate of speed" blamed in fatal crash

A coroner's jury last night blamed "an unsafe rate of speed" for a train wreck near Gracefield, Que. on Oct. 11 which took the lives of an engineer and fireman.

The inquest was into the death of Engineer Richard McNally, 57, of 173 Holland Avenue. Kenneth Learmonth, 37, of Smiths Falls, fireman, was the .other victim. The inquiry was held in the No. 1 Police Station.

The jury's verdict included a rider expressing the hope that the verdict would serve as a warning to other drivers to operate their vehicles at proper speeds to avoid accidents.

Text Of Verdict

The complete text of the jury's verdict follows:

"We find that Richard McNally died in the Ottawa General Hospital on October 12, 1953, at approximately 2.45 p.m. from chest injuries and extreme shock sustained as a result of scalds he received from escaping steam of a CPR passenger locomotive which left the track about two miles north of Gracefield, Quebec, on Sunday, October 11, 1953.

"From the evidence submitted it is the opinion of this jury that McNally, the engineer, approached a down-grade sharp curve at an unsafe rate of speed, which resulted in the derailment of the locomotive, baggage car, two passenger cars, causing fatal injuries to himself, his fireman, and serious injuries to a number of passengers.

"This jury hopes that the publicity of this verdict will serve as a special warning to drivers of every form of transportation to operate their conveyances at the proper speed to avoid accidents like this and thereby reduce the unfortunate loss of human life."

Several Injured

The derailment of the Maniwaki-Ottawa CPR passenger train resulted in painful injuries to several passengers, in addition to fatal injuries to the engineer and fireman. Both of the burned and injured CPR train employees died in General Hospital less than 24 hours after the train wreck.

Coroner Dr. J. S. Cross presided at the inquest, which heard testimony from 10 witnesses, mostly CPR employees and train passengers.

Dr. Desmond Magner, local pathologist, testified that Mr. McNally died of shock from chest injuries and burns.

Dr. J. B. Ewing, surgeon, testified concerning treatment he gave the injured engineer.

Several passengers gave evidence of what they considered to be the train's unusually high speed just before the curve was reached.

Difference Of Opinion

There was some difference of opinion among train employees and passengers testifying on whether the train overshot two scheduled stops on the short run.

Douglas Blair, a passenger, told the hearing he had "a premonition" that something was going to happen and braced himself just before the train left the rails. He was unhurt.

Two train employees. Conductor D. H. McDiarmid and Trainman Gerald Smallshaw, testified that the unusual speed of the train prior to the accident made them decide to pull the emergency cord.

The conductor, however, said he did not have time to pull the cord before the accident happened and the trainman could not remember whether he pulled it or not.

None of the witnesses who had seen or spoken to the engineer before the derailment had noticed anything unusual about his demeanor, they testified.

Haldane Howe, assistant crown attorney, questioned the witnesses.

A coroner's jury last night decided that engineer Richard McNally, fatally injured in a CPR train wreck near Gracefield October 11, "approached a down-grade sharp curve at an unsafe rate of speed" causing derailment of the train and death to himself and his fireman, C. Kenneth Learmonth. McNally and Learmonth both died at General Hospital the day following the derailment.

Dr. Desmond Magner chief pathologist at General Hospital testified that the engineer died of extreme shock brought on by burns to one third of his body and by severe chest injuries.

He suffered six broken ribs and a fractured breast bone

Noticed Speed Swaying

Three passengers on the train, Norma McCaffrey, Benoit Joly and Douglas Blair all of Ottawa said they noticed the train was travelling very fast and swaying from side to side seconds before it leaped from the rails into the dense swamp and bush

"The speed was such that I knew something was going to happen", Blair said. "I first noticed the swaying about 20 second before the crash."

Blair said he had been travelling that stretch of the CPR line nearly every Sunday evening for two years.

"I don't think the train had ever gone at that speed in those two years", he testified. Misjudged Stops.

The three passengers also drew to the attention of the inquest that the train had gone slightly past the station platform when it arrived at both Messines and Blue Sea stations.

Miss McCaffrey said that at Messines the passengers had to leave the platform and walk across the grass to get to the coaches.

The train's conductor, D.H. McDiarmid, 117 O'Connor street, said the engineer had apparently misjudged the stop at Blue Sea and had to back up to the water tank.

He said he had been "on lots of trains which have misjudged the water tank".

Realised Something Wrong

Both conductor McDiarmid and baggageman G. Smallshaw said that a few seconds before the derailment they realized something was wrong and had reached for the emergency cord to stop the train.

In both cases the crash came just as the trainmen grasped the cord.

Kirk Martineau, section foreman of the CPR line between Wakefield and Maniwaki, testified that he had checked the track the day before the fatality and had found it in "good condition".

He said he checked the line again shortly after the accident and found that the only section of track out of place was the piece under the over turned baggage car. He said the break was caused by the derailment.

Should Be Warning.

In its verdict the coroner's jury said it hoped that "the publicity of this verdict will serve as a special warning to drivers of every form of transportation to operate their conveyances at the proper speed to avoid accidents and thereby reduce the unfortunate loss of human life"

Hull, Que., July 10 CPR Locomotive 2514 tonight puffed its way along the winding, 90-mile Ottawa-Maniwaki, Que., run free of its first brush with the law in 49 years.

Up until a few hours before departure. 2514, was under seizure and in danger of being sold at public auction because the multi-million dollar railway had not paid \$218.75 debt. It was able to operate only because it had been placed in custody of its crew.

But CPR Lawyer Joseph St. Marie of Hull straightened matters out at 3 p.m. by paying court costs of \$202.50 and a bailiff's fee of \$14.25. The ancient locomotive, built in 1907, was free of legal entanglement.

The locomotive, tender, one baggage and two passenger cars were seized yesterday at 5:35 p.m. by Maurice Chevalier, Quebec Superior Court bailiff on the application of Lawyer Harold Maloney.

Mr. Maloney obtained writ of execution on behalf of Raymond Foucault, awarded \$202.50 court costs against the CPR earlier this year. The costs were awarded Mr. Foucault when the Quebec Superior Court dismissed a damage action launched against him by the railway.

The train was seized as it stood in Hull station yesterday loaded with commuters who spend the summer in cottages in the Gatineau hills. For good measure Mr. Chevalier also seized six benches, four chairs, one table and a typewriter in the station.

"I thought I had seized pretty nearly everything in my time as a bailiff," Mr. Chevalier said. "But this is the first time I ever seized a railroad train!"

Mr. Chevalier served his papers on J. R. Thibaudeau, CPR telegraph operator at Hull station. But Thibaudeau was unable to make payment.

Mr. Chevalier then said the train, and other property would be sold at public auction July 23 at 5.35 p.m. unless the CPR paid up. The auction would have taken place at the station after arrival of the train from Ottawa, on its run to Maniwaki.

Bailiff Seizes Maniwaki Train for payment of Hull Lawyer's Costs

J. Harold Maloney, QC, of Hull, has established what may be a legal precedent.

Mr. Maloney caused the Canadian Pacific Railway's Ottawa to Maniwaki train to be seized for payment of costs in an action instituted by the company against his client, one Raymond Foucault, also of Hull.

Writ Served

Copy of the writ of execution was served yesterday afternoon at 5.35 by Maurice Chevalier, bailiff of the superior court of the District of Hull, on J. R. Thibadeau, CPR operator at Hull station. The station is the company's principal place of business in the city.

Seized, specifically were one locomotive and one tender number 2514, one baggage wagon, number 3559, and two passenger wagons, numbered 3260 and 1589. Included in the grab for good measure were six benches, four chairs, one table and one typewriter on the station premises.

"I thought I had seized pretty nearly everything in my time as a bailiff", Mr. Chevalier told The Journal, "but this is the first time I ever seized a railroad train."

After making the seizure Mr. Chevalier permitted the train to proceed on its way to Maniwaki.

The course of events which led to Mr. Maloney's contribution to the annals of Canadian jurisprudence commenced on December 23, 1952.

On that date, Raymond Foucault, while travelling on train No. 535 from Ottawa to Maniwaki, slugged a CPR employe, Albert H. Costello, and subsequently, pleading guilty to a charge of assault in Hull Magistrates Court before Judge Jacques Boucher, paid his fine.

On March 1, 1954, the CPR instituted an action in Superior Court against Foucault for damages in the amount of \$496.92 resulting from injuries to the employe, compensation paid him, and expense the company alleged it had been put to because of that assault and the prosecution of the defendant in Criminal Court.

The action was tried in Hull Superior Court before Mr Justice Elie Salvas on February 28, 1956. Mr. Maloney acted for Foucault.

Messrs. Ste. Marie and Ste. Marie of Hull acted for the CPR.

Judge Salvas dismissed the plaintiff's action with costs on the grounds that it had not been brought within one year from the date of conviction for the assault. It had been outlawed. Judgment was recorded on June 4.

Gets a writ of execution.

The CPR had 30 days in which to appeal and failing to so do Mr. Maloney got his writ of execution for his costs, taxed at \$202. 60. The bailiff, Maurice Chevalier, received the writ on Friday, July 6th, and served it yesterday.

Under the Quebec law, sale of seized movables, in the city of Hull, including such as railway trains, must be advertised in French and English in a newspaper or newspapers published in the city. No sale can be held until 8 days have elapsed from the time of publication. If Mr. Maloney's costs are not paid the CPR's Ottawa to Maniwaki train, No. 535 will be advertised for sale in the Hull weekly L'Opinion together with the benches chairs and typewriter.

"I plan to hold the sale unless the costs are paid", Mr. Chevalier said. "It will be at Hull station on the afternoon of Monday, July 23 at 5.35 in the afternoon.

27/11/1956 *Ottawa Citizen* *Maniwaki* *Wakefield*

Maniwaki Train Off The Track At Wakefield

WAKEFIELD (Special) The Maniwaki bound CPR train was delayed for only a few minutes here last night when the front wheels of the locomotive left the tracks at the station.

The mishap occurred as the train was pulling away from the depot. Slippery rails were blamed for the accident. An emergency crew assisted in setting the wheels back on the rails, and the train continued before passengers were made aware of the cause of the slight delay. No one was hurt.

09/01/1958 *Ottawa Citizen* *Maniwaki* *Gracefield*

The Gracefield accident, 60 miles north of here, occurred just before 8 p.m.

A car driven by Garland Brown, 34, of Gracefield, was struck by a northbound CPR train at Local and Vaillancourt Streets In Gracefield.

Brown, who was driving alone, escaped uninjured after his car was overturned and left at the edge of a deep ditch. The car was a total wreck.

The conductor aboard the train, bound from Ottawa to Maniwaki, was J. H. Morris of Ottawa.

15/07/1958 *Ottawa Journal* *Maniwaki*

The CPR's Maniwaki-Ottawa single-car gas-turbine train was three hours late arriving in the Capital on July 14, 1958 - it ran out of gas! The 50 passengers were amazed when the car chugged slowly to a halt in the Quebec bush, five miles north of Low. "No gas", was the operator's verdict after checking the 560-gallon tank. A hurried call brought a 45-gallon drum of fuel to the nearest crossing. But the drum was too bulky to lug the 200 yards down the track to the stalled train. Trainmen hauled gas in a two-gallon can. After the third trip there was enough fuel to continue into Low where 500 gallons were secured. (Branchline)

Ed. note: The gas 'turbine' would likely have been gas-electric No. 9005 which shortly after this embarrassing episode was replaced by a Rail Diesel Car.

03/09/1959 *Ottawa Citizen* *Maniwaki*

WHAT'S THIS ?

Passengers waiting for a CPR train at stations between Maniwaki and Ottawa got a surprise this morning when a chartered Colonial Coach bus with a CPR conductor in charge picked them up instead. The regular rail dayliner was blocked by two washouts, at Alcove and Aylwin. CPR Conductor J. H. Morris of Prescott, is shown helping lady passenger Mrs. James Walker, of Wright, Que., off the bus, which arrived on train schedule at 10.35 a.m. with 22 passengers. Bus driver Leo Carroll grins in the background behind amused passengers. Photo by Newton

03/09/1959 *Ottawa Citizen* *Maniwaki*

The CPR Dayliner from Maniwaki, due in Ottawa at 10.35 this morning was stopped north of two washouts on the line. Yesterday's heavy rain caused a washout at Alcove, about mile 23 and another at Aylwin, about mile 47 on the CPR's Maniwaki subdivision.

The bulldozer, work train and work crews are at work repairing the washed-out railbed but officials had no idea today when the line would be re-opened.

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Rail service was replaced temporarily by buses. A Colonial Coach bus, with a CPR conductor in charge, completed the morning run from Maniwaki today with 22 passengers.

25/09/1962 *Ottawa Citizen* *Maniwaki*

Rail-Scrap Plans Hit New Peak

By The Canadian Press

The board of transport commissioners has plunged into the busiest round of cross-country hearings on railway abandonments in its half-century history.

To handle the unprecedented flock of rail abandonment bids, the federal board will be sitting almost continually from now until mid-December.

So far, the board has called public hearings on seven applications by the privately-owned CPR to tear up 216 miles of branch line track most of it on the Prairies and scrap seven short-run trains.

One of the hearings is Oct. 2 at Maniwaki, Que., on the discontinuance of three CPR passenger trains between Ottawa and Maniwaki.

Maniwaki Train Not Used

MANIWAKI Bus and truck service from Ottawa to Maniwaki is better than train service, CPR officials told the Board of Transport Commissioners here Tuesday.

But "save our train" was the plea of a dozen Gatineau Valley residents at the board's hearing on the Canadian Pacific bid to stop its passenger service on this line.

Coached by a company lawyer, four top CPR officials told the board the volume of passenger business does not justify continuance of the service and the railway would save \$50,000 if it were dropped, without much convenience to the public.

Railway officials blamed good highways and better bus service for loss of passengers. They said the average number of passengers per trip on the rail diesel car had dropped from 43 in 1959 to 21 this year.

To the residents' suggestion that they keep the RDC running in winter months, CPR officials said figures show that fewer people ride the train than in summer.

Would Keep Freight

The railway said it plans to drop the passenger service, revert to three-days-a-week freight service and send express parcels by contract with a private truck owner.

It would be same-day service, whereas express packages for Wakefield and Gracefield are delivered the following day on return from Maniwaki, because the stations are closed on the way up.

The hearing in the town hall was orderly, before Assistant Chief Commissioner H. H. Griffin, Deputy Chief Commissioner J. E. Dumontier and Commissioner John M. Woodard.

CPR witnesses examined by CPR counsel J. E. Paradis were divisional superintendent R. G. W. Harris, of Smiths Falls; George Walsh, general passenger agent, Atlantic division; Armand Turgeon, superintendent of express, Atlantic region; George Brown, assistant research analyst, and Allan E. Brown, research analyst.

The witnesses were cross-examined by Malcolm Miller, 35-year-old Maniwaki lawyer, at the suggestion of Mr. Griffin.

Representations to keep the train service running were given by Gerard Desjardins, MLA for Gatineau; Mayor Joseph Gendron of Maniwaki; Rev. T. J. Cawley of Farrelton; Dr. J. A. Johnson of Brennan; Alfred Charette and Eugene Smith of Maniwaki, for chamber of commerce of western Quebec; Dr. J. Matte of Masham; Miss Inez Derby, and Mrs. Richard Derby, representing Gatineau Women's Institutes; Rev. Dr. John A. Johnston of Alta Vista Church, Ottawa, representing the Presbyterian Church of Canada, and Ernie St. Jean, Low, Que., storekeeper.

Plan For Camps

Dr. Johnston said the Trustees Board of the Presbyterian Church in Canada has plans for three camps on a large estate it acquired, as a lay centre, conference area and camps, on Trout Lake and Caster Lake. Clemow Station is only a few hundred feet from the camp entrance but three miles from the closest unpaved road.

He said the camps would be used on a year-round basis as summer camps and conference centres by people from all parts of Ontario. To charter a rail diesel car, which they did to take 35 boys to camp, cost \$600 and took four weeks' negotiation.

He argued the camp would help the CPR make up its lost passenger business. The church was depending on its handy rail service to develop the camps, already in use. Dr. Johnston said.

Mr. Miller said the railway had apparently proved it was losing money on passenger service, but pointed out a bus company makes two trips a day over the route, "so it proves the passengers are there, but it seems the railway doesn't want the business."

He claimed when the CPR put on a "Budd car" in 1958, it was not advertised and no effort was made to promote its use. It was three months before people found out about it he said.

Mr. Paradis replied it costs more to operate a rail car than a bus. The board, as is customary, reserved judgment which Mr. Griffin said it would give in due course after examining all the evidence.

03/10/1962 Ottawa Citizen

Maniwaki

Maniwaki train not used

Maniwaki - Bus and truck service from Ottawa to Maniwaki is better than train service, CPR officials told the Board of Transport Commissioners here Tuesday.

<http://news.google.ca/newspapers?id=tz4yAAAIBAJ&sjid=heUFAAAAIBAJ&pg=5998,476735&dq=railway+railroad+train+cpr+to-train-will-train-trained&hl=en>

07/11/1962 Ottawa Citizen

Maniwaki

Maniwaki CPR Train To Be Discontinued

Canadian Pacific Railway passenger service between Ottawa and Maniwaki, will be discontinued.

Despite an application of protest made to the Board of Transport Commissioners Oct. 2, the board Tuesday ordered a discontinuance of the 82-mile run, effective after Jan. 15, 1963.

The three trains, two dailies and a Sunday evening one, are to be discontinued because of an average annual deficit of \$55,600 on that line, H. H. Griffin said.

Mr. Griffin, assistant chief commissioner of the Board of Transport Commissioners, stated in a board announcement that "other modes of travel have replaced the need for the passenger trains on the line."

Mr. Griffin said:

"The highways in the area appear adequate for the present highway travel. The bus service appears to me to provide an adequate alternate public form of transportation.

"I can see no justification, in this instance, for requiring the railway company to retain the very substantial investment necessary for passenger service, nor to continue to incur any substantial loss in respect of its passenger train operation."

"It's going to hurt the town very much," said Gabriel Langevin, Maniwaki's Mayor of only two days.

He said that five years ago the railway company had offered special weekend rates which had increased train travel greatly; he wondered why this had been discontinued. "Everybody in town wants the railway," he said.

Rev. T. J. Cowley, a representative at the Oct. 2 sitting of the board, said: "It is certainly to be regretted ... I thought that they could have had a commuters' train halfway to Maniwaki, running at more convenient times. An experiment could have been tried."

Like Mayor Langevin, he stressed the dangerous condition of the "winding and narrow road", especially in the winter, and said in a train "passengers would be assured of much greater safety."

The daily average number of revenue passengers carried per trip has declined from 43 in 1949 to 21 for the first eight months of 1962.

"The advantages residents see in travel by private automobile have caused the marked decrease in the patronage given to the trains," Mr. Griffin said.

Canadian Pacific Railway Company

Notice to Public

All passenger train service at present provided by Canadian Pacific Railway between Ottawa, Ontario, and Maniwaki, Quebec, and all intermediate points on the said line will be discontinued effective Monday, January 28th, 1963.

Effective Tuesday, January 29th, 1963, an alternative highway service will be inaugurated, Tuesday through Saturday, to handle Express shipments and L.C.L. freight shipments.

Consult your local C.P.R. Agent for further particulars.

A.W. Harris, Superintendent.

28/01/1963 *Ottawa Citizen**Maniwaki*

CP's last run from Maniwaki

The last passenger train to run between Maniwaki and Ottawa arrived here Sunday night to end 59 years of service on the 86-mile line.

Canadian Pacific Railway withdrew the service from the line, which runs directly north from Ottawa, because of dwindling patronage.

17/08/1964 *Ottawa Citizen**Maniwaki*

1,100 to ride picnic special

The CPR Gatineau line, normally closed to passenger traffic, will be open to a special train Wednesday. The special, with more than 1,100 persons, mostly children, aboard, will travel to Lac Grenon for the Ottawa Recreation and Parks Commission's annual excursion and picnic.

18/08/1964 *Ottawa Citizen**Maniwaki*

City holds tour for tots

A fun - filled adventurous day awaits the boys and girls who will participate in this year's city of Ottawa annual playground tour on Wednesday.

The children will depart from the Ottawa West Station at 9.30 a.m. and travel via the Canadian Pacific Railway to St. Christopher's camp on beautiful Lake Grenon in the Gatineau.

Kiddie Karavan will be the first train ride for many of the youngsters taking part in this "special day" that will include swimming, games, sing-songs, a picnic and an Indian dance and craft display by La Bande de La Riviere Desert of the Algonquin Nation. Kiddie Karavan will return to the Ottawa West station at 5:45 p.m. O.T.C. buses will pick-up and return the children from their playground to the station.

19/08/1964 *Ottawa Citizen**Maniwaki*

Raring to go railroading

One thousand excited children this morning boarded the Parks and Recreation Department's Kiddie Carnival train for a one -day trip to St.

Christopher's Camp on Lake Grenon near Maniwaki. The department has organized an annual out - of - town excursion for the playground youngsters every year since 1958. At St. Christopher they enjoyed sing-songs, swimming, competitive games and a display of Indian dances and crafts by an Algonquin family from the nearby Desert River Band.

26/08/1964 *Ottawa Citizen**Maniwaki*

Kiddie Karavan

Editor, Citizen: Congratulations to the organizers of Kiddie Karavan which travelled by the Canadian Pacific Railway up the Gatineau on Aug. 19, at 12.30. The train passed our cottage going north, and what a train three diesel locomotives pulling 15 passenger cars with over 1,000 children aboard. It was an unforgettable sight to see their happy and smiling faces, and while my wife and I stood at our garden gate and waved to them, the youngsters, car after car of them waved to us . . .

On its return trip, during the afternoon, the train again passed our cottage. The farewell waving of the happy youngsters left a lump in the throat. History had again been made at Grant Creek and Blue Sea Lake as well as at other points along the route.

JOHN A. BIRCHENOUGH

Messines, P.Q.

17/08/1970 *Ottawa Citizen**Maniwaki**Low*

NY visitor dies in freak accident.

LOW (Special) A New York man was killed in a one-in-a-thousand train accident near this Quebec village Saturday while two injured friends vainly sought help from passing cars.

Four or five cars ignored the two men.

Lawrence Nelson, 46, of Homer, N.Y., died after lying unconscious in a van which had crashed through a ditch and hedge to land on its side across the Canadian Pacific Rail line seven miles south of here.

The chain of circumstances which led to the death were all stacked against the victim.

Nelson, Walter Farnholtz and Donald M. Slater, both 43 and of New York state, were returning from a camping trip along Highway 11 when their van left the road at 5.30 a.m.

The car crashed onto the little-used rail line which runs parallel and near the road.

Farnholtz and Slater, with minor injuries, clambered from the van and onto the road where they tried unsuccessfully to flag down passing cars for 30 minutes.

Then, a northbound freight smashed into the van, dragging it along for 300 feet before stopping.

Police said Nelson was dead when they arrived.

The other two men were taken to a Hull hospital, treated and discharged.

18/01/1971 *Ottawa Citizen**Maniwaki**Maniwaki*

Swift reaction to plant closure

Lumber blockade

MANIWAKI Maniwaki residents will protest Thursday the announced closing of their main industry by blocking all shipments of lumber out of the city.

Directors of the Societe Generale de Financement, which owns Sogefore Ltd., announced over the weekend they are closing their three wood product plants, including the one in Maniwaki, -on March 5.

The Maniwaki veneer-making operation employs about 170 full-time workers and 200 part-time woodcutters, for a total annual payroll of about \$800,000. It is the community's only large industry.

About 200 members of the Maniwaki Citizens' Committee decided Sunday to attract public attention to the city's plight by halting lumber shipments and by a street demonstration.

The group is taking its lead from residents of Papineau, Que., who undertook similar measures last year when faced with a similar situation.

Dr. Claude Lauriault, chairman of the citizens' group, said today residents will block the exit of lumber-carrying trains and other vehicles as of Thursday morning.

Sale of Maniwaki veneer plant to American company expected

MANIWAKI (Staff) Louis-Phillipe Desrosiers, Sogefor vice-president, is expected in Maniwaki this evening to make an announcement concerning the future of the Maniwaki veneer plant, due to be closed Mar. 5.

Reliable sources indicate that the sale of the plant to an American company is nearly certain and this will be the gist of Mr. Desrosier's announcement. Two American lumber companies and one Canadian company are known to be interested in the plant. If it is sold it will not be closed.

About 25 Maniwaki residents trudged down to the CPR station here this morning in a heavy snowfall to sit on the tracks in front of a train which won't be leaving for several days.

They were the vanguard of a contingent of about 100 men expected to demonstrate at the station this morning and the rest of this week to protest the March 5 scheduled closing of the town's only industry, Sogefor Ltd., a veneer manufacturing plant.

The men intend to stop loading of logs by the Canadian International Paper Company onto CPR trains. However, the stationmaster said no logs will be loaded for several days because no trains are expected.

Leaders of the protest say the men will remain at the station until the situation changes for the better.

22/01/1971 *Ottawa Citizen*

Maniwaki

Maniwaki

About 75 residents blockaded Maniwaki's train station Thursday to protest the plant closing. They hoped to stop lumber shipments but none were made and the demonstration turned into a discussion session around an outdoor bonfire.

The residents are awaiting developments before resuming the blockade.

20/06/1973 *Ottawa Citizen*

Maniwaki

The NCC earlier announced plans to operate a tourist train from Hull to Wakefield this summer. But the CP Rail tracks were blitzed by the same landslide that undermined Highway 11 last month.

Just what will be done to restore the tracks is uncertain, NCC sources said. The CPR used the tracks once a week on a Hull-Maniwaki trip.

"There's some chance our train might be able to run by the fall," the NCC said, "but it's doubtful."

The NCC is uncertain when the Wakefield bread project will be launched. The mill itself is ready to go, but negotiations for the adjacent property are dragging. Plans eventually call for a tie-in between the train ride and the MacLaren mill operation.

"We are hopeful everything will be off the ground by next summer," sources said.

28/11/1973 *Ottawa Citizen*

Maniwaki

Chugging ahead

Gatineau train scheme right on the rails

By Mark Van Dusen *Ottawa Citizen* staff writer The National Capital Commission's plan to put people back on the tracks to the heart of the Gatineau just like the good old days is chugging full steam ahead.

A group of railroad enthusiasts known as the Ontario Rail Association is giving engine 1201 new life in Toronto under the watchful eye of the National Museum of Science and Technology, which owns the engine.

The association was largely responsible for restoring 1057 which was leased to the NCC for runs to Carleton Place last summer.

It has also rebuilt locomotive 136 to be used in the filming of *The Last Spike*, based on the book by Pierre Bergon [sic].

Dave McIntosh, communications advisor to NCC Chairman Edgar Gallant, said that \$15,000 was set aside for the Ottawa-Wakefield run.

He said the return train trip would operate like last summer's project, charging \$5 for adults, \$3 for children under 12 and a special \$15 family rate.

The route follows Highway 11 for 25 miles along the scenic Gatineau River. An NCC-owned grist mill in Wakefield is being restored and may provide fresh bread to the anticipated onslaught of visitors.

Passenger service was discontinued in the early 60's on the CPR line which runs between Ottawa and Maniwaki. Freight trains loaded with lumber, quartz and grain ply the tracks three times a week.

George Sayer, assistant superintendent for the CPR in Ottawa, said it is one of the oldest stretches of rail in this part of the country "built long before the turn of the century."

Last May, a landslide at North Chelsea knocked out part of the highway and 250 feet of track but Mr. Sayer said the wrecked section has been rebuilt with freights resuming runs Nov. 22.

John Corby, curator of technology for the museum, said engine 1201 was the last steam engine built by the CPR.

Constructed in June, 1944, it spent most of its working life riding the rails between Montreal and Smiths Falls where it chalked up more than 1 million miles.

It survived several stays of execution and was finally bought by the museum in 1966.

Part of the problem in reconditioning the engine is replacing the boiler must withstand 200 pounds of pressure but which could give off a force of half a million horsepower if it ever exploded.

The boiler must be replaced because of its age, according to Canadian Transport Commission regulations.

With a tractive force of 34,000 pounds the amount of power the engine can supply under a full head of steam on a dry track at take-off - 1201 would be easily able to haul the six cars up the two per cent grade between Ottawa and Wakefield.

The oil-fired engine converted to run on diesel fuel is being overhauled to run on coal, which was what it was made for in the first place.

Negotiations are proceeding with the CPR for period cars with monitor-roofs and windows that open.

"There are a lot of unknown factors before the project can be realized," said Mr. Corby. "We have a few bridges to cross yet but we are very optimistic."

What about a crew to man 1201?

"That's no problem, he said. "There are still a lot of steam hands on the railroads."

Winter Work Project

The National Capital Commission is holding a railroad turntable near Peterborough.

It is expected to be shipped to Wakefield in the very near future.

The turntable will be capable of turning around a locomotive and tender. It will be installed in space opposite Orme's Bakery as a federal winter works project.

The NCC objective is to have the turntable in operation this summer when day excursion trips are to be made from Ottawa-Hull to Wakefield where the MacLaren grist mill is to be open as a tourist attraction.

A NCC spokesman said passengers will be allowed to assist train crews when the time comes to turn the locomotive around for the return trip to Ottawa-Hull.

The NCC has earmarked \$15,000 to set up the Ottawa-Wakefield run. At this moment steam engine 1201 is being refurbished in Toronto. Its owner is the National Museum of Science and Technology.

When 1201 goes into service, its route of 25 miles will cost adults \$5, Children \$3 and a family special \$15.

Engine 1201 was built in 1944. After more than a million miles in operation it was bought in 1966 by the museum.

Its major reconditioning job involves the boiler replacement. The boiler must withstand 200 pounds pressure. It provides a tractive force of 34,000 pounds (the amount of power the engine can supply under a full head of steam on a dry track at takeoff).

This is expected to be more than enough to haul the six period-piece rail cars the NCC is negotiating to buy from the CPR. These will have monitor roofs and windows that open.

The 1201, which was converted to run on oil, is being reconverted to coal by a group of railroad enthusiasts known as the Ontario Rail Association. This group was largely responsible for restoring engine 1056 which was leased by the NCC for excursions to Smiths Falls after a land slide took out the Hull-Maniwaki line near Chelsea last May. Service on this line was only restored last week.

Colin Churcher's Note:

- 1201 was acquired from CPR as a coal burner and converted to oil for use on the Wakefield line

- 1057 was used mainly on excursions between Ottawa and Carleton Place.

*29/06/1974 Ottawa Journal**Maniwaki**Wakefield*

Sunday, Jun 30 and Monday, July 1

Open House

NATIONAL MUSEUM OF SCIENCE AND TECHNOLOGY

1867 St. Laurent Boulevard

1 a.m. 5 p.m.

Sunday June 30

STEAM TRAIN EXCURSION to Wakefield. Quebec

Leaves National Museum of Science and Technology at 10 a.m.

returns around 4 pm.

tickets at museum gift shop or NCC Confederation Square kiosk

Prices Adults \$5.00 Children (to 16) \$3.00 Family (max 5) \$15.00

*02/07/1974 Ottawa Citizen**Maniwaki*

Tables turn turned on old No. 1057

The NCC steam train chugged into Wakefield station Sunday on its first run of the season. But after depositing its load of nostalgia fans, No. 1057 was forced by a faulty turntable to back up all the way to Hull, around there and back up to Wakefield to pick up the coaches. An NCC spokesman said the turntable will be repaired in time for the July 14 run. The weekend excursions leave the science museum at 10 a.m.

*02/07/1974 Ottawa Journal**Maniwaki**1057*

History Gets back on the Right Track

Ah yes, the whistle of the old steam engine.

It works wonders on people. It makes oldtimers feel young and draws swarms of people to the railway tracks to wave and snap pictures and tape-record the chug, chug and toot, toot.

Things were no different Sunday for the inaugural run of a 1912 steam engine from the National Museum of Science and Technology to Wakefield. Three hundred guests packed into the five coaches which included the famous Mount Stephen, the luxurious walnut-panelled coach used by royalty and Winston Churchill 30 years ago.

The happy people got not only a train ride they also shared some breathless moments. Such as the darkened journey through a tunnel under the Rideau Canal and Dow's Lake a tunnel few Ottawans know about. And the groaning baiting trip up Mile Hill to Wakefield.

At one point, the train came to a complete stop and started rolling backward. But before everyone could jump out and push, the old train huffed and puffed and inched its way to the crest of the hill. Finally, it was over and NCC organization man, Dan Karon led the chorus of sighs.

The scenery along the way left NCC Chairman Edgar Gallant bubbling: "These are vistas I never even dreamt of."

Hundreds of people lined the route waving with one hand, blocking an ear against the piercing whistle with the other.

The inaugural run even saw a mini-demonstration of West Hull residents waving a banner to "Save the Valley" against the proposed four-lane highway which would split the municipality.

One irate resident in Wakefield complained about the noise of the train's whistle but for most of the others, armed with tape recorders and sporting ear-to-ear grins, it was the happiest sound they've heard around there in some time.

The relic will be out on the tracks again next Sunday without the Mount Stephen coach but with the rest of the hoopla.

*16/07/1974 Ottawa Journal**Maniwaki*

Steam train to Wakefield booked solid

Tickets for the July 21 train excursion to Wakefield sold out within an hour Monday.

Five more excursions to Wakefield, two to Carleton Place and one to Maxville are also planned this year. Three hundred tickets are put on sale at 9 a.m. Monday before each excursion, at the offices of the National Capital Commission and the Museum of Science and Technology.

The next Wakefield run is July 28; Carleton Place August 5 and Sept. 2; and Maxville, Aug. 3.

Return fare is \$5 for adults, \$3 for children under 16 years. A \$15 family ticket covers the price for one adult and four children, or two adults and three children.

The excursions are part of a joint program by the NCC and the museum.

Those Western lumps too hard to take

By SUSAN RILEY Journal Reporter

The Wakefield express might not be making its three runs this weekend unless some federal department can lend the NCC some coal.

The train, booked solid as usual, was to visit Maxville on Saturday, Wakefield on Sunday and Carleton Place on the holiday Monday.

However, the Alberta coal which powered the train last weekend caused several small grass fires along the track and a couple of minor fires between cars.

Apparently the western coal burns smaller cinders than the eastern coal which is usually used, and these cinders escaped through netting over the smoke-stack setting off small blazes.

Now the train's operators are desperately canvassing other federal departments to see if anyone can lend them some eastern coal.

02/08/1974 *Ottawa Journal**Maniwaki*

ONE LUMP - OR TWO?

The Wakefield express will be making its three scheduled runs this weekend after all.

There was some concern earlier this week, that the runs might have to be postponed when it was discovered a new shipment of Alberta coal was a fire hazard.

The Western lumps burned small cinders which escaped through the smokestack last weekend, igniting small grass fires along the tracks and causing several fires between cars. The train had to stop once on the way up to Wakefield and twice on the back.

However, after coal canvassing both the federal government and local school boards the train operators discovered some suitable coal at a local commercial firm's yard.

Meanwhile, more "hard" coal is believed to be order from Cape Breton and should be delivered in time for the next runs.

The ancient train visits Maxville, Wakefield and Carleton Place this weekend

12/08/1974 *Ottawa Citizen**Maniwaki*

There but for a bolt went train

A wayward bolt crippled the steam locomotive chugging home from the regular National Capital Commission excursion to Wakefield Sunday afternoon.

Five OC Transpo buses removed 311 passengers stranded aboard the train near Freeman Road, about eight miles from the city.

The breakdown, which occurred at 3:45 p.m., caused no injuries. After a 45-minute delay, the buses returned passengers to the Museum of Science and Technology.

The bolt slipped loose from a wheel on the right side of the train, spoiling the synchronization of its wheels. Work crews did patchy repairs and the train inched back to Ottawa several hours overdue.

Technicians were assessing the damage today. Tickets for the Aug. 11 train trip to Wakefield went on sale as usual today at NCC outlets.

NCC officials said should the train be unable to make its Sunday run, tickets sold this week will be valid for the Aug. 25 excursion or ticket holders may obtain a cash refund.

The final Wakefield excursion is scheduled for Sept. 1. A trip to Carleton Place is planned for Sept. 2.

The incident was the train's second minor mishap this summer. A few weeks ago, a mechanical failure forced the train to return to Ottawa in reverse.

03/09/1974 *Ottawa Citizen**Maniwaki*

End of the line

Old Engine 1057 made the last of nine summer runs from Ottawa to Wakefield Sunday. The train, built in 1912, started a lot of small grass fires during its runs when it spewed bits of flaming coal. In the foreground is the maintenance vehicle - jigger - that followed the train to put out fires.

The train will be back next summer.

18/11/1974 *Ottawa Citizen**Maniwaki**Venosta*

Two killed when car hits train

VENOSTA (Staff) - Two men were killed and two others injured early Saturday morning when their northbound car crashed into a moving freight train at a railway crossing on Highway 11 near here, about 40 miles north of Hull.

Dead are the driver Bernard Piquette, 24, of 105 Eddy St., Hull, and Serge Richard, 21, of 421 Notre Dame St., Gatineau.

Passengers Robert Mantha, 20, of Hull and Georges Fourrier, 19, of Maniwaki were reported in satisfactory condition Sunday in Hull's Sacred Heart Hospital.

Quebec Police Force at Low said the road was slippery but flashers at the railway crossing were working.

The vehicle, which struck the train's 11th car, was extensively damaged.

21/01/1975 *Ottawa Citizen**Maniwaki**Chelsea*

17-year-old injured

A 17-year-old Chelsea youth is in satisfactory condition in Ottawa General Hospital following a train-truck collision Monday.

Police say a truck driven by Yves Marengere collided with a CP Rail freight train at the Highway 11 crossing in Chelsea about 11 a.m.

Now sparks won't fly

Popular puffer to be converted to oil

The embarrassing sparks have been taken out of the popular summertime train excursion.

The train, a joint National Capital Commission and Museum of Science and Technology program, ignited a great deal of controversy last summer because of its coal-burning locomotive.

Several fires .

Not only did residents living next to the railway tracks complain about the polluting thick black smoke, but; the coal cinders also ignited several minor fires. On one run 14 fires were reported.

These complaints and the problems of having to store and transport large quantities of coal to keep the locomotive running has led the museum officials to convert the motive power to oil burning.

But officials in charge of the excursion project point out that the locomotive will still produce steam. "All we have done is to take out the negative part of the operation," they say.

This is one of the many improvements planned for this year's edition which is the third summer that the two federal bodies have presented this project.

Originally the locomotive that was to have been used was "1201" which was the last steam locomotive built by Canadian Pacific. But a substitute engine had to be used because worn out parts of the 1201 couldn't be found.

Search pays off

However after an 18-month world-wide search by museum officials, the needed parts were finally found in South Africa last fall. They are now being installed and the engine is expected to be ready for service this summer.

Another improvement is in the process of selling the excursion tickets. The first year too many were sold and last summer the tickets were sold out at two locations within 30 minutes. Therefore this year, the tickets will be sold in the evening at the museum.

To reduce ticket confusion, this summer there will be only two kinds of tickets. One for adults at \$6 each and one for children at \$3 each. In the past there were combination tickets. Another improvement is that this summer there will be excursion trips on Sundays and Wednesdays. This will, give area residents and tourists more choice and reduce engine strain. In the past the trips were restricted to weekends.

20 trips to Wakefield

There will be a total of 20 round trips to Wakefield this summer, 10 each on Sundays and Wednesdays, starting on the July 1 weekend through to Labor Day weekend.

There will be at least two trips to Carleton Place and one trip to Maxville for the annual Highland Games.

In Wakefield this summer a food and beverage concession . will be opened next to the turntable; and the nearby MacLaren grist mill, owned by the NCC, is to be open to the public. For added enjoyment, a local farmer in Wakefield plans to offer hay rides.

All the excursion trips except the one to Maxville, are to leave the station at the museum at 10 a.m.

17/06/1975 *Ottawa Journal*

Maniwaki

1057

Train trip ticket plan overhauled

Tickets for the popular NCC steam train excursions will be sold at only one place this summer.

Last year there was some confusion because the tickets were sold by both the Museum of Science and Technology and the National Capital Commission which run the project.

But this year tickets for all the excursions will be sold only at the museum on St Laurent Boulevard, said its Information officer Kattita Stark.

"Also this year we won't sell any group tickets as we want the excursions to be a family affair," she said, adding that there is a maximum of eight tickets per person.

This year there will only be two types of tickets, one for adults at \$6 and one for children 16 years of age and under at \$3. Last year's family tickets have been eliminated as "too awkward.

The train excursions will begin Sunday, July 1, with a trip to Carleton Place and the last trip of the season on Sept. 1 will also be to Carleton Place.

" Between those dates there will be a total of 17 trips to Wakefield on Sundays and Wednesdays with the only exception being Aug. 2 to Maxville for the annual Highland Games.

Tickets for the Sunday excursions will be sold on the previous Friday starting at 7 p.m. For the Wednesday excursions the tickets will go on sale on Mondays at 7 p.m.

The tickets will be sold on a first-come-first-served basis. For the first runs Engine No. 1057 will be used as last year, The museum's own Engine No. 1201 is still in Toronto for repairs but may be ready by late July.

18/06/1975 *Ottawa Citizen*

Maniwaki

Steam train twice weekly

Extra steam train excursions will be run this summer to meet public demand, the Museum of Science and Technology announced today.

"Last year we had tickets for the Sunday excursions sold out in 20 minutes. So this year we're running a Wednesday train as well," said Kattita Stark, museum information officer.

Seventeen of the 20 excursions run in conjunction with the National Capital Commission will be to Wakefield. In addition there will be a trips [sic] to Carleton Place July 1, and Sept. 1 and to Maxville Aug. 2 for the Highland Games.

Group and family tickets have been eliminated this year. Instead the museum will be offering only single adult tickets at \$6 and children tickets at \$3.

Museum officials hope this change will make the excursion available to more families and a greater variety of people.

Tickets will only be sold at the museum on St. Laurent Boulevard, not at the NCC as in past years. Sunday tickets will be available the previous Friday and Wednesday tickets the previous Monday.

How deadheading ended a career

By Dave Brown

At first there didn't seem to be anything unusual about the small train heading north towards the Prince of Wales Bridge at 10.35 a. m. Sunday. I was riding my bike along the Parkway and daydreaming when the feeling that something was out of place hit me. It took a while to sink in. First the sound steam. Then, the sight.

That train didn't belong there.

It was engine 1057, gurgling along contentedly and pulling a short string of old passenger cars, off on its first excursion of the summer to Wakefield.

Being from a railroad family (Both grandfathers and my father were CPR trainmen.) I have in the past watched so many similar trains and engines from a bicycle that time lost its meaning. That's why it had been difficult focusing on what was wrong with the scene . around me.

I stopped on the overpass and in the sounds and smells of steam, easily slipped back 25 years and remembered how my railroading career was cut short at age 12.

Start of a lesson.

I had informed my father that I wasn't too interested in long range education planning because I was going to be an engine driver just like him. He tried to talk me out of it but nothing seemed more fun.

So he taught me out of it.

10/07/1975 *Ottawa Citizen*

Maniwaki

Full steam ahead! (with photo)

The National Museum of Science and Technology excursion train steams across the Lemieux Island Bridge on its way back from Wakefield Wednesday. The 1912 coal-fired locomotive, on loan from the Ontario Rail Association, will be replaced next month by the museum's 1944 oil-fired engine in a bid to cut air pollution, extend the range of the train and reduce the risk of forest fires.

28/07/1975 *Ottawa Journal*

Maniwaki

Out of puff

Old 1057 just ain't what she used to be

By DAN KARON Outaouais Staff. It wasn't only the engine of the excursion train to Wakefield that was letting out steam on Sunday.

Many of the excursion's 300 passengers were also fuming as the normal six-hour trip was extended by two hours due to a "combination of circumstances."

"It would have been a good day to stay in bed," summed up one official of the joint National Capital Commission and Museum of Science and Technology project.

First the train did not leave the museum train station at 10 a.m. as scheduled due to a "minor steam leak." When it was finally repaired it was 11 a.m.

By this time the rain was coming down and when the engine 1057 with its five passenger cars came to the "Mile Hill" just south of Chelsea it couldn't make it up the hill, the tracks were too slippery.

At the bottom of the hill, two passenger cars were uncoupled and the engine managed to pull the three other cars up the hill to a siding.

But by the time the 1057 engine was ready to pull the two other cars up the hill, it had almost run out of water and the West Hull fire department department was called in to the rescue..

Finally by 2 p.m. the train excursion was once again on its way to Wakefield, which is the usual time for leaving Wakefield. .

Due to the delay in arriving in Wakefield and the wet weather, the stay was cut short and shortly after 6 p.m. the excursion trip arrived back at the museum.

19/08/1975 *Ottawa Citizen*

Maniwaki

More vandalism. Woman hit by rock thrown at NCC train

The National Capital Commission might cancel its twice-weekly steam train excursions because a rock thrown through a window Wednesday hit a woman passenger.

The train was making its regular run from the Museum of Science and Technology on St. Laurent Boulevard to the station at Wakefield, 25 miles north of Hull. The woman was not injured.

NCC spokesman Dave McIntosh said the commission suspects several recent incidents of vandalism might be an organized campaign.

Since last Saturday, the Kings-mere ruins have been partially destroyed; the track on the Wakefield train run has been greased; an NCC office in Hull has been robbed, and NCC vehicles at its main office have been damaged.

25/08/1975 *Ottawa Citizen*

Maniwaki

Vandal-free journey for all aboard

No vandalism was reported Sunday during the National Capital Commission's steam train excursion to Wakefield.

Vandals had plagued two trips last week.

Last Wednesday, someone threw garbage at one of the train's window, breaking the glass and injuring one person. Last Sunday, the train was delayed two hours because uphill tracks had been greased, forcing the crew to divide the cars and make two trips.

Chief crewman Duncan duFresnes [sic] said Sunday that there were no problems during the trip

CP Rail security personnel and police were along the route, but no security men rode the train.

The steam train is to make two more excursions to Wakefield and one to Carleton Place this summer.

19/04/1976 *Ottawa Journal*

Maniwaki

Carleton Place Steam Run Out

Destination changes are planned for this summer's steam train excursions organized by the Museum of Science and Technology and the National Capital Commission. Although the run to Wakefield will remain as the backbone of the excursion program, this summer there won't be any scheduled trips to Carleton Place and it is unlikely there will be one to Maxville. The trips to Carleton Place last year did not prove to be a success.

They were only filled to 50 per cent of capacity, said an official in charge of the excursion program. The run to Maxville for the annual Highland Games at the end of July was a success but this year its date conflicts with a planned trip to Smiths Falls for that community's 150th anniversary celebrations. This summer it is expected that the 1201 locomotive will be used.

22/06/1976 *Ottawa Journal*

Maniwaki

A hole lot of work to get ready

Doug Scoyne, a 25-year-old railway man and boiler inspector for CP Rail, is busy these days grooming, inspecting and making engine 1201 ready for her annual debut pulling excursion trains from the Museum of Science and Technology to Wakefield. Built in 1944, the Pacific-class locomotive is one of only a handful of steam locomotives still pounding the rails in North America. Keeping her that way, however, means a hole lot of hard work.

(with picture)

Summer's first chug for old Engine 1201

Belching steam and black smoke, its whistle screeching and bell tolling, a Canadian Pacific Railways steam locomotive was back on the tracks Sunday for the first time in 16 years.

Locomotive No. 1201 pulled five vintage CPR passenger cars out of Ottawa Sunday morning to begin this summer's steam train excursions to Wakefield, Que.

Before it was retired in 1960, the locomotive travelled more than a million miles, mostly on the "Perth local" run from Montreal to Smiths Falls. The only remaining example of two prototype engines built by CPR's Montreal shops in 1944, No. 1201 sat quietly in the National Museum of Science and Technology from 1967 to 1973. Since then, it has been rebuilt to haul the steam train excursions sponsored by the National Capital Commission.

No. 1201 was also converted to burn fuel oil instead of coal, because good locomotive coal is too costly and scarce these days, said Duncan duFresne, one of the crew members on Sunday's run.

The old steam locomotives had a special charm because they left little to automation; unlike modern diesel engines said Mr. duFresne, who worked as a CPR fireman in the last days of steam.

"Their performance and the handling of their power relies entirely on the skill of the crew," he said. "The engine is very much an extension of the crew."

Now an air traffic controller, Mr. duFresne said he finds working on the steam runs a relief from his highly-automated, full-time job.

"It's a joy to come and work on this thing," he said:

"These old steam engines, there was just something about them," agreed Lorne Blackburn, engineer for Sunday's excursion.

"You were more or less part of them, you know," added Mr. Blackburn, a CPR engineer who had handled both steam and diesel engines.

The excursions leave the station at the National Museum of Science and Technology, 1867 St. Laurent Blvd, every Wednesday and Sunday until Sept. 5 at 10 a.m. and arrive back in Ottawa about 4:15 p.m.

14/10/1976

Ottawa Citizen

Maniwaki

Ottawa

Winter Warmer

Winter is coming and a cover has been placed over this locomotive at the National Museum of Science and Technology on St. Laurent Boulevard. (With a picture of 1201)

11/01/1977

Ottawa Citizen

Maniwaki

Maniwaki train

Battle sure over attempt to end service

By Dan Karon Citizen staff writer

A battle is shaping up over the future of the railway line between Hull and Maniwaki.

CP Rail is currently carrying out a feasibility study on whether to abandon the 79-mile track.

Ten years ago the railway company discontinued regular passenger service on the line, which runs alongside the Gatineau River. A few years ago regular freight service was also discontinued.

The line is now used by infrequent freight trains and in the summer by an excursion steam train to Wakefield from Ottawa.

Although the feasibility study hasn't been completed, a CP spokesman said Monday chances of keeping the line open were slim.

"Our preliminary reports show that the costs for maintaining that line considerably outweigh the revenue that we receive from it," he said.

And if no arguments can be found to counterbalance these unfavorable figures, the railway company will seek permission from the Canadian

Transport Commission to abandon the line.

However, such a request will be stiffly resisted both by local officials and by the Outaouais Development Corp., the provincial government agency set up to promote industry and tourism.

"It would be a very serious error with grave economic consequences to abandon this railway link," Maniwaki Mayor J. E. Gendron said Monday.

The movement to preserve the railway line will be led by the ODC, which has already started to draft a report objecting to such a move.

"Although at present the railway company isn't making money with this line, there is a very bright future for it," said Normand Begin of the ODC.

The development corporation's optimism is based on provincial environment department indications that the practice of floating logs down the Gatineau river will be prohibited within the next few years in an attempt to clean up the river.

The pulp and paper industry is the backbone of the area's economy, with three major complexes located in the Hull area, supplied by timber cutting reserves in the Maniwaki area.

"Transporting the logs by trucks is not only very expensive but also impractical, as the local industries would require shipments of one truck every 20 minutes during a 24-hour period," Mr. Begin said.

The only transportation alternative is shipment by rail, he said, noting that this use will likely make the line a paying proposition again.

Therefore the ODC will ask the CTC to provide temporary subsidies to maintain the rail link until log transportation starts.

11/04/1977

Ottawa Citizen

Maniwaki

Steamers to chug on Gatineau rails again this year

Few changes are scheduled in this summer's version of the popular steam train excursions along the Gatineau River valley from Ottawa to Wakefield.

"It has been a winning formula and you don't tamper with success," says R. J. Corby of the co-sponsoring Museum of Science and Technology.

Despite cost-of-living increases in the past year, fares will remain at \$7.50 for adults and \$4 for children 16 and under.

The tickets will again be sold at the museum off St. Laurent Boulevard. Date of sale will be announced later.

The museum and the National Capital Commission joined forces five years ago to present this excursion program. They jointly pick up the operating deficit, which last summer totalled about \$20,000.

This summer the 25-mile excursions will begin July 3 and end Sept. 3. A total of 19 trips will be made.

The excursions will be held Sundays and Wednesdays, with the five-car train pulled by the "1201" locomotive purchased by the museum in 1966.

The trains leave the museum "station" at 10 a.m. and return about 4 p.m.

Last summer there was one additional trip to Smiths Falls to join local centennial celebrations. - This year no extra run is scheduled.

A new passenger car has been added to the train this year. The museum recently purchased it from the Ontario Northland railway company.

The NCC had hoped to have its water-powered gristmill in Wakefield ready for visitors during the two-hour stop-over there, but work on the mill will not be completed in time.

As in past summers, members of the Bytown Railway Society will operate the train rides along the Canadian Pacific railway tracks that hug the western bank of the Gatineau.

06/07/1977

Ottawa Citizen

Maniwaki

Keeping it together. . .

Workmen doing jobs like this played a significant role in keeping Canada together in times past. The railway was the nation's key transportation link and repair of the great steam engines kept the trains rolling. Bruce du Fresne, 21, (left) a third-year engineering student at Carleton University and Gerald Gaugl, 22, show that old skills can be relearned as they prepare to start this old engine for the start today of the National Museum of Science and Technology's excursion to Wakefield held twice weekly during the summer.

Steam's up

Youngsters and oldsters ride the rails in old 1201

Although children seem to make up most of the passenger list, it's their parents and grandparents who seem to get the most enjoyment from the twice-weekly steam train excursions to Wakefield.

(From page 1, Old 1201)

NCC excursions start

Old 1201 back on the rails

There was a time, a few decades ago, when Canadian Pacific's steam locomotive No. 1201 was harnessed to great national purposes. In her infancy, she took men and their weapons to war, later returning them to what was to be a world of peace and plenty.

With the end of the Second World War, Canada leaped into a great economic boom and No. 1201 helped move a torrent of goods, along with the people that made and consumed them.

Moving puposefully, at speeds up to 90 miles an hour, it logged over a million miles before diesel locomotives and passenger aircraft pushed the old steam engine off the main line, and eventually out of service. She was retired in 1959.

Wednesday, they ran her down the tracks again this time at a leisurely 25 m.p.h. to provide a few hours of recreation and nostalgia for 260 people.

They were the first passengers this year on the National Museum of Science and Technology's twice-weekly excursion train to Wakefield.

The six-hour event begins at the museum at 10 a.m. Wednesdays and Sundays until Sept. 4. In addition to the locomotive, the train is composed of vintage Canadian Pacific Railway cars.

Young parents with children dominated Wednesday's passenger list. Riders arrived early carrying picnic hampers, clearly determined to have a good day.

"Please," begged one mother as her two sons wrestled for the window seat, "be good boys and we all can have a good time."

A few railway buffs had come to add to their "collection" of trains. "I'd go almost any distance to ride an old train like this," said Bob Palmer of Woodstock, Ont. "There are so few left and that's a great pity."

Everything from the swivel seats with their green upholstery to the overhead luggage racks was so familiar, they assured one another.

They crowded close to the locomotive before the trip began and strained to hear, through the babble of childish voices, the beat of the pistons as the train crept through the city.

"Did you really ride on trains like this in the olden days. Grandad?" a little girl asked. "Yes," she was told, "my mother and father took me on an excursion just like this."

It was the almost forgotten wail of the steam whistle that touched the most responsive chords of memory. That sound had spoken in their youth of far places and high romance and they spoke of those things Wednesday as the train rolled slowly along the Gatineau River.

"How it takes me back," one man observed. "I used to lie in bed as a boy on our farm in New Brunswick and listen to the train whistle and tell myself: Some day, you will be on that train. Do kids today have anything like that, I wonder?"

Cloudy skies and scattered drops of rain met the passengers at Wakefield but they received little attention. There, the locomotive and one car are turned around on a manually-operated turntable in a half-hour process drew a big crowd of passengers and townspeople. They were busy minutes too for some parents when their children darted forward to put pennies on the track before the advancing locomotive.

The contents of picnic hampers stilled the children and provided parents with a respite before they began to herd their family back on the train for the return trip to Ottawa.

Younger children, by then, were tired and cranky. Even the paper-cup dispensers and toilets had lost their fascination. Soft drinks from the souvenir counter restored calm until the youngsters yielded to the hypnotism of motion and sound and sat quietly while weary mothers leaned back their heads and closed their eyes.

At 3:50 p.m., Locomotive No. 1201 managed a feat probably never achieved in its regular railway service by arriving at the museum station fully 25 minutes ahead of the advertised time of arrival.

We're home, thank God," muttered one mother. Had she enjoyed the excursion. "Oh yes! But if I did it again, I don't think I would take the kids."

NCC excursions start

Old 1201 back on the rails

By Jim Hayes Citizen staff writer

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Parents, grand parents 'turned on' by steam train trip

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08/07/1977 *Ottawa Citizen*

Maniwaki

Steam train trips may be doomed if CP wins bid to abandon line.

By Dan Karon Citizen staff writer This will be the last summer for the popular steam train excursions between Ottawa and Wakefield, if CP Rail has its way.

The railway submitted an application earlier this week to the Canadian Transport Commission to abandon its track between Hull and Maniwaki.

"We had no choice but to submit this application because this line is very rarely used and we have had to operate it at a loss for the last 10 years," said a company-spokesman today.

Until the mid-1960's the 74-mile long track was regularly used by both freight and passenger trains.

During summer months, the section between Hull and Wakefield is used for the steam train excursion run by the Museum of Science and Technology and National Capital Commission.

However CTC officials said today there is still some chance the line will be kept open. They said public hearings will be held later this year to determine whether there is any justification for keeping the line open.

If the CTC finds there is some reason to keep the line open, it can order the railway to do so and help with federal subsidies.

"This is exactly what we are going to try to do," said Harold Kelly, secretary of the Gatineau County council.

The county council is organizing a mass meeting for next Tuesday in Gracefield to present a "common front" to oppose the abandonment.

"It will be a very hard economic blow for the area," said Tom Lefebvre. MP for Pontiac. "It is true the line is not used very much at this time, but it would be a serious mistake to abandon the line now."

Both he and Michel Gratton, MNA for Gatineau, said within a few years there will be a need for the line.

They noted the federal and Quebec governments recently agreed to build a new road between Maniwaki and Temisca-mingue which will open a new pulp and paper market.

"What is the use of building this road and bringing all the new lumber to Maniwaki if you can't get it out again?" said Gratton.

05/08/1977 *Ottawa Journal*

Maniwaki

Queen to ride into Quebec on NCC train to Wakefield

Queen Elizabeth will be in Quebec during her five-day visit to Canada this October despite earlier reports her Jubilee Year trip would be confined strictly to Ottawa.

Sometime around noon Oct. 16, she will step onto the railway platform at Wakefield station from a specially-dressed up car of the National Capital Commission's summertime excursion train, en route to a luncheon with Prime Minister Trudeau at his Harrington Lake retreat.

The NCC train runs on a twice-weekly schedule from the Museum of Science and Technology to the Uatineau village and return during the summer months. It has been operating for four years.

The train is pulled by locomotive 1201, the last steam-power engine built for the Canadian Pacific Kail-way. The engine will probably be in for a special sprucing-up, although it is maintained in top condition.

Details of the Queen's Ottawa visit haven't been made public, but she is expected to award a special Jubilee medal that will be given for achievement in a number of fields including science, education and sports.

A large public reception is also a possibility.

Queen to ride into Quebec on NCC train to Wakefield

By Jim Kobb Parliamentary Staff

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06/08/1977 *Ottawa Journal*

Maniwaki

1201

Heavy security planned for Queen

Heavy security likely will enshroud the Queen's train ride to Wakefield in October, if it comes off as planned, a federal official-said Friday.

Queen Elizabeth is to travel to Wakefield as a passenger on the excursion train which runs as a tourist attraction on a twice weekly schedule during the summer season.

The train, pulled by the last Canadian Pacific steam locomotive built, No. 1201, was inaugurated four years ago by the National Capital Commission. It runs from the National Museum of Science and Technology to the Quebec village and back.

The October 16 train ride will be one of several official events for Queen Elizabeth during her five-day Jubilee Year visit to Ottawa.

The train route is through heavily wooded countryside for the most part, dotted with cottages and small villages. Such terrain will require deployment of many security officers, a government official suggested.

In 1975 vandalism almost forced cancellation of the train service.

In one stone-throwing incident a woman passenger was hit on the face by a stone thrown from the right-of-way.

It came flying through an open window but fortunately the passenger was not injured seriously.

The train trip is being planned to give Queen Elizabeth a glimpse of autumn foliage in the Gatineau Hills en route to a luncheon engagement with Prime Minister Trudeau at his Harrington Lake cottage.

One security measure that could be employed, it was suggested, is to run a gasoline-powered rail car, the kind used by section gangs, ahead of the train to ensure the tracks are clear of obstacles.

This measure harks back to the early days of Royal travel by rail in the 19th century.

Queen Victoria was an avid railway enthusiast and the Royal train then was preceded by a guard walking.

But his job, apparently, was to clear the track of wandering cows and horses.

How the Queen will get to Harrington Lake from Wakefield station hasn't yet been worked out. But it is thought she will probably travel by official limousine.

24/09/1977 *Ottawa Citizen*

Maniwaki

As part of her five-day visit to the Ottawa area the Queen will travel to Wakefield on a special run of the steam train organized by the National Capital Commission and the Museum of Science and Technology.

After a brief ceremony at the Wakefield train station, she will go to the prime minister's summer residence at Harrington Lake for an official banquet.

15/10/1977 *Ottawa Citizen*

Maniwaki

Sunday, they are to take a steam train to Wakefield, puffing away from the old Ottawa West train station at Scott and Baysview streets about 11:35 a.m.

A trip to remember

Christopher Cobb

Hundreds brave rain for glimpse of Royal Train.

For slightly more than an hour Sunday afternoon, the Royal train steamed steadily from the old Ottawa West railway station on Scott Street until it reached the rustic elegance of Wakefield - a small picturesque village along the banks of the Gatineau River.

There was a short delay enroute to allow the Queen time to receive a small bouquet of flowers from Jan Yantha, a 10-year-old boy from Hull. Jan said he had grown the flowers in his garden and the Queen looked both delighted and surprised at the gift.

Locomotive number 1201, proudly bearing the Royal crest, puffed slowly across the Prince of Wales bridge and picked up speed as it steamed into Quebec. The old engine was "officially retired" in 1959 after logging a million track miles. She can still reach speeds of 90 miles an hour on a good day and a good track, but Sunday neither were available.

Despite the drizzle, hundreds of people turned out to watch the Royal couple pass by. Spectators thronged along the tracks, waving flags and hands as they watched intently for a glimpse of the Queen and Prince Philip.

One group had poured champagne and were holding up their glasses to toast the Royal presence. Another gathering had decorated their raft with a huge Union Jack and were giving an enthusiastic welcome as they floated on the Gatineau River.

Three members of the Bytown Railway Association - Bob Millican, Duncan du Fresne and Colin Churcher - were on board. The trio had worked all weekend to get the train into tip-top condition for the journey.

The Queen, Prince Philip and other dignitaries occupied the last two carriages. The Queen's parents rode in them nearly 40 years ago" when they visited Canada, and the Queen herself may have remembered the green upholstery in the train's royal salon from 1951 when she came here as a Princess.

Everyone on a Royal train gets a wave from spectators, and few could resist the temptation to wave back at the crowds along the track.

The journey was relatively smooth but the engine had to puff extra hard as it pulled its five carriages up the notorious Mile Hill at Chelsea. Nobody really noticed but, according to the resident railway association experts, the wheels slipped several times on the greasy tracks.

"See that tree up there?" asked one. "Well, when we get past that we can relax. That's where the hill ends and from there it's dead easy."

Rain-sodden Quebec Provincial Policemen - 200 of them - were stationed intermittently along the route as a security precaution, but they had little to do except watch, like everyone else.

The crowds got larger as the train reached Wakefield and at the roundabout just beyond the station about 2,000 cheering people watched it pull in. Scouts, guides, cubs, brownies and local Legion members waited as the Queen walked the length of the train to thank 57-year-old engineer Ab Sabourin, CP's senior Ottawa area engineer, and his fireman Rudi Lamothe.

"It was a trip to remember," said the veteran engineer. "She asked me about the engine and a few other things. But apart from that, it was just like any other trip."

After a short walk-about when they waved to the crowd and spoke briefly to a couple of Legion members, the Queen and Prince Philip drove through the village

and on to Harrington Lake for lunch with the provincial premiers.

The Royal train meanwhile was taken back to Ottawa to be housed in the Museum of Science and Technology until next summer when it goes back into service for Ottawa-Wakefield novelty rides. The Royal cars, however, will be out of circulation until they are called upon again.

And that, as many of Sunday's passengers sadly noted, 'could be a lone way down the track.

17/10/1977 *Ottawa Citizen*

Maniwaki

Wakefield

Royal Handshake. Following arrival of the Royal Train at Wakefield, Que., during the recent Jubilee visit, the Queen is shown bidding farewell to fireman Rudi Lamothe while engineman Albert Sabourin looks on with Prince Phillip and La Peche mayor Cleo Fournier and Mrs. Fournier.

These two CP Rail employees, along with conductor Donald E. Gaw; trainmen S.F. Palmer and P.A. Robinson operated the train from Ottawa to Wakefield on behalf of the National Museum of Science and Technology. Engine 1201, an oil-fired steam locomotive, built by Canadian Pacific in 1944 at Angus Shops was decorated with the royal crest for this historic journey.

05/07/1978 *Ottawa Citizen*

Maniwaki

Summer's here, steam's up

The 1201 pulled away from the Museum of Science and Technology on St. Laurent Boulevard today for its first six-hour trip of the season to Wakefield. Pulled by a 1942 vintage steam engine, the train carries 346 passengers and will wind its way along the Gatineau River every Wednesday and Sunday until Labor Day. Reservations must be made a day in advance at the NCC tourist office or at the museum. Tickets are \$7.50 for adults and Citizen photo \$4 for children.

07/11/1978 *Ottawa Citizen*

Maniwaki

All puffed out

CP Rail decision may end run of Wakefield steam train

The steam locomotive which has chugged Ottawans and tourists to Wakefield and back for the last six years may have choo-chooed its last.

There's nothing wrong with the engine, but CP Rail has decided not to allow any more steam locomotives on its tracks after Dec. 31.

CP spokesman Steve Morris said maintenance and operation of steam locomotives have become increasingly difficult since they were eliminated from regular service in 1960.

People in their 40s when the steam locomotives were retired are now in their 60s and retiring themselves. Younger staff weren't trained on steam locomotives and the machinery is gradually becoming obsolete, Morris said.

The decision will affect two steam engines in Toronto as well as the Wakefield train, run jointly by the National Capital Commission and the Museum of Science and Technology.

Museum spokesman John Corby said there's no thought of taking the engine out of winter retirement for one last run before CP's deadline, although he will be seeking some way of keeping the train on the tracks.

Corby feels the locomotive's problems are more administrative than mechanical, and hopes he can get CP to change its mind.

He said the locomotive may be a nuisance to the national rail system but a solution might be found by operating on Canadian [sic] National Railways lines, which would mean going to Barry's Bay instead of Wakefield.

Wakefield, with a two-hour run each way, is better for families with small children than the 4½-hour run in each direction to Barry's Bay, he said.

Only a railway can hold the operating certificate of a steam locomotive, and CP has held the papers for the museum train.

Corby said it might be possible to transfer the certificate to reflecting r.j.c vital Canada. CNR, but speculated CNR might object because the engine was not originally part of its rolling stock.

The museum sees the train as a travelling educational exhibit reflecting the importance of railways to the development of Canada.

Locomotive runs okayed

Steam locomotive fans in the, Ottawa area have won a reprieve. The Museum of Science and Technology's steam train will run to Wakefield every Wednesday and Sunday this summer as it has for the past several years. And it starts its season on July 1 with a special Canada Day run up the Ottawa Valley to Barry's Bay, tying in with local festivities along the way. When the train completed its season last fall and was decommissioned for the winter, it looked as though it had taken its last run. A declining number of railway personnel with experience in steam locomotives had made the railways leery of continuing to run the engine, and legislation requires that a locomotive licence be in the control of a railway. Subtle negotiations throughout the winter have achieved a compromise, said John Corby of the museum.

28/04/1979 *Ottawa Journal*

Maniwaki

Wakefield train back on track

The steam train to Wakefield one of the capital's most popular summer tourist attractions is back on the rails after seemingly being relegated to the round house last fall.

Although it looked like the train had made its final run last September, talks between the Museum of Science and Technology and the railways resulted in an agreement under the which the train will run to Wakefield on Wednesdays and Sundays as usual.

According to a museum spokesman, the railways, with control over a locomotive licence, were reluctant to prolong the life of the train because the number of people familiar with steam engines are few and far between.

"Careful negotiations" ironed out the problem, he said.

An announcement will be made soon regarding train schedules and ticket prices, he said.

28/02/1980 *Ottawa Citizen*

Maniwaki

Future of train in doubt

By Roswitha Guggi Citizen staff writer

Plans are moving ahead to run the popular steam locomotive, excursions between Ottawa and Wakefield this summer, but the future of the trips is a little smoky.

The fate of the excursions is coupled to the outcome of next month's Canadian Transport Commission hearings into CP Rail's request to abandon , its 140-kilometre line between Hull and Maniwaki.

When the railway company first announced its intention to scrap the line in June, 1977, it ran into stiff opposition from residents along the route who said the move would have serious economic consequences for the Gatineau Valley.

A number of municipalities and individuals plan to continue their opposition at next month's hearing.

Gatineau County warden Hubert Tremblay, who chairs a county council of 21 municipalities, said the communities have been preparing arguments against the abandonment of the line for 2½ years.

He said county council will present a brief to the commission, likely at the March 13 hearing in Gracefield. Other hearings are scheduled for Ottawa on March 10 and and Maniwaki on March 12.

"It (the rail line) is vital for the future economic development of this region," said Tremblay, who is mayor of the northern Outaouais town of Ste. Therese de Gatineau.

Tremblay said the importance of maintaining the rail line will be significant once a 480-kilometre highway through forest lands linking Maniwaki to Temiscaming is completed in 1984 or 1985.

The highway is expected to trigger the beginnings of a forestry industry in Maniwaki to manufacture wood products such as furniture and toothpicks all of which could be moved to market by rail.

Tremblay said he believes CP's application is simply the rail company's way of obtaining government subsidies, but a CP spokesman dismissed the theory, adding abandonment is the goal.

The line, which now carries only irregular freight trains, is uneconomical, losing \$271,677 in 1975, \$279,860 in 1976 and \$193,537 in 1977.

If the CTC feels it is in the public interest, it can order CP Rail to continue maintaining the line, but the government would have to subsidize all losses. Under existing law, railways are not eligible for subsidies for losses unless they seek permission to abandon a line.

Tom Lefebvre, MP for Pontiac-Gatineau-Labelle, says he's "violently opposed" to scrapping the line. He says the railway shouldn't be pulling out at a time when governments and businesses are working to develop the area.

Meanwhile, officials at both the National Capital Commission and the Museum of Science and Technology say they're going ahead with plans for the steam train excursions this summer because they can't wait until after the hearings.

The 150-member By-town Railway Society, which helps in the operation of the 320-seat steam train, will be asking the CTC to require CP Rail to continue maintaining the line, at least to Wakefield.

President Colin Church-er says the steam locomotive is an integral part of the area's heritage and the Wakefield excursion is ideal.

CP Rail urged to keep Hull-Maniwaki line going

LOCAL Ottawa-Hull groups trying to block the bid of CP Rail to abandon its rail line between Hull and Maniwaki have gained a welcome boost from the Quebec Ministry of Transport.

Pierre Charron, director of surface transportation for the ministry, made an unexpected appearance at a Canadian Transport Commission hearing. "It is essential to maintain this branch line because of the facilities it can provide for the transport of certain types of freight," Charron told the CTC's railway transport committee at a one-day hearing.

He pointed out that the Hull-Maniwaki link will be needed to serve a forest products complex now being developed in Maniwaki. The line would also be valuable in the event that a ban is placed on the floating of pulp down the Gatineau River in the future.

What is more, he said, maintenance of the 125-kilometre line would help to ensure the continued operation of the popular summer steam train excursions on the Hull-Wakefield section.

"The commission should keep in mind not only the educational value of a project of this kind but also the fact its loss would have a heavy economic impact on the community of Wakefield," he said.

Earlier, the committee heard representatives of Transport 2000, a national non-profit body concerned with public transportation, say that the time is ripe to study the possibility of non-railway interests taking over the branch line.

CTC figures produced at the hearing showed that the line, now used mainly for irregular freight trains, incurred losses totalling more than \$700,000 in the three-year period ending December, 1978. The loss in '1978, the last full year for which figures are available, stood at \$244,500.

Thomas Weston, president of the Ottawa chapter of Transport 2000, said if an organization other than CP Rail were to assume ownership of the branch line it "might require the injection of public money at the outset. But this would be in the public interest."

Raymonde Cahill, of Chelsea, Que., another Transport 2000 spokesman, raised the possibility of the Quebec government purchasing the financially-troubled line. Under questioning, she said the group had not taken any initiatives on the idea.

Colin Churcher, president of the 150-member Bytown Railway Society, urged the commission to rule in favor of retaining the existing line at least as far north as Wakefield, so that the steam train can continue to operate. He said organizers hoped the number of weekly trips made by the train would be increased from two to three.

Figures presented at the hearing showed that gross revenue from the steam train in 1978 was \$30,500, nearly \$4,000 above the 1976 total.

"It would be a tragedy if these summer runs were to end," stressed Churcher, "since more than 6,500 people are now taking advantage of them each year."

Two more committee hearings are scheduled, one for Wednesday in Maniwaki, and the final one in Wakefield on Thursday.

18/04/1980 *Ottawa Citizen*

Maniwaki

Steam train runs back

The popular steam locomotive run between Hull and Wakefield will be chugging out twice a week this summer after an agreement between CP Rail and the National Museum of Science and Technology.

There had been some doubt about the fate of the run this year because of the rail company's federal application to abandon 140 kilometres of track between Hull and Maniwaki.

A CP Rail spokesman said Thursday the excursions will continue for at least for one more summer. Tentative starting date for the summer's first excursion is July 3.

02/07/1980 *Ottawa Citizen*

Maniwaki

With picture

Steam excursion season opens

The popular steam train, which carried about 7,000 people from Ottawa to Wakefield and back last summer, makes its first run Tuesday. The train, which carries 340 passengers, leaves the National Museum of Science and Technology each Sunday and Wednesday at 10 a.m. and arrives in Wakefield at 11:45 a.m. It leaves Wakefield at 2 p.m., arriving back at the museum at 4 p.m. Tickets are \$8 for adults, \$4 for children and can be obtained at the museum on Mondays. The trips will run until August 31.

20/09/1980 *Ottawa Citizen*

Maniwaki

Steam Train Excursion

Thanksgiving program

SUNDAY OCTOBER 5 - MANIWAKI

No regular passenger trains have run on the line north of Wakefield since 1963. Passengers on this excursion will be able to see the Fall colours in the Upper Gatineau from a new perspective, and if weather permits the train will make a photographic runpast at a scenic location.

SATURDAY OCT. 11 BARRY'S BAY

Late last century famed Ottawa lumber baron J.R. Booth built and operated this line as the Canada Atlantic Railway. Weather permitting passengers will be able to photograph the train in motion on this occasion also.

MONDAY OCT. 13 - WAKEFIELD

This is a late season version of the popular excursions to this point. At this time the autumn colours should be at their peak.

Full schedules shown

15/10/1981 *Ottawa Citizen*

Maniwaki

Season's last toot

The steam whistle sounded its last toot for the season Wednesday as locomotive engine 1201 slowly puffed and chugged through the Museum of Science and Technology yards at St. Laurent Boulevard. Guided by yard foreman Rolly Lafleur, the iron behemoth, used to pull train buffs on Valley tours, is now resting in warmer quarters for the winter.

29/07/1982 *Ottawa Citizen*

Maniwaki

Boiler trouble halts tourist train

More than 250 people missed a steam train ride to Wakefield, Que., Wednesday after mechanics making a routine engine inspection discovered five cracked bolts in the engine's main boiler.

The National Museum of Science and Technology, which operates the train, found the problem Tuesday and tried to notify ticket holders. But many tourists got only refunds and apologies.

It's the first time the train has been out of commission in eight years and the museum hopes to resume the twice-weekly excursions on Aug. 8.

Tours scheduled for Sunday and next Thursday are cancelled while the mechanics wait for replacement parts to arrive.

18/02/1983 *Ottawa Citizen*

Maniwaki

Museum of Science and Technology

-- regular tours of steam locomotive 1201, now under repair, will be made

Steam train not running until August

Those hoping to ride the National Museum of Science and Technology historical steam train between Ottawa and Wakefield in July will be left sitting at the station.

The train, which usually makes the daily round trip between early July and October, probably won't get back on the rails until August, said Jean-Guy Monette, a museum spokesman.

Monette said the engine is overhauled every five years, but the repairs have taken longer than expected this year.

However, he said excursion plans for August to October are going full steam ahead, with the first trip set for Aug. 3.

The 346-seat train is usually full on every journey, so the loss of a month's excursions "means some people are bound to be disappointed," said the supervisor of ticket sales.

She said the 28 people who had reserved seats for the first excursion on July 3 will be reimbursed.

04/08/1983 *Ottawa Citizen*

Maniwaki

Bygone technology: It was "All aboard!" once more on the steam train to Wakefield Wednesday as Engine 1201 was back on the rails after being sidetracked for a month for repairs. Douglas McElroy, left, was engineer on the train's first day back for its two-hour journey from the National Museum of Science and Technology to Wakefield, Que. A couple of potential conductors, right, were among those on board. The train leaves the museum each Sunday and Wednesday during August at 10 a.m. and returns at 4 p.m., after a two-hour stopover in Wakefield. Similar trips are scheduled for Sept. 4 and 25, and Oct. 2, 8, and 10. Adult tickets cost \$10.50, tickets for children aged 2 to 12 are \$5.25. For further details, call 998-4566.

19/01/1984 *Ottawa Citizen*

Maniwaki

Steam train to Wakefield may be dropped by CPR

CP Rail wants to abandon its line from Hull to Maniwaki, a move that would end the popular steam engine rides to Wakefield.

Because the line has been a money-loser, CP spokesman Fred Draper said Wednesday the firm plans to ask the Canadian Transport Commission if it can drop the 120-kilometre stretch.

Freight train delivery to Maniwaki would also be eliminated.

A similar request was refused in 1981 when, after a series of public hearings, the commission ordered CP to keep the line open for a three-year period ending Jan. 22. By then, CP must report to the commission on the amount of traffic on the line and the efforts made to increase it.

Several groups, including Maniwaki, opposed the closure request in 1981 and promised Wednesday to fight CP's new bid.

The summer steam engine rides from the National Museum of Science and Technology to Wakefield might be replaced by trips to Arnprior if CP's request is approved, said John Corby, museum curator in charge of the program.

It's also possible an agreement will be worked out between the National Capital Commission, a partner in the Wakefield project, and CP Rail to keep the track open.

The twice-weekly trips, on a 40-year-old steam engine, have been 97-per-cent filled in recent years. They began in 1973 and attract about 7,000 people a year.

11/02/1984 *Ottawa Citizen*

Maniwaki

Gracefield

Pupils spared as train hits Quebec bus

About 20 students escaped serious injury Friday when a Canadian Pacific train plowed into the front of their school bus in Gracefield, Que.

The bus driver, Donald Lemens, 44, of Lac Ste. Marie, was the only person seriously injured when the snow removal train smashed into the bus as it rolled across the tracks near Ecole Elementaire et Secondaire Sacre-Coeur in the town 70 kilometres north of Ottawa.

He is in serious condition in Ottawa General Hospital with head injuries.

Only two students required hospital treatment for minor bruises and cuts after the 3:15 p.m. accident.

One of the injured students, Guy Gagnon, 13, seated in the front on the side struck by the train, told The Citizen later that no one saw the train approaching because of the snow being whipped up in front of the train as it plowed the tracks.

Gagnon, who received a bump on the head, said while most of the students were screaming and crying, they all left the bus in an orderly fashion.

"It all happened so quickly. No one saw the train because of the powder snow flying in front of the train."

Gagnon said Lemens had stopped the bus at the crossing and checked both directions before starting across the track. Another bus had just crossed the tracks ahead of the Lac Ste. Marie bus owned and driven by Lemens.

"When he (Lemens) saw the train, he hit the brakes, but the bus slid forward on the ice. It wasn't his fault. He tried everything to stop the bus."

Gagnon said the bus was spun around by the train as the lead spreader, used to break ice on the tracks, plowed into the bus just at the front wheels. The rear of the bus then collided with the train's engine, which was behind the spreader and snowplow.

Const. Daniel Boucher, of the Maniwaki provincial police detachment, said the train conductor pulled the emergency brakes as soon as he saw the bus.

The train, which had been travelling about 55 kilometre per hour had slowed to about 32 kmh when it struck the bus.

Robert Parker, driving the bus directly behind Lemens, said he also had not seen the train until he heard the whistle. There is no warning signals at the crossing.

"All I saw was snow being blown around. I thought it was a snowplow on a nearby road. Parker, whose 15-year-old daughter was in Lemens's bus, said his heart jumped when he saw the train.

"If the bus had been struck in the middle, the bus would have been cut in half and there would have been a lot of dead children."

While the absence of signal warnings has never been an issue, parents and a school board trustee contacted Friday night, said it is now.

"We'll try to take steps to have a signal warning," said Glendon Sage, trustee for the Upper Gatineau School Board.

The CPR service train had left Hull at 11 a.m. Friday to clear the rarely used section of track for a freight train scheduled for a trip to Maniwaki next week.

The train line is only used about once a month.

Boucher said the investigation is continuing.

23/02/1984 *Ottawa Citizen*

Maniwaki

Gracefield

Bus-train crash probed

The Canadian Transport Commission is investigating the Feb. 10 collision between a school bus and a Canadian Pacific train in Gracefield.

Peter Schnobb, spokesman for the CTC, said an inquiry was ordered because numerous lives were endangered during the accident.

About 20 students escaped serious injury when a snow-removal train plowed into the front of the school bus as it pulled out of the entrance of Sacre-Coeur school, 70 kilometres north of Ottawa.

Driver blamed for Gracefield bus crash.

A Gracefield school-bus driver has been blamed for not having taken "necessary precautions" when his bus full of students was struck by a train Feb. 10.

In a report released Tuesday, the Canadian Transport Commission said primary responsibility for the accident belongs to the driver, who failed to open a door in swirling snow so he could see whether a train was approaching.

The 28 students in the bus escaped serious injury when the Canadian Pacific snow-removal train plowed into the front of the bus as it pulled out of the entrance of Sacre-Coeur school, 70 kilometres north of Ottawa.

The bus driver, Donald Lemens, 44, was treated for a fractured skull at the Ottawa General Hospital and was released five days later.

The report said the driver may have been "subconsciously conditioned to believe there was no winter train service" since trains only passed about once a month during the winter.

Because the driver did not open the bus door, he probably did not hear the train whistle due to the background noise of the students.

Swirling snow around the train did not allow the driver to see the approaching train, the report said.

A request by Gracefield Council to install warning lights at the crossing is being examined by the CTC. However, the CTC has reduced the speed limit of trains to 16 kmh at the crossing. There had been no speed limit and the train was travelling at : 51 kmh when it struck the bus.

Since the accident, the schedules of trains passing on the line to and from Maniwaki have been altered so they don't pass when school buses use the crossing.

Public hearings are to be held this summer to determine whether to retain the seldom-used 120-km Gatineau-to-Maniwaki railway.

Only 39 freight cars moved on the line in 1983.

The report also recommended that a copy of the report be directed to the attention of the Quebec road authorities to consider possible changes to existing road regulations.

The inquiry into the accident was ordered because numerous lives were endangered in the crash.

05/06/1984 *Ottawa Citizen*

Maniwaki

Train trips to Wakefield to go full steam ahead

The popular train excursions between Ottawa and Wakefield, Que., are going full steam ahead July 8 despite attempts by CP Rail to drop the line.

"CPR wanted to abandon the line (from Hull to Maniwaki), but the Canadian Transport Commission has not yet given its final word," said Jean-Guy Monctte, spokesman for the National Museum of Science and Technology, which along with the National Capital Commission runs the train trips every summer.

"CPR has given us permission to continue this year," he said.

CP Rail wants to drop the Hull-Maniwaki line because it's unprofitable. But that would mean the end of the steam-engine rides to Wakefield, which have been running since 1973.

The trains will take the two-hour trip, leaving from the Museum of Science and Technology on St. Laurent Boulevard, every Sunday and Wednesday from July 8 to Sept. 2.

The 346-seat train will leave the museum at 9 a.m., arriving at Wakefield at 11:30 a.m. The return trip starts at 1:15 p.m., arriving at the museum at 3:45 p.m.

Four additional trips have been planned Sept. 30 and Oct. 7, 8 and 14 so people can see the autumn leaves.

The tickets, which can be reserved in advance at the museum and at the NCC visitor's bureau at 14 Metcalfe St., cost \$12 for adults and \$6 for children 12 and under.

09/07/1984 *Ottawa Citizen*

Maniwaki

Wakefield train back on rails

Bell ringing, steam hissing, whistle blowing, Engine 1201 rolled into Wakefield, Que., Sunday to open another summer season.

For the 11th year, the National Capital Commission is offering steam train excursions from Ottawa to Wakefield. But if CP Rail has its way, it will also be the last year.

CP owns the line that runs from Ottawa to Maniwaki through Wakefield. It's a money loser, and CP would like to shut it down.

It last attempted to close it in 1981, but were ordered to operate it for three more years and then report to the Canadian Transport Commission.

Hearings on CP's study of the line, and the fate of the steam excursions, began today.

Meanwhile, Sunday's excursion was a great way to let off steam. Many of the 300 people on the train were remembering the old days of steam travel.

"It sure does bring back memories," said Frank Meanwell of Gloucester. "We used to take this train to go skiing. It's a beautiful trip, a real tourist attraction."

For others, the excursion was something to make memories of Diane Lemieux of Cornwall brought her daughters Stephanie, 6, and Catherine, 4, to Ottawa for their very first train ride.

"It's fun," Stephanie said. "I was never on a train before, not a big train like this."

Engineer Bert Canning has been working for CP since the days of the steam trains he got his start as a fireman, shovelling coal. He's just as glad the 1201 has been converted to oil.

"You can't imagine what it was like to be a fireman," he said. "This is much better. It's cleaner and more fuel-efficient."

The 140-ton engine uses about 500 gallons of diesel fuel to make the trip.

Track-side in Wakefield, passengers could watch a magician, listen to a band, or buy hotdogs to benefit the Wakefield Hospital Auxiliary.

There were also shuttle buses to take them to the Wakefield Grist Mill, where displays and festivities were marking the restoration of the mill to full working order.

The train begins the two-hour trip at the Museum of Science and Technology on St. Laurent Boulevard at 9 a.m. Sundays and Wednesdays until Sept. 2. Tickets, \$12 for adults and \$6 for children 12 and under, can be reserved at the museum or the NCC visitor's bureau at 14 Metcalfe St.

Save Hull-Maniwaki rail line, CTC urged

WAKEFIELD, Que. Canadian Pacific Railway shouldn't be allowed to abandon its Hull to Maniwaki line despite losses of almost \$2 million since 1980, a Canadian Transport Commission hearing was told Monday.

Municipal officials and special interest groups opposed to the railway's application to abandon the 125-kilometre line the route used for steam train excursions between Ottawa and Wakefield told a three-member commission panel that the railroad is still a vital freight link for the area.

CP wants to abandon the route because it says the company is losing roughly \$500,000 a year since 1980.

CP last attempted to close the Hull-Maniwaki line in 1981, but was ordered to operate it for three more years.

However, the federal government continues to reimburse CP for the losses because it ordered the line to remain open.

Company officials blame their losses on the lack of freight traffic.

In 1983, the track was used 37 times and about half the trips were steam train excursions, operated in the summer by the National Capital Commission.

In 1982, the track was used 40 times and in 1981, 45 times.

CP officials told the hearing that various freight customers in the area have told them they would simply switch to trucks if the route was closed.

But West Hull Mayor Doug Minnes said thousands of residents are opposed to having the railroad closed because freight loads would have to be transported on already heavily-travelled highways.

Minnes also said if the line was closed, the biggest loser would be the Maniwaki area's forestry industry, which has already experienced serious setbacks due to the recession.

Because the area's poor road network, Minnes said the lack of a freight line would discourage future investment in forestry.

Colin Churcher of the Bytown Railway Society, a group of local railway enthusiasts, said the least CP should be forced to maintain is the section between Hull and Wakefield so the NCC's steam train can continue to operate.

Almost always filled to its 320-passenger capacity, Churcher said the steam train has proven itself as a tourist attraction.

He also said the steam train, the only one operated in Ontario and Quebec, is also part of Canadian history.

"Without the railway, there is a part of our heritage that we won't be able to show future generations."

Churcher said the train, which operates on Sundays and Wednesdays, also brings tourist dollars into Wakefield.

15/09/1984 Ottawa Citizen

Maniwaki

Rail group chugs ahead with Maniwaki line fight

It may be too late, but they've got plans for the Hull-Maniwaki rail line.

With a Canadian Transport Commission decision expected soon on whether the line should (be abandoned, a citizens' committee has formed to try to save the examine the economic impact and development of the 120-kilometre line.

John Trent, spokesman for the new Gatineau Valley Railway Committee, said the group wanted to show the commission the community is serious about maintaining the line.

He said he hoped the transport commission would consider the formation of the group as a reason to maintain the money-losing line.

During two transport hearings in July, CP Rail, which wants to abandon the line, said it lost \$150,000 last year as only 39 . freight cars used the route compared to 122 in 1975.

A similar request to abandon the line in 1981 was rejected.

The committee escorted journalists to a part of the line in Tenaga, about 10 km north of Hull, to show them what it deems CP Rail's failure to maintain the route.

"We want to make sure CP keeps the line in good condition for the region's future development," Trent said.

The group wants to bring together the National Capital Commission, the Museum of Science and Technology, CP and the CTC to iron out the line's fate.

The committee also wants to develop the Steam Train, which has run between Ottawa and Wakefield twice a week in the summer for 10 years.

Trent said the train could play a major role in the development of the region's tourism.

While the train only carries 350 passengers a year, [sic] Trent said it could eventually operate year round.

As well, it could operate farther north for special events in other communities and carry skiers to Outaouais ski hills.

The group has written the CTC chairman Jean Marchand for a meeting on the line.

Evan Brown, spokesman for the CTC, said a decision on the line is expected soon.

13/10/1984 Ottawa Citizen

Maniwaki

Sunday could be train's last gasp

The steam train to Wakefield is booked solid for the last run of the season Sunday, a run that could be the end of the line for the scenic rail tour.

The Canadian Transport Commission is still considering a request from CP Rail to close the 120-kilometre stretch of rail from Ottawa to Maniwaki. The line runs through Wakefield.

The commission held hearings in July, at which CP argued the rail line should be closed because it is losing money. Commission spokesmen said Friday no date has been set for the panel's decision.

A similar request in 1981 was met by strong public protest and the company was ordered to keep the line open for a three-year period.

"We want to keep it going. No other run in the region is as beautiful as that," said Jean-Guy Monette, a spokesman for the Museum of Science and Technology.

This Sunday's 346 passengers bought their tickets more than three weeks ago for the fall foliage run, he said.

Engine 1201, converted from coal to oil, is maintained by museum staff at the yards off St. Laurent Boulevard. It's operated by an engineer, fireman, two brakemen and a conductor hired for each trip from CP.

The National Capital Commission collaborates with the museum to subsidize excursion costs not covered by the \$12 charge to adults and \$6 for children, Monette said.

"It's one of the nicest tourist attractions in the region. It winds around and follows the river, passes over two bridges, goes through a tunnel under Dow's Lake. With good weather this weekend, it will be a beautiful trip through the autumn colors."

The train leaves the Museum of Science and Technology at 9 a.m. and returns at 3:45 p.m.

Advertisement by the Gatineau Valley Railway Committee

Stop CP from tearing up our historic line

PROTECT OUR HISTORIC TRAIN

Locomotive 1201 and the coaches it hauls through the Gatineau Valley each summer are in danger of being relegated to the museum once more.

The tourists will miss the train, and so shall we.

Canadian Pacific wants to abandon the line from Hull to Maniwaki and tear up the track

We believe the line should stay because . . .

The train is one of the principal tourists attractions of the region;

1201 is one of the only four steam locomotives still running in Canada;

The line could be used for a greater volume of freight, thus reducing the truck traffic on highway 105.

THE ECONOMICS OF THE PROBLEM

CP loses nothing if the line remains. Their deficit is underwritten by the federal government.

The steam train brings tourist dollars into the region.

It could make more than its present 20 trips (7,000 passengers) a year. A similar train in Colorado carries 155,000 passengers a year. '

New businesses and industry in the valley could be served by the line.

POSSIBLE FUTURE OF THE LINE

A new and independent management to promote its long-term development.

It could be used for commuter trains (Budd cars) running into Ottawa-Hull, and take skiers to the various resorts in the valley.

18/12/1984 *Ottawa Citizen*

Maniwaki

Gatineau steam train given eight month reprieve

Don't wave good-bye to Steam Engine 1201 to Wakefield just yet.

Some did last week when the Canadian Transport Commission announced that CP could scrap the money-losing Hull-Maniwaki rail line a year from now, on Dec. 31, 1985.

But the CTC has given supporters of the train until Sept. 1, 1985 to reach an agreement with CP Rail to keep the line open part of the way, to Wakefield.

"The decision seems to say it's time to put your money . where your mouth is," said John Corby, a curator at the Museum of Science and Technology.

The museum and the National Capital Commission have been operating the twice-weekly excursions on a 40-year-old steam train since 1973. The 346-seat train is always sold out and filled to the rafters for the scenic chug through the Gatineau Hills between July and September.

Four additional trips were added this year so people could take in the autumn leaves.

But the museum and NCC spent about \$100,000 more than the \$70,000 collected in fares this year.

And CP estimated that it lost about \$100,000 on the Hull-Wakefield segment of the rail line in maintenance and personnel costs, among others.

Following last week's CTC decision, the NCC and the museum will announce their 1985 plans for the train sometime in January, said NCC spokesman Iain Barrie.

He said they are examining continuing the trips after 1985, but federal funding restraints will be a consideration.

While the federal government has picked up CP's estimated \$370,000 loss on that segment of the line since 1981, it will not continue that practice after 1985.

John Trent and the Gatineau Valley Railway Committee, which was formed in September, are trying to whip up community support to keep the rail line and steam train to Wakefield.

Trent talks about launching daily train excursions that would not operate at a loss.

"The CTC has thrown down the gauntlet and we have to come up with a workable plan," said a determined Trent, citing other operations, like the excursion trains in Colorado, Sault Ste Marie and Vancouver, which transport as many as 150,000 passengers a year.

"We have to think big. It could be a paying proposition and in terms of a tourist attraction, it's a gold mine," he said.

His argument is supported by one of the three CTC commissioners who held hearings last July before last week's decision on the fate of the 190-year-old line.

Unlike the other two members of the commission, Robert Orange argued closing the line would hurt Wakefield's growth.

"The operation of the train carrying passengers over the branch line has augmented the economic viability of Wakefield," Orange said.

He says the train would enhance the potential of a diopside quarry and plant to open in 1988 near Wakefield.

More than 20,000 tonnes of diopside will be extracted a year and the final fibreglass-like product could be shipped by rail, Dong Minnes, mayor of West Hull and owner of the property, told the hearing.

The 150-member Gatineau Valley Railway Committee received \$1,000 in donations when it ran a clip-out ad asking for donations in local papers.

Trent is planning a mail-in campaign in West Quebec to boost the committee's membership and will meet with the NCC and the museum to see what can be done to maintain the train.

The committee is seeking a grant from Labor Canada to perform a feasibility study on the steam train excursions. And Trent thinks a public corporation should run the train.

Transport Minister Don Mazankowski announced a moratorium on rail branch line abandonments Sept. 28. Officials are trying to figure out how they can reinforce the moratorium by law or include it in the regulations governing the CTC.

The rail firms would be forced to come up with alternative uses for lines they want to abandon.

How this is going to work will be announced next week, spokesman Tom Van Dusen said.

The moratorium was directed at grain lines in the West. Van Dusen said Mazankowski is pleased that the CTC allowed nine months to decide the fate of the Hull-Wakefield line.

But there appears little chance the rest of the line to Maniwaki will be kept open. The 123-km line already received a three-year stay of execution in 1980 when CP Rail first asked to abandon the line.

The CTC had to reimburse CP for the estimated \$2 million it said it had lost since then as traffic from Maniwaki to Hull dropped from 662 carloads in 1974 to 37 in 1983.

Not a single customer of CP Rail asked the CTC to keep the line open.

Yet the CTC refused to allow CP to close the line because of the traffic potential created by the province's promise to support a fibreboard plant in Maniwaki

The province supported the plant, but it was located in Mont Laurier, making the line abandonment inevitable.

Company proposed to run Wakefield train

Wakefield steam train supporters want to form a private company to operate an expanded Version of the Ottawa-Wakefield excursions in 1986. The new corporation would run the train six times a week, from May to October, and look at adding more cars, said John Trent, a leading advocate of the plan.

He also said the National Capital Commission, which has been sharing the operation of the trips, will run the popular train again this summer. Trent, president of the Outaouais and Gatineau Valley Railway Committee, said Friday he hopes the corporation will be formed by early summer. The company would then have to submit a proposal to the Canadian Transport Commission and come to an agreement with CP Rail, which controls the Hull-Maniwaki line.

Trent made the announcement at a one-day tourism conference sponsored by Canada's Capital Visitors and Convention Bureau.

The future of the excursions has been in doubt since December when CP received approval to abandon the money-losing line. The transport commission, however, gave groups until September, 1985 to come up with an agreement with CP to keep the 123-kilometre line open.

Since 1973, the excursions have been running twice a week in July and September and usually are sold out.

The 40-year-old train leaves The National Museum of Science and Technology and chugs through the Gatineau Hills on its way to Wakefield during a two-hour run.

But the train has been a consistent money-loser.

Trent said the committee has done a feasibility study, which shows the line could make a profit if it runs close to capacity. Fares, however, would be raised from \$12 to \$15.

Trent, a professor at the University of Ottawa, said the train's potential effect on tourism in the Outaouais is "enormous."

He said the line could create an economic boost to restaurants and hotels in several communities between Hull and Maniwaki. Although the group plans to run on the same Ottawa-Wakefield route next summer, Trent said one or two experimental trips to Maniwaki are being considered.

Start-up costs should not be overwhelming, Trent said, because the train could be leased from its owner.

While the committee is launching a membership drive, the corporation should have hired staff by this summer, he added.

04/05/1985 *Ottawa Citizen*

Maniwaki

VIA takes over ticket sales for Wakefield steam train

In what could be its last year of operation, the steam train excursion to Wakefield is going national.

VIA Rail is taking over promotion and ticket sales for the excursions, which will run this year between July 6 and Oct. 13 from the Ottawa train station.

Pierre Lortie, VIA Rail spokesman, said tickets will be sold at all of the Crown corporation's ticket terminals in Canada and will even be part of a one-day VIA package excursion from Montreal to Ottawa.

Lortie said an announcement of when ticket sales will begin will be made May 15.

In an effort to make the train route more financially viable, the National Capital Commission and the National Museum of Science and Technology have approved several changes to its operation.

Ticket prices have been raised and the excursions will run weekends only.

NCC spokesman Mark Lamontagne said ticket prices for the excursions of Steam Engine 1201, which have been running since 1973, will be raised to \$16 for adults and \$8 for children under 12, up from \$12 and \$6.

The 40-year-old train will chug through the Gatineau Hills on its way to Wakefield each Saturday and Sunday until Sept. 1. Special fall excursions to take in the autumn leaves will be run Sundays until Oct. 13.

The future of the steam train has been in doubt since December when CP Rail received approval to abandon the money-losing Hull-Maniwaki line.

The transport commission, however, gave groups until September, 1985 to come up with an agreement with CP Rail to keep the line to Wakefield.

21/05/1985 *Ottawa Citizen*

Maniwaki

Drive to save Wakefield steam train seeks \$100,000

A campaign to save the Wakefield steam train got on the rails today as organizers announced a \$100,000 fund-raising drive.

John Trent, chairman of a committee of government representatives and community volunteers, said his group hopes to see the train running six times a week between May and October next year.

This year, it will run twice a week - on Saturdays and Sundays - between July 6 and Sept. 1 and there will be three special fall excursions to see the leaves.

But this could be its last year.

Its owner, CP Rail, has permission from the Canadian Transport Commission to tear up the tracks, but must wait until Dec. 31 to give others a chance of taking it over.

Trent said the \$100,000 sought by the Outaouais and Gatineau Valley Railway Committee would go towards submitting a formal proposal to the commission to run the train.

He said the first year's operating budget has been estimated at about \$1 million and capital expenditures will be at least another \$500,000.

The program would be run by a private corporation that would be established in the fall.

Trent said the prospects of operating the train next year are excellent.

"All the institutions and organizations (in the Ottawa-Outaouais region) are behind it and so are the different levels of government.

"Even CP supports it and is ready to negotiate a takeover by the private corporation."

He said the train probably would run most of the time between Hull and Wakefield and a few times between Ottawa and Wakefield.

This year, it will run between the Museum of Science and Technology in Ottawa and Wakefield, leaving Ottawa at 10 a.m. and returning at 4 p.m.

Fares this year are \$16 for adults and \$8 for children under 12, a museum spokesman said.

Fundraising drive begun to save steam train

Supporters of the Wakefield Steam Train need to raise \$100,000 before August in an attempt to keep the old engine running along the Hull-Maniwaki line.

The Outaouais and Gatineau Valley Railway Committee Tuesday unveiled a money-making scheme at the Museum of Science and Technology that will raise the cash needed to save Steam Engine 1201. The money will go toward submitting a formal proposal for the committee to operate the service.

The group will sell \$2 buttons, books, posters and crests and \$5 conductor hats this summer.

Ticket prices for the excursions through the scenic Gatineau Hills are being raised to \$16 for adults and \$8 for children this year.

Supporters also can buy honorary certificates for \$5 to become a committee member, for \$25 to become a trainman, \$50 to become a conductor or \$100 to become an engineer.

Displays will be set up in area shopping centres during the summer starting at Bayshore Shopping Centre and Les Galeries de Hull on May 24, 25, 31 and June 1.

The future of the steam train has been in doubt since December, when CP Rail received approval to abandon the money-losing line.

The Canadian Transport Commission gave groups until September to come up with an agreement with CP Rail to keep the line open.

The committee wants to form a private company to operate an expanded version of the Ottawa-Wakefield excursions in 1986.

John Trent, committee chairman, said the group will submit an application to the CTC before Sept. 1 for its proposal to run the train on the Hull-Maniwaki line.

07/06/1985 *Ottawa Citizen*

Maniwaki

Clearing the track

Monday in this column we told a story about the "All Aboard" campaign to save the summer steam train excursions to Wakefield. In that story it was said the train could fall victim to government cutbacks.

Not quite the case, say campaign organizers, who fear people might resent being asked to pick up government slack.

The CPR has approval to discontinue the line to Wakefield and plans to take up the track. All Aboard intends to raise \$100,000 to buy the line and with co-operation from Museur i Canada, will keep old stjjim engine 1201 operating.

08/07/1985 *Ottawa Citizen*

Maniwaki

Syd Mortimer and Mary Armour talk to train engineer Lome Blackburn

Popular steam train on track in season debut

Although this may be the last season for the Wakefield steam train, spirits were high on board Saturday as it set out for its first trip of the summer through the scenic Gatineau Hills.

About 230 passengers, including train buffs, heritage supporters and families with picnic baskets, boarded the 41-year-old Steam Engine 1201 at Ottawa Station.

The round-trip excursions to Wakefield have become so popular in the past 12 years that they're usually sold out, but they still may fall victim to federal cutbacks.

The Canadian Transport Commission announced in December that CP Rail could scrap the money-losing Hull-Maniwaki line at the end of this year.

However, the commission gave supporters of the train until Sept. 1 to reach an agreement with CP Rail to keep the line open part-way to Wakefield.

Many passengers Saturday said steam engines like the No. 1201 are worth saving and were concerned the train might be making its last run this summer.

Said Jim Nubel of Ottawa: "I've seen the government spend money in some stupid, wasteful ways, and if that many people get enjoyment out of (the Wakefield train), why can't they subsidize it?"

"There's nothing like seeing a steam train in action," said Bert Michel of Petawawa, a train history buff.

Michel owns a collection of old steam tractor engines. He brought his 13-year-old daughter Melodie along for her first train ride, hoping she'll come to share his love of steam engines.

Yvonne and Guy Morchain were making the trip with daughters Claudine, 11 months, and Liliane, 10, and friend, Robin St. George, 10.

Yvonne Morchain, originally from Holland, was particularly excited about the trip because she had contributed to the Out-aouais and Gatineau Valley Railway Committee campaign to save the rail line.

"I sponsored this train" she said proudly. "I'm a non-Canadian and I really felt that it was something I wanted to do."

On Saturday and Sundays during July and August, the train leaves Ottawa at 10 a.m. and arrives in Wakefield at 11:45 a.m. It then leaves Wakefield for the return run at 2:15 p.m. and arrives at Ottawa station at 4 p.m.

Wakefield train should run year-round from Hull: study

The steam train that chugs between Ottawa and Wakefield on summer weekends should be made into a year-round attraction between Hull and Wakefield, says a consultant's report released today.

The report was commissioned by the National Capital Commission, the Outaouais Development Corporation and the National Museum of Science and Technology.

It says the plan could increase spending in the area and recommends the train be considered part of a master plan to increase tourism in the Outaouais.

According to a development corporation newsletter, the Hull-Wakefield plan could draw between \$2.5 million and \$4 million from tourists to the region.

The Wakefield train now runs once a day on weekends, with departures from the museum on St Laurent Boulevard and the Ottawa train station.

The trip is so popular that rides on the 332-seat train are already sold out for the rest of the summer.

"Ottawa gets over 2.5 million visitors in the region and few of them cross over to the Outaouais," says Marc Lamontagne, an NCC media officer

"This (the Hull-Wakefield line) was suggested to enhance the development of the Outaouais region.

The train now carries about 6,000 tourists every summer, but the NCC is hoping the new plan will see at least 70,000 people taking the ride annually.

The NCC and the museum now split the \$130,000 cost of operating the summer train.

The future of the train has been in doubt since December when CP Rail received approval from the Canadian Transport Commission to abandon the money-losing Hull-Maniwaki line. Other groups have until Dec. 31 to attempt to save the line.

The Outaouais and Gatineau Valley Railway Committee, a group of volunteers, is attempting to establish a private corporation to operate the train daily.

Committee vice-president Raymonde Cahill said the group won't take a stand on the new report until their own study is complete.

A substantial increase in financing would be required to make the Wakefield-Hull plan work, says Lamontagne.

Tracks along the route are in need of repair and the stations in Hull and Wakefield would require some renovation to accommodate the increase in tourist traffic.

As well, the study says Wakefield and Hull will need to develop facilities for tourists. The Wakefield station house has already been converted into a tearoom and a free shuttle bus there now takes visitors to various interest spots in the city. The old mill has also been restored.

The NCC and the museum have been running the excursions since 1973.

28/08/1985 *Ottawa Citizen*

Maniwaki

Steam train group requests more time to make proposal/

Supporters of the Wakefield Steam Train have asked the federal government for a four-month extension to submit their proposal to save the train. The Outaouais and Gatineau Valley Railway Committee says it needs more time to raise money, prepare consultant reports and study a report on branch lines released last week by a transport ministry inquiry.

The Canadian Transport Commission had given interested groups until Sept. 1 to make submissions on the closure of the Hull-Maniwaki line.

The future of Steam Engine 1201's summer excursions to Wakefield has been in doubt since December, when CP Rail received CTC approval to abandon the money-losing line.

A CTC spokesman said the application for an extension was received Tuesday and would be answered later this week.

Raymonde Cahill, spokesman for the committee, said the group has only raised about \$15,000 of its \$125,000 goal.

The committee plans to approach potential large donors, such as municipal governments and companies, in September.

It wants to establish a private firm to run the train on a daily basis all year long.

Marc Lamontagne, spokesman for the National Capital Commission, said the proposal it and other interested organizations are preparing will be ready on time.

The NCC is meeting with the Outaouais Planning Corp. and municipal officials from Hull and La Peche this week to complete its submission.

An NCC study released in July said the steam train is a practical proposition that would become profitable at the 62,000-passenger level.

The train could eventually carry up to 160,000 passengers yearly and contribute \$17 million to the local economy, the study said.

This year, the train will carry only about 7,000 passengers.

31/08/1985 *Ottawa Citizen*

Maniwaki

Wakefield steam train bound for B.C.

The Wakefield steam train won't be making its fall foliage run in the Outaouais this year. Instead, it's going a little further afield it will participate in ceremonies commemorating the 100th anniversary of "The Last Spike" in British Columbia in November.

The regular summer run ends with an excursion today and Sunday. Because of the guest appearance in B.C., this weekend's trips could be the train's last.

CP Rail and a committee representing train supporters reached an agreement this week to keep the Hull-Maniwaki rail line intact for another two years, but it's not clear yet whether the train will run during that time.

Negotiations between CP and several groups will continue until the end of the year to find a way of financing the money-losing rail line so the tourist train can survive.

The Canadian Transport Commission recently gave permission to the Outaouais and Gatineau Valley Railway committee to continue negotiations with CP until December in hopes of finding a money saving formula for the line.

A second group, representing the National Capital Commission, the Outaouais Planning Corp., the National Museum of Science and Technology, the Wakefield Community Association, Hull, West Hull and La Peche is also discussing with CP setting up a foundation to take ownership of the line.

In a brief to the CTC, this committee said the NCC and the Outaouais Planning Corp. would provide "seed money" to start up a new train operation.

The rest would be raised from private and corporate donors, said Planning Corp. president Roger Blais.

10/10/1985 *Ottawa Citizen*

Maniwaki

Whistle stop: Steam engine 1201, famous for its scenic runs from Ottawa to Wakefield, made a stop in Carleton Place this week. The steamer was on its way to Craigellachie, B.C., to take part in a ceremony marking the driving of the last spike in the trans-Canada railway. The train will winter in Coquitlam, B.C., then appear at Expo 86 in Vancouver in the spring.

CP rail seeks tax deduction for steam train

CP Rail has offered to give the rail line between Hull and Wakefield to the group trying to save the Wakefield Steam Train in return for a tax receipt for a charitable donation of \$2.9 million.

In a letter to a committee of train supporters, CP also offers to operate the tourist train on a contract basis starting next year.

The Canadian Transport Commission has agreed to extend by 15 days the Dec. 1 deadline given to groups to come up with an agreement with CP to save the line, Roger Blais, president of the Outaouais Planning Corporation, said Friday.

Blais is a member of the committee, which also has representatives from the National Capital Commission, the National Museum of Science and Technology and West Quebec municipalities.

Blais said the committee will meet today to discuss CP's offer.

CP received permission last December to abandon the money-losing line Dec. 31, 1985 if no agreement is reached with the supporters of the train.

In a brief to the CTC in August, the committee said it is discussing with CP setting up a foundation to take ownership of the line, with the NCC and the Outaouais Planning Corp. providing "seed money" to start up a new train operation.

CP is now offering to turn the Hull-Wakefield line over to such a non-profit foundation in return for the tax receipt

It says it would rip up the track between Wakefield and Maniwaki and provide the foundation with material for the maintenance and expansion of the Hull-to-Wakefield section.

02/12/1985 *Ottawa Citizen*

Maniwaki

Supporters hope CP offer puts steam train back on the rails

People trying to save the Wakefield steam train say they're pleased with CP Rail's recent offer to give them the rail line between Hull and Wakefield.

CP offered the line to a committee of organizations supporting the train, in exchange for a tax receipt for a charitable donation of \$2.9 million, its estimate of the line's value.

The National Capital Commission and the National Museum of Science and Technology jointly run the popular train service in the summer months. But CP owns the Hull-Maniwaki line and has wanted to close it for several years because it is hardly used but still must be maintained.

Dr. William McGowan, director of the National Museum of Science and Technology, said, although he didn't know all the details, he was thrilled with the offer.

"I'm absolutely delighted. I think this means we'll see the train on the tracks for a good many years to come."

In December 1984, CP received permission to abandon the money-losing line Dec. 31, 1985, if no agreement was reached with its supporters.

NCC chairman Jean Pigott said she was waiting to hear the details of the offer at a meeting today, but added she was happy with the offer and hopeful it would lead to an agreement with CP.

"I think this offer means the train is back on the rails."

Representatives from municipalities in West Quebec also sit on the committee, which is setting up a non-profit corporation to run the train.

Hull Mayor Michel Legere was not as enthusiastic as McGowan and Pigott, saying the committee was waiting for a feasibility study to see if it could maintain the line.

"It's nice, we asked CP to give us the line. But we still don't know if we can run this thing efficiently."

Ligere said the feasibility study should be done by the end of December, when the group is to sit down to negotiate with CP.

Staff from the NCC, the museum and West Quebec municipalities met Saturday to discuss CP's offer and formulate recommendations to make to Pigott, McGowan, Ligere and other political representatives that belong to the group at a meeting today.

Jean-Guy Noel, chairman of Saturday's meeting, refused to tell *The Citizen* what those recommendations would be until then.

04/12/1985 *Ottawa Citizen*

Maniwaki

Study boosts Wakefield train trips

Daily train excursions to Wakefield, operated by a private corporation, between May and October each year would be a money-making proposition, a study prepared by supporters of the Wakefield steam train says.

The Outaouais and Gatineau Valley Railway Committee submitted the study to the Canadian Transport Commission this week to convince it to keep CP Rail's Hull-Maniwaki line open after Jan. 1, 1986.

The railway committee proposed to the CTC that a public agency or department of government acquire the line and turn over its operation on a lease basis to a private sector operator.

Denis Petters, spokesman for the committee, said regional businessmen have been approached to form a corporation to operate the line.

The future of the excursions has been in doubt since last December when CP received approval to abandon the money-losing line Jan. 1, 1986.

The commission, however, said it would reconsider if supporters can come up with an agreement with CP to keep the 123-kilometre line open.

CP has recently offered the Hull-to-Wakefield part of the line in exchange for a tax receipt for a charitable donation of \$2.9 million, its estimate of the line's value.

However, the railway committee objects to the offer since it would see the Wakefield-to-Maniwaki segment of the line abandoned. It says this segment is necessary for the economic development of the region.

The committee said demand from tourists is great enough to make the operation possible.

The railway committee, made up of 1,400 members, has raised about \$50,000 to save the train excursions this year, Petters said.

Another committee, which includes the National Capital Commission, the National Museum of Science and Technology and the Outaouais Planning Corporation are negotiating with CP Rail to come up with an agreement to keep the line open.

The CTC has given the group until Dec. 15 to reach an agreement.

Daily tourist excursions proposed for steam train

A daily tourist train to Wakefield could be chugging along the once-doomed Hull-Wakefield CP Rail line by 1987.

Several investors in the Outaouais are enthusiastic about forming a company to run at least 150 excursions a summer by 1987 and 240 by 1991, says John Trent, spokesman for the Outaouais and Gatineau Valley Railway committee.

The railway committee, a community group of 1,400, has been fighting to save the Hull-Maniwaki line since last December, when CP was given permission to abandon the line by Jan. 1, 1986 if no agreement could be reached with its supporters.

CP has wanted to close the line for several years because it is hardly used.

For 12 years the National Capital Commission and the National Museum of Science and Technology have jointly run about 20 trips a summer on the line.

NCC Chairman Jean Pigott said the group's plan was a good idea that would bring lots of tourists into the region.

"But before we consider their proposal we have to make sure the line is saved."

CP has offered the Hull-Wakefield part of the line to a committee of organizations supporting the train, in exchange for a tax receipt for, a charitable donation of \$2.9 million, its estimate of the line's value.

Today, representatives from the NCC, the science museum, West Quebec municipalities and the railway committee meet to make their decision on CP's offer.

The group has until Dec. 15 to reach an agreement and a negotiator for the group will probably meet with CP shortly to work out the details, said Will-am McGowan, the science museum's director.

"I'm 100 per cent sure we can reach an agreement, and I'm thrilled about it," said McGowan.

If the line is saved, McGowan said the NCC and the museum will continue to offer the same twice-weekly service until they find someone else to take it over.

"We were never thinking of permanently running it ourselves," he said, adding the railway committee's plan seems a good one.

Wednesday, the railway committee submitted a report to the Canadian Transport Commission stating daily excursions to Wakefield, operated by a private corporation between May and October each year, would be a money-making proposition.

A research study commissioned by the group showed the trains would probably run 70 per cent full, meaning 90,000 passengers a summer by 1991.

Revenues would be at least \$1.3 million and could be as high as \$2 million a year, said Trent, adding the line would probably cost \$900,000 a year to run.

If the Outaouais group takes over, diesel trains would mostly be used for the excursions because of the difficulty and expense of operating steam trains on a daily basis, said Trent, adding charter, evening and dinner excursion would also be offered.

The line would be owned by a public agency or government department, and leased to investors, so the private company would not have to pay for the upkeep of the track.

06/12/1985 *Ottawa Citizen*

Maniwaki

Steam train group accepts CP offer of Wakefield line

CP Rail's offer to donate the Hull-Wakefield line in return for a \$2.9-million charitable tax receipt has been accepted by groups trying to get a daily tourist train on track.

The decision Thursday improves the outlook for the Wakefield steam train, which had been thrown into doubt when CP was given permission in December to abandon the Hull-Maniwaki line.

"Only months ago, the possibility of coming up with a solution seemed insurmountable," said Outaouais Development Corporation president Roger Blais.

Blais is chairman of an umbrella group, which includes representatives of the National Capital Commission, the National Museum of Science and Technology, several West Quebec municipalities and the Outaouais and Gatineau Valley Railway committee, a community group of 1,400.

Under the agreement the train will continue to be operated by the NCC and museum for the next two years.

The umbrella group will form a corporation that will own the track and hire another company to run the popular excursion to Wakefield.

John Trent, spokesman for the Outaouais and Gatineau Valley Railway committee, says several local investors are enthusiastic about forming a company to run the line.

The twice-weekly steam train carries about 21,000 passengers annually. The break-even point is 60,000 passengers a year.

Revenues are expected to be at least \$1.3 million. It is expected to cost about \$900,000 a year to run the train.

Blais said several parts of the agreement still have to be worked out, such as who is going to issue CP with the charitable tax receipt.

It may be issued by a federal department or a West Quebec municipality.

21/01/1986 *Ottawa Citizen*

Maniwaki

Firms pledge \$5.3 million to Wakefield steam train

Businesses have pledged a total of \$5.3 million to support the once-doomed Hull-Wakefield steam train, consultants told about 100 Wakefield-area residents Monday.

The Canadian Transport Commission originally planned to force the dilapidated line from Hull to Wakefield to shut in December.

But it relented when various lobby groups insisted they could find the funds to keep the train, a perennial tourist attraction, in operation.

The money, to be donated over five years, was promised by a group of large corporations, said Guy Dancause of Perrin Lomax Consultants of Ottawa.

Dancause said \$3.5 million of the corporate donation would be needed to upgrade the track bed to Wakefield.

Another \$1.5 million would be needed to build a rail line between Montcalm Street in Hull, the proposed point of origin of the tourist train, and the existing track.

Dancause said the corporations, whom he refused to name, have given written agreement to make the tax-deductible donations.

He said the donations won't be made until it's known for certain the train will go ahead.

23/01/1986 *Low Down to Hull and Back* Maniwaki

Includes a picture of Rene Chaumont, CP Rail Maniwaki subdivision Roadmaster, with Richard Wieland, Track Maintenance Foreman, supervising the cutting of the rails at mileage 20.5 of the Maniwaki subdivision, "forever ending rail service to Maniwaki". (Branchline).

Wakefield steam train gets reprieve as deadline for scrapping line extended.

For the third time in the past year, the Wakefield train excursions were given a reprieve Friday when the Canadian Transport Commission extended by a month the deadline for scrapping the line the excursions run on.

A committee of train supporters had requested the June 1 deadline be extended to Sept. 1 to give them time to take care of the necessary administrative measures to transfer ownership of the Hull-Wakefield line from CP Rail to Hull.

However, the commission ruled the deadline would only be extended to July 3 and it would be up to the committee to convince the commission that any further delays were necessary.

Guy Dancasse, a consultant for the train supporters, says he thinks the month may be long enough, but even if it is not he is satisfied the CTC has left the door open for further extensions.

It has cost taxpayers about \$45,000 in subsidies to CP Rail to keep the Hull-Wakefield line open during the past six months while supporters scrambled to organize to be able to operate daily excursions. It will cost about another \$7,000 in subsidies to keep it open another month, said Serge Pepin, a spokesman for the transport commission's legal services.

Hull Council passed a resolution Tuesday agreeing to acquire the line from CP Rail in exchange for a \$2.9-million income tax receipt to the company.

The committee of supporters, which includes the National Capital Commission and the Outaouais Development Corporation, have laid part of the blame for the extension on delays by the federal and provincial governments in examining the train project.

Quebec Transport Minister Marc-Yvan Cote said at the Outaouais economic summit held in early May that the province intended to take over the line but he would not commit himself to the train project, demanding further studies.

The operation of the train excursions this summer is uncertain because of the new deadline and the tripling of insurance costs. It takes the NCC about two months to set up the operation of the steam train, making the earliest excursions in September.

Public meetings on the line and the train excursions are being planned in Hull, June 12; Old Chelsea, June 17 and Ste-Cecile-de-Masham, June 18.

The time and location of the meetings will be announced later.

04/06/1986 *Ottawa Citizen*

Maniwaki

Hull urged not to buy line for Wakefield train

Hull should not stay out of efforts to save the Wakefield steam train, a member of a committee opposed to running the train between Hull and Wakefield told councillors Tuesday.

Nicholas Patterson, chairman of the 25-member Stop the Wakefield Diesel Association, said Hull shouldn't buy the line from CP Rail for a \$2.9-million income tax receipt.

Patterson said the city could find better use for the money and shouldn't perpetuate the idea that the expanded 250-trip-a-year steam train was a viable proposition.

He called the scheme "hare-brained and uneconomical" because its viability rests on passengers riding the train in November and December.

"Who will come up to Wakefield in the depths of December," he said. Hull Mayor Michel Legere said buying the land cost the city nothing because all it issued was an income tax receipt which the CPR can deduct from its earnings as a charitable donation.

Patterson also said he owns land along the rail line and felt the increase in trips would make the railway unsafe.

The train project received its third reprieve last week when the Canadian Transport Commission extended by one month the deadline for a committee of the train's supporters to come up with a proposal to save the line.

Operation of the train this summer is still uncertain.

04/07/1986 *Ottawa Citizen*

Maniwaki

Agreement may put steam train back on track by mid-August

The once-doomed Hull-Wakefield steam train could begin operating again as early as mid-August now that a tentative agreement has been reached between supporters of the line and CP Rail.

The committee of supporters, which includes the National Capital Commission and the Outaouais Development Corporation, has until July 16 to sign a final agreement reached with CP Rail in Montreal last Friday.

Hull, West Hull and La Peche agreed in May to take over the rail line from CP Rail in exchange for a \$2.9-million charitable tax receipt.

Supporters have been scrambling for months to iron out the details of the transfer.

NCC spokesman Jean Valin said Thursday night once the commission has received official notice that a final settlement has been reached, it will begin preparing promotional material and guides for the train tours.

"Although we originally heard it would take us about two months to put this material together, it could be done sooner," said Valin.

A spokesman for the National Museum of Science and Technology, which owns the steam train, said once the agreement has been signed, it will take between four to six weeks to prepare the train for regular excursions.

The steam train is to return to Ottawa next week from Vancouver, where it appeared in an international exhibition of railway steam power as part of Expo 86.

"If everything is sewn up and a schedule is agreed upon, we should be able to begin operating by mid-August," museum spokesman Jim Malone said Thursday night.

Although supporters have been fighting to expand the line to almost daily excursions, the train will only be operating twice weekly until the end of the fall season, with the expanded service beginning no sooner than 1989, said Malone.

But news the steam train will be operating once again has upset some Wakefield residents who have been fighting the expansion.

Nick Patterson, chairman of the Stop the Wakefield Diesel Association, called the agreement, a "disaster which is only in the interest of a handful of Wakefield businessmen and not the community."

Patterson said the 56-member group opposes the project because it would mean a minimum of 200 train trips and 63,000 visitors to Wakefield each year which they say would be unsafe and hold back other alternative development projects for the area.

But Jim Brown, a member of the non-profit corporation formed to save the line, said only a handful of people are opposed to the excursions because they live along the line.

Gene Savard, a consultant for the train supporters, said CP has given the group until July 16 to sign the agreement and Dec. 15 to officially transfer the deed to the property.

He said the supporters are examining the fine print of the agreement and it is "80 per cent" certain they will accept it, he said.

"It's too cheap a blow to say CP is charging too much for the line. They've told us that in fact it's the minimal value of the property," said Savard.

He said Revenue Canada could always challenge the amount of the tax receipt and correct the amount if the corporation is overcharging for the land.

Savard said CP has agreed to operate the steam train excursions, which will take place mostly during the summer, for the next four years. This will give the train supporters a chance to get the almost daily tourist train excursions, most of which will be pulled by diesel engine, on track.

Hull given 15-day extension on Wakefield train project.

Hull Council has been given a 15-day extension by CP Rail to decide whether to take over the Hull-to-Wakefield rail line.

Hull Aid. Fern Nadon said the city is ready to sign an agreement with CP but not before its lawyers examine more closely the 12-page "memorandum of understanding" CP is proposing. In exchange for giving up the line, CP is to get a \$2.9 million tax concession from the federal government.

Nadon said there are a few clauses in the agreement, which was to be signed this month, which council may ask CP to change.

Monday, West Hull Council one of three municipalities asked to sign the agreement voted unanimously to drop out of the project after receiving a negative report from its lawyer.

As well, the mayor of La Peche, the third municipality involved, doesn't think his community will sign the agreement either.

However, Hull may acquire the entire line, including the portions in West Hull (about 75 per cent) and La Peche.

West Hull Mayor Doug Minnes said the agreement being proposed by CP is "one-sided" in CP's favor and "is beyond the financial resources of this municipality."

Minnes said there are too many unanswered questions in connection with the document, adding: "I cannot put the municipality's assets at risk to get into the train business."

The agreement asks the municipalities to assume liability for any claims made in connection with the line, whether or not it was "contributed to by the negligence of CP Rail".

As well, it requires the municipalities to arrange for the supply of the railway cars and locomotives, to take out and maintain insurance coverage of no less than \$5 million, and repair and maintain the line.

Nadon, acting mayor of Hull, said acquiring the line will not cost Hull anything and the city has no intention of spending anything on maintenance. He said a non-profit corporation made up of local interested parties plans to operate tourist train excursions and would be responsible for the repairs.

Until the agreement is signed, the Wakefield Steam Train will not operate this year. If an agreement is reached, the National Capital Commission and the Museum of Science and Technology will run the train for the first two years with CP's assistance.

23/07/1986 *Ottawa Citizen*

Maniwaki

Deal puts steam train back on track

Three West Quebec municipalities have agreed to take over the Wakefield steam train track and expect to sign a final agreement with CP Rail within the next two weeks.

If the deal is closed as expected, the train could be chugging its way through the Gatineau Hills to Wakefield by late August or early September, said Jim Malone, a spokesman for the Museum of Science and Technology.

"It will take from two to four weeks from the day the agreement is signed to get things ready to go."

CP, owner of the track, will give it up to the municipalities for a \$2.9-million tax concession.

CP has also agreed to give the municipalities \$280,000 in a trust fund to cover any expenses incurred in the transaction.

The company was close to signing an agreement with Hull, West Hull and La Peche earlier this month when West Hull Council backed out of the deal, saying its lawyer advised against it.

It was a serious setback for the project, since Hull and La Peche representatives didn't know if they could take over West Hull's portion of the land. But Friday, West Hull Council changed its decision at a special meeting. Mayor Doug Minnes said problems of insurance and other contractual details had been resolved to the lawyer's satisfaction.

In response to West Hull's move, Hull Council Tuesday passed the proposal to take over the track. La Peche passed the agreement Monday.

If the agreement with CP is signed, the National Capital Commission and the Museum of Science and Technology would run the train for two years.

The train's future after 1987 is uncertain, but local politicians say a committee of interested parties has indicated a willingness to run it permanently.

But not everyone is happy the train may be back on track.

Nicholas Patterson, head of the Stop The Diesel Movement, says West Hull politicians had a secret meeting Friday at which no members of the public were present.

Minnes said the Friday meeting was not secret and that members of the public were allowed to attend. Nobody did, he said.

03/09/1986 *Ottawa Citizen*

Maniwaki

Wakefield steam train station-bound until 1987

High operating costs and insurance coverage have put an end to hopes of reviving the once-doomed Hull-Wakefield steam train in time for colorful fall excursions.

But organizers are confident the steam train will be pulling out of the station by next summer.

"I'm disappointed that we were unable to get things going this fall," said John Trent, spokesman for the Outaouais and Gatineau Valley Railway Committee, a 1,400-member group that has been pushing for the train's revival for two years.

A final agreement was reached July 31 between Hull, West Hull and La Peche to buy the Hull-Wakefield line for a \$2.9-million tax receipt.

The future of the train had been in doubt since CP Rail was given permission to abandon the line in December 1984.

Once the final agreement was reached, organizers had hoped to operate at least nine train runs this year.

"But it just wouldn't have been cost efficient to run the train for such a short period," said National Capital Commission spokesman Jean Valin.

He said a combination of insurance costs, hiring tickets sellers and crew members and repairing the train line are the main reasons for the delay.

"Since we were looking at about nine trips, it would have cost more than \$9,000 each time the train pulled out of the station. We would have had to charge patrons about \$30 a head to recoup the cost," said Valin.

As well, about \$80,000 in repairs are needed to the track.

At a council meeting Tuesday, Hull Mayor Michel Legere said the repair costs were far too high for so few trips.

Legere said the train must be self-sufficient and that a detailed cost-analysis of the project is needed as soon as possible.

He said he would arrange meetings with the Outaouais Development Corporation, the NCC and the concerned municipalities to "put together a management plan."

Wakefield steam train group to examine similar projects

Hull Council has set up a special committee to look into how tourist train projects similar to the proposed Wakefield steam train operate.

Hull Mayor Michel Legere said the seven-member committee is part of the commitment by Hull, West Hull and Le Peche to run the tourist train efficiently.

"We want to learn from others who have run similar projects," the mayor said.

Legere said the idea was approved in principle by West Hull and La Peche when the municipalities signed a joint agreement to revive the train, which is to run between Hull and Wakefield.

He said West Hull and La Peche councils would also have to approve the idea.

The resolution called for three committee representatives from Hull and two each from the other municipalities.

The committee will locate and research tourist train projects in Canada, the United States and Europe

He said the work may require some travel by committee members, adding the cost of research and travel would be covered by a \$269,000 fund set up with money received from CP Rail, when the municipalities bought the line from the railway with a tax receipt.

Council also voted to begin negotiations with CP Rail for the purchase or rental of the old Hull station, at Montcalm Boulevard and Front Street, for use as tourist train and bus station.

In another related resolution, council voted to search for a nonprofit group to clean and prepare the 27-kilometre rail line for use in the spring.

High operating costs and problems with insurance coverage prevented the Hull-Wakefield train from opening this fall, but Save the Wakefield Steam Train representatives say the steam train should be open for business by next summer.

16/10/1986 *Ottawa Citizen*

Maniwaki

YET ANOTHER STUDY: The Wakefield (Quebec) steam train operation may not be making any money yet, but its potential existence has proved to be a bonanza for area consultants.

The line and the steam train operation were studied to death by the National Capital Commission prior to the transfer of ownership of the trackage from CP Rail to the three Quebec municipalities of Hull, West Hull, and La Peche.

Now, it seems that history will repeat itself. According to Hull Mayor Michel Legere, a seven-member committee will be set up to examine other tourist train projects with the idea of learning how to run the operation efficiently.

Financing for the project which will involve some travel elsewhere in Canada, and perhaps to the United States and Europe, will come from a \$269,000 fund which was established with money received from Canadian Pacific after the railway was bought by the three municipalities with a tax receipt.

While deciding on the study, the Hull Council also voted to begin negotiations with CP Rail for the use of the Hull Station (located on the site of the Hull West Station featured in this month's issue) as a base for the tourist operation and as an inter city bus terminal.

In what should be seen as an important move from a BRS perspective, the Hull Council also voted to search for a "non-profit group" to carry out right-of-way and track maintenance work during the spring of 1987 in order to get ready for operations next summer.

16/10/1986 *Ottawa Citizen*

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14/01/1987 *Ottawa Citizen*

Maniwaki

Wakefield train derailed until 1988

The Hull-Wakefield steam train is unlikely to be on track as a tourist attraction this summer, says a Hull councillor.

"We would like to see it running this summer, but it will likely be 1988 before we can get anything going," Coun. Yves Ducharme said at Tuesday's council meeting. He said there is much to be done before the project gets off the ground.

Backers had hoped to get the train running this summer.

Ducharme said negotiations still remain with CP Rail, the National Capital Commission and the National Museum of Science and Technology.

However, Ducharme is optimistic about the project and Hull Council Tuesday approved creation of a non-profit corporation to oversee revival of the train.

Ducharme and representatives from West Hull and La Peche councils will head up the corporation with two community representatives.

The corporation will soon begin looking for bids to operate the tourist train on 17.3 kilometres of track between Hull and Wakefield.

Ducharme said the tourist train would be a long term investment requiring a large amount of money and likely wouldn't be profitable for 10 years.

The non-profit corporation will take over ownership of the tracks and a \$280,000 fund provided by CP Rail when the line was purchased from the company for a \$4.9-million tax receipt.

The line will be leased to the prospective operator of the tourist train, Ducharme said.

13/04/1987 *Ottawa Citizen*

Maniwaki

BRIDGE REMOVALS PROMPT COMPLAINTS:

Residents of the Gatineau Valley are up in arms following the removal of some half-a-dozen bridges along CP Rail's abandoned Maniwaki Subdivision between Wakefield and Maniwaki.

The work took place during the past winter - frustrating the planned activities of both snowmobilers and motorcyclists who had begun to use the route as a recreational corridor following its abandonment on December 31, 1985.

Calls to preserve the bridges - and the rail corridor - have fallen upon deaf ears. According to the mayor of Low, Quebec, it wasn't worth it. "As a recreational corridor the cost was prohibitive. It isn't just the bridges, but the corridor ... leads through farms. An individual couldn't be expected to pick up the cost of fencing.

The right-of-way has been turned over to Marathon Realty, CP's real estate arm, for final disposition. (Branchline)

A bridge too late. Brown's beat

During the winter crews moved in and removed the bridges, about half a dozen of them, along the railway line between Wakefield and Maniwaki. The old CP Rail line between Ottawa and Maniwaki has been abandoned, except for the stretch to Wakefield that volunteers are keeping alive to allow summer steam train tours.

The missing bridges raised the hackles of recreational users. They used the old line, and bridges, for snowmobile trails and off-road motorcycle tours.

"Why didn't the municipalities step in and buy those bridges?" asked one angry former user. "We stopped in those towns and spent money."

"Not worth it," says Low, Que., Mayor Mike Francis. "As a recreational corridor the cost was prohibitive. It isn't just the bridges, but the corridor (old CP right-of-way) leads through farms. An individual couldn't be expected to pick up the cost of fencing."

09/05/1987 *Ottawa Citizen*

Maniwaki

Wakefield tourist train project delayed by bureaucratic red tape

Bureaucratic stumbling blocks are threatening to derail the Wakefield steam train project until 1989, say supporters of the on-again, off-again project.

John Trent, a project supporter, said Friday steam train excursions from Hull to Wakefield won't be operating this summer because the province has still not approved a contract to study the feasibility of the train.

And if the contract isn't approved soon, the project may be derailed until 1989, he said.

Supporters had hoped to have the train operating this summer. "But the train may not even be ready for next summer because of this bureaucratic mess," said Trent. The Tourist Development Council of Hull-La Peche, a non-profit group overseeing the revival of the train, has chosen Transurb of Montreal to do a feasibility study on the line and advise the group on leasing arrangements with a private operator.

But until final approval is given on the contract, no work can start, said Trent, chairman of the nonprofit organization.

"The more it's delayed, the more it jeopardizes the chances of getting the train going in 1988."

Trent said he had expected the contract to be proved more than a month ago.

Once the contract is approved, the non-profit corporation will start looking for bids to operate the tourist train on 17.3 kilometres of rail line between Hull and Wakefield. Trent's group will take over ownership of the railway tracks.

The group will also control a \$280,000 fund provided by CP Rail when the rail line was purchased from the railway for a \$4.9-million tax receipt from Hull, West Hull and La Peche.

The line will be leased to the prospective operator of the tourist train.

18/02/1988 *Ottawa Citizen*

Maniwaki

Hull may put \$500,000 towards Wakefield train

Hull Council is considering putting \$500,000 towards getting the Wakefield Steam Train back on track by 1989.

Hull Coun. Yves Ducharme said in an interview Tuesday the money, if approved by council March 1, will be conditional on the revival of the steam train with co-operation from business and other levels of government.

Ducharme said the municipal support for the project should encourage more outside investment.

The revival of the steam train was also given a boost earlier this month when Lapeche Council agreed to commit about \$50,000. The decision is conditional on obtaining \$150,000 in grants from the province.

The money is to be used to relocate the turntable used to turn the old steam locomotive around at the end of the railway line in Wakefield.

The municipalities of Hull, West Hull and Lapeche, tourism groups and supporters of the steam train have been trying to get the train running again since it stopped operating in 1986.

"It's going very well," said Ducharme of the efforts to restart the train excursions as a profitable tourist attraction.

In November last year, the Tourism Development Council of Hull-Lapeche released a study saying the steam train would require about \$2.8 million in public funds and about \$1.05 million in private investment.

Hull Coun. Fern Nadon said all three levels of government support the project, but finding the necessary funds is another matter.

Nadon did not want to predict whether council members would approve the \$500,000 commitment, saying only: "Hull is in favor if we can find the money."

Nadon said that with the opening of the new Museum of Civilization in Hull in 1989, the steam train excursion would help keep tourists in the Outaouais region.

Ducharme said Hull's contribution would be used to renovate the old Hull train station off Montcalm Boulevard.

While the train station is still owned by CP Rail, and the surrounding land by the National Capital Commission, Ducharme doesn't foresee any trouble reaching an agreement.

CP turned over the railway line from Freeman Road, at the northern limits of Hull, to Wakefield, to the three municipalities in 1986 for a tax write-off of \$2.9 million.

Ducharme said if the necessary funding falls in place soon, he hopes work can start this spring on getting the railway line in shape to begin operation by the spring of 1989.

The tourism study said an investor could expect to lose money for two years, but the project would eventually generate a healthy profit.

16/03/1988 *Ottawa Citizen*

Maniwaki

Wakefield train proposal given boost

The Wakefield Steam train revival got a boost when councillors voted to spend up to \$500,000 to renovate the Hull train station. The money is conditional on \$1.5-million coming from the provincial and federal governments and \$1.05 million from private investors. Organizers hope the train will be running by summer 1989.

Wakefield train still needs \$1M to be rolling by 1989.

Promoters of the defunct Hull-Wakefield tourist train say they have now raised enough public money to get it rolling again by 1989, but still need to find a private operator with \$1 million to invest.

"We now have sufficient support from the public sector to say, from this moment, we are assured the support for the infrastructures and can now go ahead to the private sector to find an entrepreneur to operate the tourist train," said John Trent, president of the Hull-La Peche Tourist Development Council at a press conference Friday.

Trent said the municipalities of Hull and La Peche have agreed to pay part of the cost of reviving the 27-kilometre rail line.

Hull has promised a \$500,000 investment over the next three years to renovate the Hull station and surrounding area. The funding is conditional on other levels of government, as well as the private sector, contributing equal amounts.

La Peche has also agreed to invest \$50,000 to develop a reception area in Wakefield.

West Hull has stated it is "prepared to consider" funding the project as long as there are "direct economic benefits" to the municipality. Those benefits could come in the form of a repair shop and a permanent base located there.

Gilles Rocheleau, Hull MNA and Quebec Minister of Supply and Services, said the province may also contribute, as long as ; the operating reins are eventually turned over to the private sector.

A study released in November ; by the tourism council estimated \$2.8 million in public money would be needed to get the project off the ground.

An additional \$1 million would have to be invested by a private operator to buy train equipment, including a steam engine and passenger cars, Trent said Friday.

First-year revenues are projected at about \$900,000 on expenses of \$1.1 million. In five years, revenues are estimated to top \$2.6 million on expenses of \$2 ; million.

Marc Toupin, a spokesman for Michel Gratton, Quebec's tourism minister, said the ministry is prepared to offer financial assistance to the eventual operator.

Other contributions would come in the form of the establishment of visitor reception facilities by the Quebec Planning and Development Office and the Outaouais Region Planning Secretariat; the NCC's transfer of the turntable and other installations and land in Wakefield and Hull; technical support from the Outaouais Development Corporation and the Outaouais Regional Community and promotion by the Caisse Populaire de Hull.

The track, owned by Hull, La Peche and West Hull, was closed in 1986 because it was losing money.

Interested groups have until July 15 to submit their offer.

30/04/1988 *Ottawa Citizen*

Maniwaki

TENDERS CALLED FOR OPERATION OF TOURIST TRAIN: Almost three years after the termination of tourist train service to Wakefield, Quebec, over the erstwhile Maniwaki Subdivision of CP Rail, tenders have finally been called for the private sector operation of a tourist train service between Hull, Quebec, and Wakefield, a distance of 20 miles.

The notice, issued by the Conseil de developpement touristique Hull-La Peche was published in the April 30, 1988 issue of The Ottawa Citizen in addition to several other newspapers.

Of interest both to readers and potential bidders are the following items: 1) the proposal is for the operation of a tourist train for a "continuous period of twenty-five years;" 2) aside from relevant experience, the successful firm is to have the financial capacity "to invest \$1,000,000 in the project;" 3) all proposals must be accompanied by a certified cheque for \$10,000 or a security bond.

For a fee of \$100, proposal call documents are available from Mr. Rosario Dutrisac, Caisse Populaire de Hull, 41 Victoria Street, Hull, Quebec, J8X 3Y5.

All proposals are to be in Mr. Dutrisac's hands by no later than 11:00 hours, on July 15, 1988.

29/11/1988 *Ottawa Citizen*

Maniwaki

POLITICS PLAYS HAVOC WITH TOURIST TRAIN PLANS:

Hopes of resuming tourist train service to Wakefield, Quebec, during the summer of 1989 have been placed in jeopardy following an announcement by the Province of Quebec that the federal government should contribute up to 50% of the money required to rehabilitate the Gatineau Valley line. According to estimates, some \$2.8 million of public funds is required before the line can become operational.

The official stance of the Provincial Government notwithstanding, the project still has the backing of the local MNA, Michel Gratton. Also the Minister of Tourism, Gratton claims that his hands are tied, however, and that the Quebec Treasury Board is the one that is attempting to rewrite the game plan by insisting that the Federal Government become involved. Federal involvement is necessary, it appears, because of the previous involvement of the National Capital Commission and the National Museum of Science and Technology in the operation of a tourist train service between Ottawa and Wakefield from 1973 to 1985. According to some sources, moreover, the Provincial Government may even take things to the point of withholding all financial support for the initiation of the project.

Ironically the controversy has sprung up at a time when studies by the Department of Tourism have concluded that the Outaouais region, where the line is located, has never been a big draw for tourists, partly because of a lack of attractions and partly because of a lack of knowledge of the area.

The train is seen as a way of stimulating tourism in the region.

Formerly CP Rail's Maniwaki Subdivision, the Wakefield line was last used on September 1, 1985. It was officially abandoned in January of 1986 with the Wakefield to Maniwaki portion dismantled during the spring and summer of that year.

22/12/1988 *Low Down to Hull and Bac* Maniwaki

In mid-december, former Thurso Railway GE 50-ton switcher No. 5132 (ex-No. 10) was hauled by truck from Thurso, Quebec, to the end of track at Wakefield, Quebec. The 43-year old switcher will be used for track maintenance on the planned tourist operation over the remaining 17 miles of the Canadian Pacific's former Maniwaki subdivision.

12/02/1989 *Ottawa Citizen*

Maniwaki

STEAM TRAIN TO WAKEFIELD ON TRACK?: Plans to revive the steam excursion train between Hull and Wakefield, Quebec, got a 'shot in the arm' on February 11. Quebec Tourism Minister Michel Gratton announced during an economic development conference that the Quebec Government will inject \$1.4 million into the Wakefield Steam Train project.

The train's promoters had asked Quebec for \$2.8 million to rehabilitate the 27 kilometre former CP Rail line and to improve the Hull station.

Gratton indicated that the remaining \$1.4 million will be included in an economic development agreement to be negotiated with the federal government.

The National Museum of Science and Technology's former CP 4-6-2 1201 powered the last train over the line on September 1, 1985.

Future of Wakefield steam train clouded by worries over funding

A promoter of the Wakefield steam train project says Quebec may be backtracking on its promise to help fund the defunct rail line.

John Trent, president of the Hull-La Pêche Tourist Development Council, said Tuesday it was never his understanding that provincial financing for the project could be dependent upon federal funds.

Quebec Tourism Minister Michel Gratton said Monday at a press conference the province won't foot the bill for the whole project if the federal-, government decides not to pay half its '\$2.8-million cost.

The money is needed to revive a 27 kilometre stretch of the rail line between Wakefield and Hull. CP closed the money-losing line in 1986.

"The Quebec government cannot go ahead alone with the \$2.8 million," Marc Toupin, Gratton's spokesman, said Tuesday. "The federal government has to do its share."

Toupin said it's impossible to say whether the province will still fork out \$1.4 million if the federal government doesn't pay its share.

28/06/1989 *Ottawa Citizen* *Maniwaki*

Funding shortfall threatens Wakefield steam train plan

After celebrating victory in February, promoters of the Wakefield steam train have learned the project is in jeopardy because no federal funds are available to match a \$1.4-million provincial grant.

John Trent, president of the Hull-La Pêche Tourist Development Council, said the public must put pressure on the province to fund the train's entire \$2.8 million start-up costs.

About 130,000 postcards are being distributed by the council to Outaouais residents in coming weeks, through newspapers, stores and caisses populaires.

Residents are being asked to sign the cards, in support of the train, to be sent to Quebec Premier Robert Bourassa and Transport Minister Marc-Yvan Côté.

Although the province promised \$1.4 million for the train in February, that money is in jeopardy because the federal government has no intention of funding the other half.

Michel Gratton, the provincial tourism minister, said in April the province would not foot the bill for the entire project if the federal government won't pay half.

But Monday, a spokesman for federal Regional Industrial Expansion Minister Harvie Andre said Quebec officials are well aware there is no federal money for such a joint venture.

Under a federal-provincial agreement signed in 1988, Quebec promised to spend \$380 million, unilaterally, on regional development projects throughout the province, Andre's press secretary, Jodi Redmond, said.

This agreement provides "a perfect opportunity to support the Wakefield steam train," but it must be financed entirely by Quebec.

"It's been a year, and we haven't seen any of that (\$380 million) yet," Redmond noted. Of that total, \$100 million is earmarked for the central region, to which the Outaouais belongs.

The steam train would use a 27-kilometre stretch of rail between Hull and Wakefield, closed by CP Rail in 1986.

A petition from local municipalities, school boards, businesses and organizations is also being circulated, Trent said. Several have already signed, including the municipalities of Hull, La Pêche and West Hull.

05/12/1989 *Le Droit* *Maniwaki* *Wakefield*

MAYOR SINKS GATINEAU TOURIST TRAIN OPERATION:

True to his word, (Branchline, December 1989) Jean-Pierre Brunette, newly elected mayor of the Gatineau Valley municipality of La Pêche (Wakefield) has vowed to end his community's involvement in attempts to turn the remaining portion of the former CP Rail Maniwaki Subdivision into a steam tourist train operation.

At a council meeting in early December, Brunette spoke against the train project saying "I have categorically said no to the train. We should spend the money on roads. I don't believe in the train."

His stance was supported by Councillor Robert Bussière who stated that "The Wakefield tourist train project is finished. We don't want the train. It will never be viable nor have economic impacts such as job creation."

Tourist train operation to Wakefield ended on September 1, 1985.

25/01/1990 *Ottawa Citizen* *Maniwaki* *Wakefield*

TRAIN SUPPORTERS REFUSE TO GIVE UP: Efforts are being made to prevent the final derailment of the proposed Wakefield tourist train operation over what remains of CP Rail's former Maniwaki Subdivision.

The project had appeared to be in jeopardy after efforts to secure partial financing from the federal government proved unsuccessful. The lack of federal support had provoked a similar response from the provincial government which had promised to match the federal contribution but not go it alone.

Now, in an effort to rescuing the project, the City of Hull, one of the three co-owners of the tracks and right-of-way, has offered to increase its financial commitment by an additional \$200,000. Hull's new commitment, in addition to other monies already promised by the City, the Hull-La Pêche Tourist Council and local promoter Andy Tommy, means approximately \$1.4 million has been secured for the project.

Officials now hope that the Province of Quebec will see fit to match these commitments with an additional \$1.4 million, an amount it was supposed to have committed had the federal funding come through.

It is now time for a wait and see game, however. Organizers feel that an answer must be forthcoming prior to March 31, the end of the current fiscal year. According to spokesperson Larry Dufour, "I feel if we don't get the final agreement from the Quebec government by the end of March, we won't get it all."

08/05/1990 *Ottawa Citizen* *Maniwaki*

Train project threatened by delay in funds

The Wakefield steam train project may have to be postponed for yet another year if the Quebec government doesn't kick in \$1.4 million within the next month, says the project co-ordinator.

"The track must be completed by fall if the train is to start running by next spring," Gilles Ruest of the Hull-La Pêche Tourist Development Council said Monday.

"We'll need a month to go to tenders and another three months to work the track. We cannot afford to wait."

Organizers of the \$12-million project expected to hear this week whether the province would approve their request, Ruest said.

But a spokesman for the Ministry of Tourism in Montreal said Monday that a decision could still be "some weeks" away..

Although Tourism Minister Andrei Vallerand has endorsed the project, it must still be approved by the provincial cabinet, the treasury board and a provincial economic committee.

Any delays could spell disaster for the Wakefield train, said Marc Grodin, chairman of Ottawa-Hull Tourism Inc. and director-general of the Mont-St-Marie resort.

"We have to start by June. If we don't, it may cancel the whole development by the train people."

The steam train is intended to run along 27 kilometres of track between Wakefield and Hull, carrying tourists along the Gatineau River.

LOCAL OFFICIALS FRUSTRATED OVER LACK OF ACTION ON WAKEFIELD TOURIST OPERATION: Five years after it was discontinued, the prospect of a tourist rail line between Hull and Wakefield, Quebec, seems to be as remote as it ever was. Although a contract operator has been found and the proposed operating company actually owns two diesel switchers, little concrete action appears to have taken place in the intervening years.

Rather, it has been a classic case of bureaucratic run-around, false hopes, broken promises, and the usual recriminations.

At issue is approximately \$1.4 million in seed money which the project needs to get on the rails - so to speak. This represents approximately 50% of the start-up costs with the balance coming from municipal governments as well as the private sector.

Still the provincial government appears reluctant to give its seal of approval with the matter to date not even before the provincial cabinet, even though the prospect of such an event has been promised on more than one occasion.

According to Hull councillor Yves Ducharme, "We've learned that the file is not complete ... We don't know who is putting sticks in our wheels, but we will get additional details."

01/10/1990 *West Quebec Post**Maniwaki*

STATUS OF WAKEFIELD TRAIN HAS AREA MERCHANTS GUESSING: Wakefield, Quebec, merchants are growing more and more confused about whether the community will become the focal point for a tourist railway operation over CP Rail's one-time Maniwaki Subdivision.

More than five years have elapsed since the last train departed Wakefield for Ottawa and still the area is no closer to a resumption of operations. Now the village has seen a number of petitions from concerned individuals about what is happening. For instance, a petition recently circulated through the community in support of the train, garnered the signatures of 34 businesses in favour of the train. The initiative was prompted by an earlier petition which saw 15 businesses and citizens oppose the train for a variety of reasons.

Many villagers, moreover, are quite confused about the proposed operation. Will it be steam or diesel? What will be the frequency of operation? Is there an infra-structure to handle the proposed ridership of 1,000 patrons per day.

Perhaps the bottom line is the question of who will pick up the tab for seed funding? No one seems to know but it appears certain that any money will have to come from the Province of Quebec, although no one on that front has been too hasty to rush in and sign a cheque. Meanwhile the right-of-way keeps on deteriorating.

08/11/1990 *Ottawa Citizen**Maniwaki*

Funding approved for Wakefield train

It's full steam ahead for the Wakefield tourist train.

The project cleared the last hurdle at the provincial level when Quebec's cabinet approved a \$1.4-million grant.

Hull coun. Yves Ducharme, one of the train's promoters, said he expects the 27-kilometre ride between Hull and Wakefield to start in late summer.

The initial cost of the project is about \$3.4 million. In addition to Quebec's grant, Hull is investing \$700,000 and about \$300,000 comes from Canadian Pacific and private donations.

A private contractor, Edelweiss ski resort owner Andy Tommy, will run the service and invest another million dollars.

The project has been on hold for over a year while promoters waited for the grant. Quebec Tourism Minister Andre Vallerand is to be in the Outaouais Friday to officially announce the project.

Hull, Chelsea and La Peche have worked together on the project since 1986 but La Peche recently dropped its support of the train after an anti-train mayor was elected last year.

But La Peche councillors are to meet tonight to reverse Mayor Jean-Pierre Brunette's stand. They expect to have a majority of councillors support the train.

09/11/1990 *Ottawa Citizen**Maniwaki*

Wakefield train gets steam up with \$1.4-million Quebec grant.

The Wakefield tourist train has finally got steam up.

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Hull, Chelsea and La Peche have worked together on the project since 1986 but La Peche recently dropped its support of the train after an anti-train mayor was elected last year.

But La Peche councillors voted Thursday to reverse Mayor Jean-Pierre Brunette's stand. A majority of councillors support the train.

21/08/1991 *Ottawa Citizen**Maniwaki*

ON TRACK FOR '92, WAKEFIELD PROJECT APPEARS TO HAVE RECEIVED OFFICIAL GO-AHEAD: Proponents of a revived steam excursion train along CP's former Maniwaki Subdivision between Hull and Wakefield, Quebec, may finally be seeing the light in the distance.

After months of negotiating, the Province of Quebec has finally delivered a \$1.4 million grant for the operation conditional upon the full agreement of all parties involved in the original proposal (which dates to 1985). These include the municipalities of Hull, Chelsea and La Peche as well as ski resort operator Andy Tommy, who has a contract to run the train. The Province also demanded that its grant be secured by the proponents with a combination of cash and land.

Overall, nine agreements must be finalized before any government money is spent. Three of these agreements must be signed with the municipalities. Additionally, other agreements must be signed with Canadian Pacific for running rights over the Laman Spur and the Ellwood Subdivision in order to link the Wakefield track with the Hull Station. The National Capital Commission is also involved and requires agreements with respect to the Hull Station and surrounding lands - which it owns, as well as the turntable in Wakefield.

For the municipalities involved in the deal, a formal agreement is required with the operator, Andy Tommy. Currently they only have agreements in principle.

The \$1.4 million grant will be paid in stages. An initial payment of \$450,000 will be made when all of the agreements are made. Completing the upgrading of the line and other associated work will yield an additional \$450,000 in two separate payments of \$200,000 and \$250,000. The final payment, \$500,000, will be made when trains are running.

Tenders for line rehabilitation and associated construction have already been called. According to John Trent, president of the association formed to revive train service, work on rehabilitating the line could start in the very near future.

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22/08/1991 *Ottawa Citizen**Maniwaki*

Wakefield steam train may start next summer

Promoters of the Wakefield tourist train hope to begin excursions next summer after finally sorting out a dispute over money.

The project was delayed 10 months while train promoters tried to wrestle a \$1.4-million grant from the Quebec government.

John Trent, president of the train council, said Wednesday the province has finally agreed to release the money.

That will allow work to begin this fall on track repairs along the 27-kilometre route between Hull and Wakefield, said Trent.

The money was promised in November but both sides began bickering. Quebec wanted guarantees which the promoters couldn't give that it would get some money back if the project died.

Last week, the promoters agreed to put up a mixture of cash and land to guarantee the grant, said Andre Menard, an aide to Quebec Tourism Minister Andre Vallerand.

The steam train is to make three trips a day during tourist seasons. A diesel train, which is more rugged, will be substituted in the winter for weekend ski excursions.

Trent said one hurdle remains before the project can go ahead, but he anticipates no problems.

All the parties involved must sign an agreement to proceed with the project. They include the municipalities of Hull, Chelsea and La Peche, and Edelweiss ski resort owner Andy Tommy, who will buy and operate the train. They are investing more than \$2 million.

Trent said setbacks in the past have made him wary of saying the project will go ahead for sure. "There is no use crowing about this until we have it all in place."

01/09/1991 *Branchline**Maniwaki*

Three Day Move.

Equipment for the planned Hull, Chelsea & Wakefield steam excursion operation moved over the former CP Maniwaki Subdivision in mid-July.

The 14-mile move from Hull to farm Point, Quebec, required three days as most of the crossings had to be 'dug out'. The move represents the first movement over the line since the national Museum of Science and Technology's 4-6-2 1201 departed Wakefield on September 1, 1985. No start up date has been announced. (Harry Gow, Willard Clark).

05/10/1991 *Le Droit**Maniwaki*

SNOWMOBILERS MAY USE ABANDONED RAIL LINE: Canadian Pacific has reached an agreement with the Gatineau Valley County Regional Municipality permitting snowmobilers to use its now-abandoned Maniwaki Subdivision between Low and Messines, Quebec.

Although the tracks were removed in the spring of 1986, CP still retains title to the land. Negotiations to sell it to the Gatineau Valley Regional Municipality have been fruitless to date. The main obstacle to a transfer of the land has been a determination of what constitutes fair market value for the corridor. CP wants \$860,000 for the corridor.

Local municipalities have promoted the snowmobile corridor and are reacting bitterly to CP's move. The asking price is considered to be too steep but they will be making an offer in the interest of preserving the right-of-way and preventing it from being sold off on a piece meal basis.

A lease has been signed for an undisclosed price. The provincial government was called in and intervened with Canadian Pacific to have any decision on the fate of the right-of-way deferred until March of 1992. The Quebec Department of Transport, in the meantime, will evaluate the corridor in terms of negotiating a purchase price with CP. (Le Droit, 05/10/91 and 25/10/91)

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NEW 'BACKER' EMERGES TO SUPPORT GATINEAU TOURIST TRAIN:

A new financial backer has emerged to support the operation of a steam tourist railway between Hull and Wakefield, Quebec, over what remains of CP Rail's former Maniwaki Subdivision. He is Marc Grondin, an Outaouais business man with extensive experience in the tourist industry. Grondin has offered to put up \$1 million in return for running the train over the next 25 years. Grondin's proposal comes after the original contractor operator, local tourist promoter Andy Tommy, backed out of the project. Tommy had put together an investment package to develop and run the train, conditional upon financial support from the Quebec and local governments. Just when thii was confirmed, Tommy balked at some of the conditions attached to the money.

Grondin believes the secret of financial success will be operating the train all year. Initially he intends to operate two daily trips in the summer, plus off-season tripe determined by passenger demand. He has announced that operations will commence on June 27, 1992. Grondin has announced that it will cost about \$700,000 to buy a '50-year-old antique train' from an American wholesaler, and another \$300,000 in start-up costs.

The project is now in its seventh year of development following the cessation of government-sponsored excursion service. The National Museum of Science and Technology's ex-CP 4-6-2 1201 powered the last excursion trip from Wakefield on September 1, 1985. (The Ottawa Citizen, 10/12/91 and 06/01/92 via Branchline)

05/01/1992 *Ottawa Citizen*

Maniwaki

Train finds new backer Citizen staff The Wakefield steam train looks like it's back on track with Outaouais businessman Marc Grondin's \$1-million proposal to run it for the next 25 years.

Grondin's proposal, which would see tourists on scenic rail trips between Hull and Wakefield by June 27, remains to be ratified by the ' train council on Monday.

The council was created by the municipalities of Hull, Chelsea and La Peche to revive the steam train.

The project was put in jeopardy when Andy Tommy, a key investor, pulled out three months ago. The council then called for new proposals.

"Marc Grondin answered the call," council co-ordinator Gilles Ruest said Saturday.

Grondin's proposal, the only one the council received, "puts the train in a position to take off," Hull councillor Yves Dueharme said.

"I'm certainly excited," said Grondin, who has been involved in the tourist industry for many years. His \$1-mil-lion investment will be matched by a \$1.4-million grant from the Quebec government to restore the line.

Grondin, who believes he can make a profit on the train, intends to operate it year-round.

The National Capital Commission operated the tourist train in the 1970s and early 1980s, but abandoned it because of the high cost

04/02/1992 *Le Droit*

Maniwaki

STEAM WHISTLE MAY YET SOUND IN GATINEAU VALLEY:

The Gatineau Hills may yet echo to the sound of a steam locomotive, something that hasn't happened since September 1, 1985.

On February 25, seven years of blood, sweat and tears may come to a happy ending when it is anticipated that the Province of Quebec will finally officially commit \$1.4 million to an ambitious proposal to operate a steam passenger tourist train between Hull and Wakefield, Quebec. The route is the CP Rail former Maniwaki Subdivision.

Equipment for the Hull-Wakefield service will be purchased from Sweden. Promoter Marc Grondin will journey to Sweden in mid-February to buy rolling stock from the Swedish government. The purchase will include three steam locomotives, three service cars, 15 passenger cars, a yard locomotive, and other equipment for a total of \$500,000. Transport and other costs will bring the final total to \$650,000. The steam locomotives have been in 'strategic reserve' for many years.

The next few months should see quite a flurry of activity as operators of the railway set about to build a shop and turning facilities in Hull, rehabilitate the former Maniwaki subdivision and install visitor service facilities, especially at the Hull end.

As much information as possible will be provided in the April issue of Branchline. (Branchline).

19/02/1992 *West Quebec Post*

Maniwaki

CAN VILLAGE COPE WITH TOURIST INFLUX?

As the clock ticks closer to the resumption of steam passenger rail service between Hull and Wakefield, Quebec, a new issue has emerged to tax the creativity of the train's proponents.

Wakefield merchants and residents, alike, wonder how well their tiny community will be able to cope with an influx of up to 900 passengers on a daily basis.

The train's proponents are forecasting that close to 140,000 people could visit Wakefield during the summer of 1992, far outtaxing the limited visitor service facilities in the community.

At a recent meeting, merchants described their experiences between 1974 and 1985 when Wakefield service was provided by the Government of Canada using ex-CP locomotives 1057 and 1201. They spoke of the disruption to their regular business with people looking for parking and washrooms. It was also mentioned that the crowds assembling to watch the locomotive turning rituals also seriously blocked traffic on the main street.

Pro-train advocates dismissed the worries and called for innovative solutions to the problems. They see the resumption of rail service as an economic panacea.

25/03/1992 *West Quebec Post*

Maniwaki

Wakefield

Business community develops plan for tourist train.

Cmmerce Wakefield, a local business association, is developing a strategy for handling the projected influx of passengers from the soon-to-open Wakefield Steam Train.

The group has recently discussed a consultant's proposal for added washroom and other such visitor facilities to Wakefield in time to greet the first passengers on June 27 of this year.

Up to 1,000 passngers are forecasted to visit the community on a daily basis during the summer. The group has no idea how many others will drive there just to watch the train. (Branchline)

Romantic legend rolls again

Wakefield steam train rewards well-wishers with mighty whistle blasts

It was two hours late, the toilets didn't work and the whistle blew out somewhere around Farm Point.

No matter. For the hundreds of passengers aboard the Wakefield steam train, Saturday's inaugural excursion along the banks of the Gatineau River was a glorious rebirth of a romantic legend.

From the moment the iron lady chugged out of a replica, turn-of-the-century station in Hull to her snail's pace crawl into Wakefield, the bygone age of steam came puffing back to life.

Passengers many sporting engineer's caps stood in the aisles of the 1940s vintage railcars, laughing and chatting noisily. Others sat back and drank in the spectacular landscape as the train's piercing whistle echoed through the Gatineau hills.

For most, it was the first time to find out what a Canadian steam train looked, sounded and smelt like.

For others, it was a memory of days gone by. "Our family used to take the steam train every Friday to our summer home in Chelsea," said Mary Mac-Neil, 72.

"It's like a long lost friend has come back."

After seven years of on-again, off-again negotiations, the locomotive's revival drew crowds of well-wishers along its 32-kilometre route.

People lined the rails and waved and cheered from virtually every level crossing as the train chugged black smoke and hissed steam.

Lome Blackburn, a high-spirited engineer who was coaxed out of early retirement to run the train, rewarded the crowds with a mighty hoot of the whistle as locomotive 909 puffed through brushland and industrial parks to the beautiful countryside of the Gatineau Valley.

For John Trent, the journey was especially poignant.

A visibly tired and slightly sunburnt Trent sat sipping a Budweiser as the train turned a corner to unveil the first spectacular view of the Gatineau River.

"I feel very proud. This is a great day, and a long time in coming."

In the seven years since the National Capital Commission stopped running the tourist train, the University of Ottawa professor has worked tirelessly to get the steam train back on track.

Trent brought together three local governments, two branches of provincial government, the NCC and a group of private investors who are betting \$2.5 million the train will be a profitable, year-round venture.

Organizers have tried to make a trip on the steam train as authentic as possible. But apart from the whistle, which all agreed is thrilling (until it blew out), there will be a good deal less black smoke poured into the air. The original coal fires have been replaced by diesel fuel to create steam. And engine 1201, the locomotive that used to do most of the pulling along the western bank of the Gatineau, spent Saturday in an air-conditioned museum.

Instead, the horsepower for the train is a Swedish-built engine that was retired in the 1960s.

The sleek, black locomotive, which dates from 1907, pulls nine passenger cars and a diesel locomotive as backup. Only once during Saturday's maiden voyage was Blackburn forced to kick the back-up diesel engine in to scale a mile-long incline on the outskirts of Chelsea.

Those on board found photo opportunities around every bend as the train wound its way past log-jammed reservoirs, lush hills and panoramic views of the glorious Gatineau.

"I've been driving up and down the Gatineau hills for 50 years. But I never really realized just how beautiful this countryside is until today," said Gabriel Bedard.

And what's a train ride without a hold-up?

As the locomotive crawled into Wakefield, the Molly Rod Raiders, a motley crew of masked outlaws known to frequent the Low and District Lions Club, spilled out of a stagecoach, jumped on board and held Chelsea Mayor Judy Grant for ransom.

Despite the ambivalence of some, hundreds of Wakefield residents and cottagers came out to cheer the train's arrival.

During the past few weeks, gallons of paint and dozens of flower boxes have gone into sprucing up Wakefield in anticipation of the thousands of tourists who will visit this quaint village.

Merchants watched gleefully as about 400 passengers spilled out of the train for a two-hour stopover:

"Business was excellent," said Josie Pearson, owner of the Chateau Pearson hotel and tavern.

For other merchants, traffic was surprisingly light

"We expected to see a lot of people, but it wasn't half as busy as we thought it would be," said Sean Maloney, of the Pot au feu restaurant next to the temporary station.

There had been opposition to the revival of the train. On Friday night fourteen spikes were driven into the tracks near Chelsea.

"Somebody wanted to derail this train," said Trent. "This is highly dangerous, and it's absolutely illegal." The spikes were removed Saturday morning by rail crews who will monitor the tracks every morning before the train starts.

The Wakefield steam train, which will bring an estimated \$2 million annually to the local economy, will operate year-round, with its heaviest operations, in summer.

It will make one trip every morning until July 12, when it begins two daily round trips. Operator Marc Grondin says it's booked solid until July 7.

29/06/1992 *Ottawa Citizen*

Maniwaki

No more delays, train operator says

The operator of the Wakefield steam train says the first weekend trips have worked the bugs out of the system and the train should keep to a revised schedule in future.

Saturday's inaugural four-hour excursion stretched to six hours, and Sunday's trip dragged out to eight hours. Operator Marc Grondin laid on two school buses Sunday to carry some passengers back to Hull from Wakefield quickly.

Grondin said Sunday night that many of the holdups were due to security concerns. Vandals caused a delay during the Saturday trip, and the train stopped repeatedly Sunday so that crews could inspect the track. And the Sunday departure, scheduled for 10 a.m., was delayed until noon so that the the whistle, which blew out Saturday, could be rebuilt.

Because of the fears of vandalism, the train will be restricted to a maximum speed of about 25 kilometres an hour for this week's trips, Grondin said. That will increase total time for the round trip from the scheduled 2 hours and 30 minutes to 3 hours and 15 minutes, excluding a two-hour stopover in Wakefield.

More than 350 tickets were sold for the Sunday train. Passengers said dozens abandoned their plans when the departure was repeatedly delayed, although Grondin said only 26 tickets were refunded or exchanged for other dates. He said 147 passengers were on the train for the return journey. Several dozen returned by the buses.

But those who made the return trip raved about the experience and scenery.

"We were there to ride on the train, so it was fine," said Lennie Young of Kamloops, B.C., who took the trip with her sister, who lives in Ottawa.

"We weren't there to rush, so we really enjoyed it."

WAKEFIELD TRAIN

Snag means part of trip by bus

The Wakefield tourist train, after being a target of saboteurs, has run into two new snags.

A burst boiler has put the steam locomotive out of service, and CP Rail is refusing to allow a backup diesel engine to use CP tracks.

CP's stand is forcing train operators to carry passengers by shuttle-bus from the newly-built train station in Hull for the first three kilometres of the journey. Then passengers scramble aboard the train in a freight yard for the rest of the 32-kilometre trip to Wakefield, on track owned by the train operators.

Despite the setbacks, the train has already carried more than 13,000 passengers on the scenic ride along the bank of the Gatineau River since the service began June 27.

The sleek, black steam engine, built in Sweden in 1907, was knocked out of service 10 days ago when the boiler sprang a leak after being topped up with cold water instead of hot water.

Repairs are taking longer than anticipated, due to difficulty in obtaining tools and parts, and the backup diesel engine is pulling the 1940s-vintage cars on the twice-daily trips to Wakefield.

John Trent, who spearheaded a seven-year fight to restore the Wakefield tourist train after the National Capital Commission cancelled it said Monday he's baffled by CP Rail's refusal to allow the diesel engine on its tracks.

Marc Grondin, president of the company that operates the Wakefield train, said CP has inspected the diesel, but it may be another week before it is certified to run on CP track.

Train officials hope to have the steam engine repaired today and back in service Wednesday.

"We're learning about a special lady that needs special treatment," said Trent, speaking of the failure to refill the engine with hot water.

Train operators hope to have enough money to buy a second steam locomotive next year. In the meantime, it will be necessary to take the steam engine out of service a couple of days a month for maintenance, said Trent.

Judging by the enthusiasm of 350 people aboard on Sunday afternoon's run, the train is a hit with passengers even when they have to be bused to the freight yard and pulled by the backup engine.

In the first few days, there were attempts to sabotage the train by putting obstacles on the track apparently a protest against the fact it was bringing lots of tour-ists into the sleepy Gatineau Valley.

But the sabotage has stopped since news reports stressed the danger to life and the heavy penalties for sabotage, said Andrew Littlejohn, a conductor on the train.

The train is now keeping better time, since repairs to the track enable it to go up to 40 kilometres an hour. Journey time in both directions Sunday afternoon was about an hour.

Some Wakefield businesses are booming due to the train. "It gets crazy in here," said one of two women serving a line of customers in Orme's bakery.

Keith Nesbitt, owner of Wakefield General Store, has been portrayed as an opponent of the train. He said: "I'm not really opposed to it I just don't see much extra business. It would be better if people could stay in Wakefield longer, instead of having to catch the same train back.

" Round-trip adult fare is \$16 on Monday, Tuesday and Wednesday, \$20 on Thursday and Friday and \$24 on Saturday and Sunday. There are discounts for children, seniors and families. The train now runs twice a day.

07/08/1992 *Ottawa Citizen*

Maniwaki

CP clears tracks for beleaguered Wakefield train

The Wakefield tourist train may be powered by diesel rather than steam for the next few days. But at least it will be leaving from the Hull station. CaP [sic] Rail and Transport Canada gave their blessing Thursday to the train's operators to use a diesel engine on the first three kilometres of the route that runs north from Hull.

It is a back-up engine purchased in case the steam engine broke down which it did last week.

A boiler on the steam engine sprang a leak when cold water instead of hot was added to it. Since then, with the diesel in its place, the train ride to Wakefield has been starting and ending at a makeshift station three kilometres up the tracks from the brand new station built in Hull.

The diesel needed clearance from CP and Transport Canada to use the three kilometres of track that start at the Hull station.

19/08/1992 *West Quebec Post*

Maniwaki

NEW TENDER FOR WAKEFIELD STATION: New tenders have been issued for the construction of a scaled-down station facility in Wakefield, Quebec. An original design, including a water tower cum observation tower was judged to be too expensive by the project's backers. The new structure will have a minimum of passenger comforts. In the interim, passengers aboard the Wakefield Tourist Train are handled at the unsheltered and somewhat short platform that once served the National Museum of Science and Technology's 1201 steam train excursion program'.

09/09/1992 *West Quebec Post*

Maniwaki

WAKEFIELD TRAIN NOT PRODUCING ANTICIPATED BUSINESS SPIN-OFFS: Although the resumption of tourist train service to Wakefield, Quebec, has increased tourism in the area, it has not been the economic panacea that many thought it would.

According to local reports, at least six businesses born in the heady euphoria of the train's start-up have quietly packed it in. A variety of reasons are behind the failures including the shortness of the train's layover period, less than forecast passenger loadings, bad weather, and the recession. Also contributing to the situation is the layout of the community itself. Wakefield stretches along the rail line, with the terminal at the extreme north end. This means that businesses at the southern end of the community are a fair hike away from the train - too far for many it would seem.

Two shops located adjacent to the turntable, however, report excellent business.

15/10/1992 *Le Droit*

Maniwaki

MANIWAKI SUBDIVISION COULD BECOME "PUBLIC UTILITY CORRIDOR".

The gatineau Valley County Rural Municipality Committee has launched a fund raising campaign to acquire CP Rail's former Maniwaki subdivision between Low and Messines, Quebec. The abandoned right-of-way would be used as a "public utility corridor". The committee hopes to raise \$425,000 locally while it will seek an additional \$325,000 from the provincial government. An offer to purchase is expected near year-end. (Branchline).

06/12/1992 *Ottawa Citizen*

Maniwaki

WAKEFIELD STEAM TRAIN RECEIVES FEDERAL FUNDS The federal government has awarded \$558,600 to the Tourist Development Council of Hull-Chelsea-LaPêche to go to wards to the completion of a garage/workshop in Trent Yard in Hull, building of a new station in Wakefield, repairs to the Wakefield bridge and other general maintenance work. Tourism Minister Tom Hocking said "the Wakefield train is an excellent example of enterprise in the area of tourism for all of Canada."

The steam train has carried about 35,000 passengers since operations commenced on June 27, 1992. Santa Claus trips were operated in December. Trips for skiers will start in January and sugar bush visits will be operated in the spring.

Wakefield steam train gets federal cash.

A non-profit tourism group that operates the Wakefield steam train received an early Christmas present last week from the federal government. The Tourist Development Council of Hull-Chelsea-La Pêche was awarded \$558,600 to go toward the completion of a garageworkshop in Hull, building of a new Wakefield Station, repairs to the Wakefield bridge and other general maintenance work.

"We're extremely happy about receiving the money from the federal government because it's a recognition that what we're doing is of tourism benefit to the national capital region," says John Trent chairman of the council.

The steam train has carried about 35,000 passengers since operations began June 27.

Trent says there are plans to keep the train running this winter.

This week, the train will have trips to Wakefield for school children to visit Santa Claus. The train will leave from the Trent Yard in Hull's Industrial Park this week, on Monday, Wednesday, Saturday and Sunday mornings.

As well, the train plans to offer trips beginning in January to Wakefield for skiers. Times and ticket prices are not confirmed, but for more information call 778-7246.

03/02/1993 *West Quebec Post*

Maniwaki

Wakefield

HOTEL MAY BE BUILT IN CONJUNCTION WITH WAKEFIELD TOURIST TRAIN OPERATION: Marc Grondin, Hull tourist promoter and owner of the Wakefield steam tourist train operation, has announced that he is looking for a national hotel chain to build a facility in Wakefield, adjacent to the proposed new Wakefield station. The project is subject to the installation of appropriate sewer and water services and would serve to "anchor" the northern end of the train's operations. (Branchline)

18/03/1993 *Le Droit*

Maniwaki

PROVINCIAL CHARTER REQUIRED FOR WAKEFIELD TOURIST TRAIN: A private member's bill is now before the Quebec National Assembly which would grant a provincial railway charter to the company operating the Wakefield tourist train. The need to secure a charter was required after CP Rail System indicated that it would not allow the company access to run over its Lachute Subdivision between Hull and Laman until it was recognized as a provincially-chartered railway. (Branchline)

21/04/1993 *West Quebec Post*

Maniwaki

Busy year predicted for Wakefield steam train.

Operators of the Wakefield Steam Train are hoping to double their passenger volume this year. In a pre-season press release, operator Marc Grondin predicted that he would carry upwards of 75,000 passengers during the forthcoming season.

Over the winter, a new shop has been built at the railway's Trent Yard in the north end of Hull and 2-8-0 locomotive No.909 has undergone boiler and firebox work to the tune of \$50,000. Meanwhile Grondin has also announced that a traditional style of water tower will be erected in Wakefield adjacent to the south end of the turntable lead. This handy fixture will do away with last year's time-consuming effort of having to pump water from the nearby Gatineau River during 909's layover. (Branchline)

20/09/1993 *Ottawa Citizen*

Maniwaki

Take a train trip to go back in time

Take a trip back in time this weekend for a good cause.

On Saturday or Sunday, you can take a trip on a steam train from Hull to Wakefield in aid of The Canadian Red Cross, Quebec division.

Called the Train of Hope, the excursion will try to recreate when the Red Cross came into being during the Second World War.

At the Hull station, there will be a cadet parade, a marching band and a flag raising ceremony at 10 a.m. The Governor General's Foot-guards will also be there.

During the 75-minute train trip, passengers will sing war-time songs and learn some of the history of the Red Cross and its services today.

At the Wakefield station, the train will be greeted by members of the local legion and soldiers wearing war-time uniforms.

There will be military vehicles to explore and you can get your picture taken with the Governor General's Footguards. You're encouraged to wear period costumes. Prizes will be awarded.

Tickets are \$25 each. To reserve tickets, call 778-7246 or the Red Cross office in Hull at 595-8838.

17/11/1993 *West Quebec Post*

Maniwaki

Wakefield

NEW WAKEFIELD STATION ALMOST COMPLETE: Don't look now, but there is a new \$150,000 railway station in Wakefield, Quebec. The heritage style building will serve passengers using the Hull-Wakefield steam train operation as well as serving as a community meeting hall. The single storey, 900 square foot building, is wheelchair accessible. It is located to the north of the turntable park. (Branchline)

09/03/1994 *West Quebec Post*

Maniwaki

Wakefield

WAKEFIELD TOURIST TRAIN, STATION BECOMES TOURIST OFFICE WHILE COMPANY HAS HEAD-OFFICE SHAKE UP:

For its third year of operation, the Wakefield tourist train will have a new president. Founding president Marc Grondin has been replaced by the company's major shareholder, Jean Gauthier of Cumberland, Ontario. Gauthier has a one million dollar stake in the company and stated that he was taking over in order to protect his personal investment.

Grondin will continue with the company in a minor administrative capacity as well as pursuing other interests including the development of a tourist train between Hull and Montebello, Quebec, over CP Rail's soon-to-be abandoned Lachute Subdivision.

During 1993, the tourist train lost \$300,000 and carried 2,000 fewer riders than during its start-up year when 33,000 made the scenic trip up the Gatineau Valley. The company is looking for a turn-around this year and is looking at a number of ways to cut its operating costs.

Meanwhile, the newly-constructed Wakefield Station has become a local tourist centre. Constructed to serve the needs of the Wakefield tourist train, the \$100,000 station has been declared surplus to the needs of the train's operation by its operators, the compagnie Choo-Choo Inc.

Constructed in the fall of 1993, the station has never handled revenue passengers. (The Post and Bulletin, 09/03/94 and 16/03/94, Branchline) [At press time, Choo-Choo Inc. had sought bankruptcy protection]

20/04/1994 *West Quebec Post*

Maniwaki

FINANCIAL PROBLEMS WILL NOT PREVENT OPERATION OF WAKEFIELD TOURIST TRAIN: Financial problems notwithstanding, regular tourist train service will take place between Hull and Wakefield, Quebec. The operation, which initially filed for bankruptcy protection, has been restructured and the new president is the principal creditor. Jean Gauthier, who lost \$1 million on the operation and who now owns the equipment, has vowed to turn the train into a money-making proposition.

Key to the turn-around will be the elimination of the costs involved in using CP Rail System trackage in the City of Hull. The Hull station has been relocated to the operation's yard facilities which are along its own right-of-way. Previously, the Hull stop was at a specially-built facility opposite CP Rail System's former Hull Station, requiring the use of the Lachute Subdivision to get to Wakefield trackage. Last year, the privilege of using the Lachute Subdivision cost more than \$175,000 as well as causing a number of dispatching and other operational delays.

One problem the new company may have is with its own trackage. The actual line is owned by the various municipalities through which it passes. One of these, the Township of Chelsea, has talked about embargoing the operation until approximately \$100,000 is expended on bank stabilization in the vicinity of the Gatineau River.

In the aftermath of the bankruptcy, some of the principal backers of the project have called for a public inquiry into how the train could have lost so much money during its first two years. (The West Quebec Post and Bulletin, 20/04/94 and 27/04/94, Branchline)

New General Manager for Hull, Chelsea, Wakefield Railroad.

The Hull Chelsea and Wakefield Railroad, operator of the Wakefield Steam train, has appointed Marc Beaulieu to the position of General Manager. Beaulieu has been involved in a number of tourist marketing and client service activities including Air Canada and Walt Disneyworld. The HCW Railroad officially opened its new station and headquarters at 165 Deveau Street in Hull on June 19, 1994, with a special media event which included a trip to Wakefield. (6/8/1994 and 6/22/1994 Branchline)

BRASS POUNDER RELIVES DAYS IN WAKEFIELD: The rhythmic chatter of the telegraph key sounded once again in Wakefield, Quebec, as ex-CBC newsman Richard Inwood, who began his working career in the CPR station in Wakefield, Quebec, recently gave a demonstration of the mysteries of morse via a special hook-up at the Wakefield General store. Inwood was connected with the Hull Station of the Hull, Chelsea and Wakefield Railroad, with passengers in Hull filling out messages that they wanted sent. Inwood was able to oblige with the messages although the medium for sending them was a modem on a telephone line as telegraph wires have long since disappeared. Inwood is the secretary of the First Canadian Chapter of the Morse Telegraph Club Inc., which has 130 members throughout Canada. (Branchline)

WAKEFIELD TRAIN HOSTS TOURIST CONVENTION: Approximately 500 representatives from tourist companies around the world took the Wakefield Steam Train on the evening of October 24 for a two-hour nostalgic journey up the Gatineau Valley. While on the train, the riders were treated to cocktails and a full-course, utensil-less meal. Now in winter storage, the Wakefield train, featuring Swedish equipment, carried approximately 30,000 riders this year as well as building a solid reputation for reliability. (Branchline)

WAKEFIELD STEAM TRAIN, RESIDENTS WANT NOTHING TO DO WITH PURCHASE OF RAIL LINE:

Hull, Quebec, taxpayers have vetoed a proposal for the city to finance the purchase of the Laman Spur, running between Laman (junction with the Lachute Subdivision) and Freeman Road. The segment is the last portion of the former Maniwaki Subdivision still owned by Canadian Pacific and was retained following the 1985 abandonment of the line in order to give CP access to the Hull Industrial Park. The trackage is used by the Wakefield Steam Train, even including part of its station and maintenance facilities and is rented by the company.

Back in 1992, when the operation was set up, Hull agreed to purchase the line but received CP Rail agreement to defer the deal for several years. Now it is time to consummate the deal and a way has to be found to raise \$1.41 million. City Council was prepared to borrow the money until a citizens' movement got together and defeated the idea, winning by five votes. Opposition to the purchase is due to a feeling that municipal governments shouldn't be directly helping private enterprise when it means increases in taxes. Said a spokesperson for the citizens' movement, "We are really against this. It's a private enterprise. We are not in agreement with helping that. People are losing jobs, their salaries are diminishing. They don't want their taxes to increase."

A spokesperson for the Wakefield Steam Train has said that the operation wouldn't be doomed if the line were bought by someone else but that it would have to consider relocating all facilities to the portion of the line not owned by CP Rail, a fairly serious expenditure involving the relocation of its shop, station and turntable.

James Bond actor to film aboard Wakefield train

Actor Pierce Brosnan, who has portrayed James Bond in the last two films about the suave British spy, will make a brief appearance in the Chelsea area in early May to film scenes for his new movie, Grey Owl.

Wakefield's steam train will be used for about three days of filming, beginning May 4.

The \$45-million historical epic tells the story of Grey Owl, the pseudonym of Archibald Belaney, who left England in 1905 at age 17 to fulfill a dream of living as a North American Indian. He also served as a sniper with the Canadian forces in the First World War.

The film project was announced about two years ago, but ran into difficulties and now is set to go ahead with Sir Richard Attenborough directing.

A Montreal-based film company is paying about \$10,000 to use the train, said Andre Groulx, a spokesman for the family that operates the train.

All filming is expected to be completed before the regular train excursions through Wakefield, Chelsea and Hull begin May 9.

Torrential rain wreaks havoc on roads, rails and fields.

Steam train forced to make early stop after ground under tracks gives way.

Torrential rain swept through the area overnight Thursday and yesterday morning, washing out sections of a Quebec highway, creating a gully that halted the Hull-to-Wakefield steam train and flooding farm fields.

A section of railroad tracks in Chelsea swung like a rope bridge over a section of caved-in earth after the rain played havoc with the popular Outaouais tourist attraction.

Passengers heading from Hull to Wakefield on the Hull-Chelsea-Wakefield steam train had to be loaded onto buses to return to the station and engineers were notified.

"I was shocked to see the tracks hanging," said Fred Ferguson, who was walking his dog along the tracks in Chelsea, shortly before noon.

"The ground under the tracks gave way to a huge chasm, a major mudslide. It's just like something you'd see in a jungle. (The gully) was about 25 feet deep.

Old, but she's still got a lot of pull

Steam train named one of Canada's top 25 attractions

It's been a season of downs and ups for the Wakefield steam train. Last month the Gatineau Hills tourism operation suffered a cruel blow when heavy rains washed out a section of track in Chelsea July 20, cancelling trips through one of the busiest weekends of the summer.

But fate had a sweeter surprise in store for the steam train one month later when influential travel website Travelocity.ca listed the operation among its 2007 picks for Canada's Top 25 Gems on Aug. 20.

Somehow, a 100-year-old Swedish steam engine feels right at home in Canada's Gatineau Hills, (slowly) whisking riders on unforgettable excursions from Gatineau to quaint Wakefield and back, the website's description of the train reads.

Travelocity mailed almost a million surveys to its members asking them to nominate attractions that would join a North American listing of Local Secret, Big Finds. The website's editors culled the list down to 10,000 attractions across the continent before naming a select group of finalists for the US and Canada.

Dispute threatens to let Wakefield train run out of steam

The Hull-Chelsea-Wakefield steam train recently touted by an influential travel website as one of Canada's great tourism gems could be shut down because of an impasse between the train's owner and the municipalities of Gatineau and Chelsea.

Andre Groulx, the train's general manager, said he will have to sell the train this year if Chelsea and Gatineau insist that he pay for an engineering study and unspecified im-

provements that may be needed to prevent washouts from undermining the track the train uses.

The train, North America's oldest-running excursion train, operates from May until October. This year, Mr. Groulx said, it attracted 54,650 passengers and employed 100 people.

Mr. Groulx, who took over the excursion train in 1994, said he cannot sign an agreement to improve the track without knowing how much the work will cost.

Gatineau, Chelsea and La Peche own the non-profit Compagnie de chemin de fer de l'Outaouais that manages the rail line, but the steam train owners are responsible for all maintenance and improvements. The steam train is the only train running on the track.

The train operators' five-year contract with the three municipalities expired at the end of 2005. Mr. Groulx said he has reached an agreement with La Peche, but Gatineau and Chelsea want an engineering study he says could cost as much as \$400,000 and expect him to pay for any improvements it recommends.

The municipalities said a study was needed after a July 20 rainstorm undermined the rail bed in Chelsea, creating a gully that left a section of the track swinging like a rope bridge.

Mr. Groulx said the washout didn't put the passengers in any danger because they were on a bus in Wakefield before flooding undermined the track. "We need to reach an agreement for longer than five years because capital investments are way too high for this type of operation," Mr. Groulx said. "It is expensive to maintain a 100-year-old locomotive and maintain the rail bed, but we are forced to keep everything to the minimum because of the agreement.

"We have reached agreements many times during the last three years, but the municipalities keep going back and changing things. The municipalities want a very expensive infrastructure study that includes the rail line and the station on Deveault Street in Gatineau.

"Let's remember that we are tenants, not the owners of the line. Nobody in their right mind would sign a 25-year agreement without knowing how much they would have to pay to improve the track, or the surrounding land. It would be like buying a car without knowing the price."

As long as he doesn't have to write a blank cheque, Mr. Groulx said he would like to have a 25-year contract, which would enable him to get financing to build a new station in Gatineau, renovate the cars and make unspecified improvements in Wakefield and Chelsea.

Mr. Groulx said maintenance costs are high. The 1907 locomotive needed \$60,000 worth of new wheels last year and will require a \$100,000 boiler in 2008. Each passenger car will soon need \$250,000 in repairs.

Chelsea Mayor Jean Perras, who is also president of the Compagnie de chemin de fer de l'Outaouais, would not discuss the negotiations, but said he expects an agreement by Nov. 23 that will ensure that the culverts under the rail line are safe

12/11/2007 *Ottawa Citizen*

Maniwaki

Outaouais municipalities told it's unacceptable to expect owner of popular attraction to foot bill for yet-to-be named improvements.

The president of Tourisme Outaouais has urged Gatineau and Chelsea to sign a 25-year contract with the Hull-Chelsea-Wakefield steam train to prevent one of Canada's tourism gems from disappearing from the region.

Jean Thiffault says he can't understand how the two municipalities could let a minor contract dispute jeopardize one of the region's most valuable business assets. He said the train generates more than \$8 million in business a year and employs about 100 people.

Andre Groulx, the train's general manager, said he will have to sell the 1907 steam locomotive and its passenger cars if Chelsea and Gatineau insist that he pay for an engineering study and unspecified improvements that may be needed to prevent washouts from undermining the track.

Mr. Thiffault said it is unacceptable that Mr. Groulx should be expected to agree to pay for improvements along the 33-kilometre rail line without even knowing how much they will cost. Transport Quebec inspects the line three or four times a year.

The tourism chief said five or six culverts under the rail line in Chelsea and two in Gatineau may have to be replaced.

The train, North America's oldest-running excursion train, operates from May until October. Mr. Groulx said it attracted 54,650 passengers this year. During the past 15 years, 725,000 people have ridden the train from its station in a Hull-sector industrial park to Wakefield.

Mr. Groulx, who took over the excursion train in 1994, said he cannot sign an agreement to improve the track without knowing how much the work will cost.

The train operator has signed an agreement with the municipality of La Peche, which includes Wakefield, but not with Chelsea and Gatineau.

Mr. Groulx's five-year contract to lease the track from La Peche, Chelsea and Gatineau expired

three years ago. He has threatened to close the business unless Chelsea and Gatineau sign a contract by Nov. 23.

Mr. Thiffault said it is inconceivable that the Outaouais could lose one of its most important tourist attraction.

"This train has been recognized as one of the 25 best tourist attractions in Canada by Travelocity (a travel website)," Mr. Thiffault said. "This is a huge organization and is one of the best images we can use to promote the Outaouais in the regional, national or even international tourism market.

"A lot of people come from China or even from Europe to ride the train. I don't how the mayors can even think about not signing the agreement."

Mr. Thiffault said Mr. Groulx needs a 25-year contract to get financing rolling for stock improvements and new stations near the Lac Leamy Casino and in Chelsea.

Chelsea Mayor Jean Perras, who is also president of the nonprofit Compagnie de chemin de fer de l'Outaouais, which manages the rail line, would not discuss the negotiations. However, he said he expects an agreement by Nov. 23 that will ensure that the culverts under the tracks are safe.

Steam Train Clears Hurdle over Track.

Municipalities, Quebec to pay for engineering study.

The operator of the Hull-Chelsea-Wakefield Steam Train has reached an agreement in principle with the municipalities that own the line to keep the train on the tracks for the next 25 years.

Andre Groulx, the train's general manager, threatened to sell the 1907 steam locomotive and its passenger cars on Nov. 23 if Chelsea and Gatineau insisted that he pay for an engineering study and unspecified improvements that may be needed to prevent washouts from undermining the track.

Mr. Groulx, who took over the excursion train in 1994, said yesterday he could not sign an agreement to improve the track without knowing how much the work would cost. He did not say how much his company will pay to lease the track.

The president of Tourisme Outaouais, Jean Thiffault, said the train is one of the region's most valuable tourism assets and generates more than \$8 million in business a year and employs about 100 people during its six-month season.

The municipalities that operate the non-profit Compagnie de chemin de fer de l'Outaouais demanded the study after a July 20 rainstorm undermined part of the line in Chelsea, creating a gully that left a section of the track swinging like a rope bridge.

Steam train inspectors noticed the rising water and hired a bus so the passengers could return to Hull from Wakefield before the washout damaged the rail line.

Under the tentative agreement, the Compagnie de chemin de fer de l'Outaouais, which is owned by the three municipalities, and the Quebec government would pay for the study. Mr. Groulx said the municipalities, his company and possibly the province would share the cost of improvements to the 33-kilometre line.

The study, which could cost up to \$400,000, would examine the culverts, bridges and track.

"We will pay to the level that we can based on available revenue," Mr. Groulx said. "The important thing for us is that the municipalities have committed to find the financing to do the work."

"This is good news for the steam train. But if on April 1 there is a huge bill that we can't afford, we will go to the province with the support of the three municipalities and ask for help."

The train, which the company says is North America's oldest-running excursion train, operates from May until October. Mr. Groulx said it attracted 54,650 passengers this year. During the past 15 years, 725,000 people have ridden the train from its station in a Hull-sector industrial park to Wakefield.

La Pêche and Chelsea have agreed to the contract and Gatineau council is expected to approve it next week, Mr. Groulx said. He said a 25-year lease would allow him to upgrade the train and build new stations near the Casino de Lac Leamy in the Hull sector and in Chelsea, and improve the Wakefield station.

Chelsea Mayor Jean Perras, who is president of the non-profit company that owns the line, said the municipalities want assurance of increased safety along the railway. He said the three municipalities and the train operator will probably sign a contract by next Thursday.

Mr. Perras said the municipalities have applied to the federal and Quebec governments for a grant to improve the rail line. He said such grants are intended for regular passenger and freight lines, but money for tourist trains may become available.

The mayor said Transport Quebec has examined the rail line, but the municipalities want a thorough study of 50 to 60 culverts and three railway bridges to prevent any safety problems.

15/05/2008 Ottawa Citizen

Maniwaki

With picture of steam locomotive and map.

Track owners call halt to excursions after clay slippage puts tourist-magnet train at risk

The Hull-Chelsea-Wakefield Steam Train, recently rated as one of the gems of Canadian tourism, has screeched to an indefinite halt because of a major landslide over the weekend near the rail line in Chelsea.

Chelsea Mayor Jean Perras said yesterday that steam train operator Andre Groulx and the non-profit Compagnie de chemin de fer de l'Outaouais, which owns the track, decided to park the train until an engineering study determines if the line is safe.

Andre Guibord, who is a spokesman for train owner Jean Gauthier, said excursions could be cancelled for 2008 or the train could be sold if engineering studies show the soil under the tracks is unstable.

"There are major expenditures coming up: insurance is \$98,000 and improvements to some level crossings will cost \$75,000," Mr. Guibord said.

"The owner is fed up with pumping money into a money pit and is about to pull the plug. If things don't shape up, that could be the end of the steam train."

He said the company that operates the train has asked the Quebec transport ministry to examine the line, but an engineering study would take at least a week.

The 100-by-100-metre landslide is in a wooded area of Chelsea west of Highway 105 near Loretta Loop, north of Alonzo Wright Bridge on the Gatineau River. The landslide is about 10 to 15 metres from the track, which is owned by Gatineau, Chelsea, La Pêche and the Quebec government. There is no estimate of how much repairs may cost or how the land can be restored.

"We have engineers on site and within the next couple of days, we will have a better idea of what this means," Mr. Perras said. "We will tell people what is happening, what timetable we have and the type of work we are going to do to stabilize the land."

"The Leda clay just sucked in the water from melting snow."

"It became a soup, and the next thing you know, it collapsed," Mr. Perras said. "The train operator noticed the slide on the weekend and reported it to us on Monday."

He blamed the landslide on heavy snow during the winter, soft Leda clay in the area and climate change. He said there have been three landslides in Chelsea this spring.

"One closed Highway 105 for a week near Burnett Road. Another slide closed the road to Meech Lake and the third is now near the railway."

"This is probably the first sign of climate change and how much it is going to affect our infrastructure across Canada."

Mr. Perras said it will take at least two days to determine the extent of the slide and whether it is on public or private land. Taxpayers would pay to repair the damage if the landslide is on public land and private owners would pay if the slide is on private property.

Mr. Groulx threatened to sell the 1907 steam locomotive and its passenger cars in November 2007 if Chelsea and Gatineau insisted that he pay for an engineering study and unspecified improvements that might be needed to prevent washouts from undermining the track.

Mr. Groulx, who took over the excursion train in 1994, said at the time that he could not sign an agreement to improve the track without knowing how much the work would cost.

The municipalities that operate the non-profit railway line demanded an engineering study after a rainstorm on July 20, 2007 undermined part of the line in Chelsea, creating a gully that left a section of the track swinging over a gap like a rope bridge.

Steam train inspectors noticed the rising water and hired a bus to return passengers to Hull from Wakefield before the washout damaged the rail line.

The Compagnie de chemin de fer de l'Outaouais, which is owned by the three municipalities and the Quebec government, is paying for an engineering study on the safety of bridges and culverts along the 33-kilometre railway line.

The president of Tourisme Outaouais, Jean Thiffault, said the train is one of the region's most valuable tourism assets and generates more than \$8 million in business a year and employs about 100 people during its six-month season.

Quebec government helps get steam train back on track

OTTAWA -- Outaouais MNAs want the Hull-Chelsea-Wakefield Steam Train back on the rails, but they have not promised immediate Quebec government support to deal with a landslide near the track that stopped the train this week.

Gatineau MNA Stephanie Vallée, Hull MNA Maryse Gaudreault and Benoît Pelletier, the provincial cabinet minister responsible for the Outaouais, met with steam train owner Jean Gauthier Friday to discuss how they could help.

Mr. Pelletier said the three MNAs agreed to mediate between Mr. Gauthier and Gatineau, Chelsea and La Pêche, which own the 33-kilometre rail line through the non-profit Compagnie de chemin de fer de l'Outaouais.

"We weren't asked for money, and as far as I am concerned, there is nothing here that belongs to the Quebec government," Mr. Pelletier said. "The main problem is the contract between the owner of the steam train and the three municipalities.

"The owner says the demands from the company are excessive and he can't afford to continue operating the train. If there is a need for some money, I am ready to consider an investment from the Quebec government, but I could not commit an amount of money."

Ms. Vallée said the MNAs want the steam train to continue as the "pride of the Outaouais" because it is a major tourist attraction.

Ms. Vallée said the Quebec Ministry of Transport is to examine the line to determine whether it is safe to operate the train. More meetings between the train owner and the MNAs are expected next week.

Mr. Gauthier decided to park the train on Monday after a major landslide in a wooded area of Chelsea west of Hwy. 105 near Loretta Loop, north of Alonzo Wright Bridge on the Gatineau River. The landslide is about 10 to 15 metres from the track.

Mr. Gauthier said Wednesday that excursions could be cancelled for 2008 or the train could be sold if engineering studies show the soil under the tracks is unstable.

André Guibord, a spokesman for Mr. Gauthier, said the train owner signed a 25-year contract with the municipalities in January out of frustration because negotiations had dragged on for three years. Mr. Guibord said Mr. Gauthier hoped the municipalities would improve parts of the agreement.

"It probably boils down to the province providing money to keep the train operating because the train operator will not spend any more money to fix the railway," Mr. Guibord said. "We have to renegotiate the agreement so there is a better sharing of responsibilities and expenses.

"The train operator wants to be able to run the train without political interference from the three mayors who run the Compagnie de chemin de fer de l'Outaouais."

Mr. Guibord said it's possible the cost of repairing the line may be too high for the three municipalities. There is no estimate of how much repairs could cost or how the landslide area can be restored.

The train, which the company says is North America's oldest-running excursion train, operates from May until October. It attracted 54,650 passengers in 2007. During the past 15 years, 725,000 people have ridden the train from its station in a Hull-sector industrial park to Wakefield.

23/05/2008 CBC News

Maniwaki

Century-old Wakefield steam train for sale

The historic steam-powered train that takes tourists on excursions in western Quebec is for sale, the owner has announced.

André Guibord, a spokesman for Jean Gauthier, owner of Hull-Chelsea-Wakefield Steam Train Company, made the announcement Friday.

It followed a joint meeting between Gauthier; Benoît Pelletier, the Quebec minister responsible for the Outaouais; and Compagnie de chemin de fer de l'Outaouais (CCFO), which owns the railway used by the train and is run by municipalities in the region.

The meeting comes more than a week after the train was temporarily shut down because of a landslide near its tracks, but the situation has a long history, Guibord said.

"It's been boiling over for a few years," he said, noting that a study is underway on some culverts beneath the railbed.

The steam train company would be responsible for paying for any work needed as a result of the study.

"The engineer, he started listing corrections that he wanted done to the infrastructure and I think Mr. Gauthier decided he's had enough."

The decision means the train likely won't be carrying any more tourists this season, Guibord added.

"That's not to say the train won't run again, but someone else will have to take care of it," he told CBC's French-language service Radio-Canada in French.

Guibord said the decision was made for both business and personal reasons after the owner of the company, Jean Pelletier, was unable to amend the contract he signed several months ago with local municipalities, which own the railway used by the train.

The proposed amendments concerned costs related to a series of studies to determine whether the railbed is safe.

Guibord said there is now a deep lack of trust between the municipalities and the train company.

According to Guibord, the train must be offered first to the CCFO, ahead of any other potential buyers, and the CCFO could choose to run the train itself.

Two other parties, one in the region and one outside the region, have expressed interest in the train, which is worth an estimated \$2.5 million.

Jean Perras, the chair of the CCFO, said he wants to keep the train in the region, and will discuss the possibilities with businesses and different levels of government.

The Wakefield steam engine was built in Sweden in 1907. It was brought to Canada by a public-private consortium that began running train excursions for tourists in 1992. The train was bought by a private company in 1994. It operates between May and October.

Engineers discovered the top of a landslide about 10 metres from the train's track near the border between the municipalities of Chelsea and Gatineau earlier in May.

The train was shut down while engineers evaluated the stability of the rail bed and surrounding soil. Their report has not yet come out. However, earlier this week, Transport Quebec inspectors said the rails themselves were stable.

23/05/2008 Ottawa Citizen

Maniwaki

Quebec says steam train line is safe

The Quebec transport ministry has declared that the Hull-Chelsea-Wakefield Steam Train line is safe after examining a landslide in Chelsea, but the train won't run until the municipalities that own the tracks agree there is no risk to passengers.

The train, recently rated as one of the gems of Canadian tourism, screeched to an indefinite halt after a major landslide two weeks ago north of the Alonzo Wright bridge west of Highway 105.

Chelsea Mayor Jean Perras said at the time that steam train owner Jean Gauthier and the non-profit Compagnie de chemin de fer de l'Outaouais, owned by Gatineau, Chelsea and La Pêche, decided to park the train until an engineering study shows that the line is safe.

Ministry spokesman Stephane Lauzon said there is no immediate risk that the landslide, which is 10 metres from the tracks, will damage the rails.

Andre Guibord, a spokesman for the train's owner, said Gatineau MNA Stephanie Vallee, Hull MNA Maryse Gaudreault and Benoit Pelletier, the provincial cabinet minister responsible for the Outaouais, are to mediate today between Mr. Gauthier and the municipalities that own the line.

Seven buyers eye \$2.5-million steam train.

Owner decides to sell after dispute with municipalities that own track.

Seven potential buyers have shown interest in the Hull-Chelsea-Wakefield Steam Train after it stopped operations indefinitely in May because of a dispute between the owner and the municipalities that own the line on which it runs.

Andre Groulx, who has operated the train for his father-in-law, Jean Gauthier, for 15 years, said yesterday the train is advertised for \$2.5 million on www.ozarkmountainrailcars.com, based in Missouri.

Mr. Groulx said people from the United States, British Columbia, Ontario and Quebec are interested in the train, but no one has made a firm offer for the excursion business.

"We would like the train to stay in the region because it is an important part of the tourism industry in the region," Mr. Groulx said. "The train earns \$8 million a year and there are 100 jobs that depend on it.

"But if there is an offer to take the train out of the area, we will consider it because our objective is to sell the rolling stock."

The train ground to an indefinite halt on May 12 after a landslide near the tracks north of the Alonzo Wright Bridge in Chelsea. Andre Guibord, a spokesman for Mr. Groulx, said Quebec transport ministry engineers ruled that the tracks were safe, but Mr. Gauthier had already decided to sell the business because of frequent demands for improvements from Gatineau, Chelsea and La Peche, which own the former CP line.

"There is nothing wrong with the tracks and nothing makes sense in this situation," Mr. Groulx said. "The municipalities operating as the Compagnie de chemin de fer de l'Outaouais wanted an extensive study of the culverts, bridges and tracks.

"The company doing the study has no railway expertise, but kept making ridiculous demands before the train could roll. It wanted a wooden skid beside the tracks removed and a small tree we had passed for 15 years cut down or the train would be cancelled."

Mr. Groulx said the train was not cancelled because of the landslide. The owner decided to sell, he said, because the municipalities refused to agree that ministry approval was enough for the train to continue.

Karl Lavoie, director of the Gatineau Chamber of Commerce, said Mayor Marc Bureau should have provided more leadership on the issue.

"Gatineau, which is the main city in the region, should have shown more leadership on the train," Mr. Lavoie said. "Almost 30 per cent of people who book package tours get a ride on the train. It is not for me to say what Gatineau should do, but it would be unacceptable if the train stopped running."

Martin Potvin, a spokesmar for Mr. Bureau, said the mayor would not respond to criticism of his handling of the steam train issue.

06/06/2008 *Le Droit*

Maniwaki

Les Amis du train à vapeur tenteront de suggérer des solutions.

John Trent se lance dans la bataille pour la sauvegarde du Train à vapeur Hull-Chelsea-Wakefield et il pointe du doigt les maires de Gatineau, Chelsea et La Pêche.

M. Trent qui fut l'un des initiateurs de ce service de train à vapeur, il y a une quinzaine d'années, a fondé le groupe Les Amis du train à vapeur, qui compte 200 membres. Ce groupe veut maintenant offrir des solutions aux problèmes qui ont causé l'interruption du service le mois dernier. Une conférence de presse à ce sujet est prévue mardi.

« Nous voulons proposer des solutions, un plan de développement et ce ne sera pas le même "tralala" qu'on a entendu depuis deux semaines au sujet du train à vapeur. La Compagnie de chemin de fer de l'Outaouais (CCFO) nous conte des histoires et nous voulons rectifier les faits. Il ne s'agit pas vraiment de blâmer les maires mais je constate que c'est plus difficile depuis que les trois municipalités ont des nouveaux maires. Je crois qu'ils sont dépassés par les événements. Nous avons créé ce groupe l'an dernier et nous sommes intervenus lorsqu'il y a eu des difficultés pour le renouvellement du contrat », a indiqué M. Trent en ajoutant que son groupe de pression peut exercer une influence déterminante.

Le service de train à vapeur touristique est arrêté depuis la découverte d'un glissement de terrain, le mois dernier. Depuis, les propriétaires ont mis leur entreprise en vente et sept acheteurs potentiels ont manifesté leur intérêt. L'arrêt du train à vapeur jette une douche froide sur la saison touristique de l'Outaouais et affecte gravement la vente de forfaits, dont plusieurs comprennent une excursion en train à vapeur.

10/06/2008 *Ottawa Citizen*

Maniwaki

Group agrees to sell historic steam train

Several key players in the Outaouais region agreed yesterday afternoon to find a buyer for the jewel in the area's tourism crown, the Hull-Chelsea-Wakefield Steam Train. The group — including the municipalities of Gatineau, Chelsea and La Peche — also agreed to fix the landslide that halted the train last month. The slide occurred north of the Alonzo Wright bridge near Highway 105. Chelsea Mayor Jean Perras, who was at the meeting, said he hopes the train will resume service as early as September or October. The train generates more than \$8 million of business a year.

11/06/2008 *Ottawa Citizen*

Maniwaki

Commuter train gathers steam

Make Chelsea line a transit route: Backers

Supporters of the Hull-Chelsea-Wakefield Steam Train say the train should be relaunched with more equipment and new stations and track so the line can be used for a commuter train linking Wakefield to Ottawa's light rail network.

John Trent, a spokesman for Friends of the Steam Train, said yesterday the federal and Quebec governments should help pay for improvements that would be too expensive for Gatineau, Chelsea and La Peche, the track owners.

Train owner Jean Gauthier decided in May to sell the 1907 steam locomotive and passenger cars because he said he was frustrated by frequent demands for improvements from the three municipalities and had lost confidence in their ability to manage the line.

Gilles Picard, director of Tourisme Outaouais, said the train is an \$8-million-a-year business that attracts 53,000 visitors every summer.

He said 70 per cent of the people who booked package tours of the Outaouais cancelled their reservations when they discovered the train had stopped running.

Mr. Trent said the provincial and federal governments should help improve the line because there has been no public investment in the rail service in 18 years and it is the on-

ly short line in Quebec that doesn't have government support.

Mr. Trent said a new station should be built near the Casino du Lac Leamy because Gatineau's bus transitway will separate the Hull station from the turntable needed to turn the 1907 steam locomotive around. He said a station could be built in Chelsea and covered platforms are needed in Wakefield to protect passengers on rainy days.

"The mayors and municipalities are just too small for this so the MNAs, MPs and regional economic development people need to be involved," Mr. Trent said.

"They still have not included one person who knows anything about transport or trains."

La vision du train à vapeur.

Il y a une vingtaine d'années, les représentants des trois niveaux de gouvernement et de la société civile ont investi temps, recherche et argent afin de développer ce qui est devenu le Train à vapeur Hull - Chelsea - Wakefield.

Ce que nous pouvons appeler "la vision du train à vapeur" ne s'est pas matérialisée par magie. Le tout a commencé avec le besoin de poursuivre le développement économique de l'Outaouais qui émanait auparavant de l'industrie forestière.

Le déclin de ces industries dans les années 1980 a été compensé par l'essor de l'industrie touristique. Deuxième activité économique dans le monde, elle est généralement "propre" et verte et fournit un large éventail d'emplois. Toutefois, l'Outaouais n'a pas bénéficié pleinement de cette manne, car il n'y avait que peu d'attractions à caractère familial, bien que la région soit très belle et ait le potentiel d'attirer les touristes avec le développement d'éléments attrayants. Il y avait un chemin de fer avec des trains à vapeur gérés par la société ferroviaire Bytown et ses partenaires.

Des études avaient démontré que si le train devenait une destination touristique permanente, jouissant d'une infrastructure publique exploitée par un exploitant privé, il avait le potentiel de devenir une "locomotive" du tourisme en Outaouais et dans la Région de la Capitale Nationale.

La "vision du train à vapeur" est celle d'un attrait qui place l'Outaouais sur la carte touristique en faisant une utilisation efficace des infrastructures locales déjà en place pour avoir un effet cumulatif pour attirer davantage de touristes et d'investissements, d'emplois et de revenus de taxes.

Promesses tenues

Le chemin de fer a ainsi été cédé par le chemin de fer Canadien Pacifique aux municipalités de Hull (Gatineau) Chelsea et la Pêche en retour de reçus d'impôt afin que la voie ferrée soit maintenue en tant que fiducie publique. Les gouvernements fédéral et provincial ont investi dans l'amélioration de la voie. Comme il n'y avait pas de train à vapeur disponible au Canada, un train a été importé de la Suède. Le train a débuté en 1992 et la famille Gauthier a pris la relève du premier exploitant en 1994.

Le train à vapeur a fait plus que respecter ses promesses : il attire plus de 55 000 touristes par année, apportant des retombées économiques de 10 à 12 millions \$ par année à la région, et fournir une centaine d'emplois. Un "tour opérateur" qui organise des forfaits tout-inclus dans la région soutient que le train est la source de 20 à 30 % de ses revenus. C'est une icône du patrimoine de la région. L'image du train est devenue notre symbole touristique, rendant accessible la beauté naturelle de la Gatineau et redonnant vie à une infrastructure existante en l'Outaouais. Le président de Tourisme Outaouais base sa campagne annuelle sur les attraits principaux de la région, dont le train à vapeur.

La croissance des revenus et les 15 ans d'utilisation sans accident ont permis à l'exploitant de retirer sa dette en capital et de réaliser des profits réguliers. Il attire de nombreux visiteurs à Wakefield. Des visiteurs se laissent tenter par l'achat de résidences ici.

À Chelsea, il permet de garder ouvert un sentier d'accès le long de la rivière Gatineau pour les randonneurs et les skieurs.

En tant que l'un des derniers services vapeur réguliers au Canada, il alimente la fierté de la majorité des résidents avec son sifflet familial et ses trains gastronomiques. De plus, le train est devenu un lieu privilégié pour des mariages, des parties et des réceptions de tous genres.

Pendant plusieurs années il a payé des taxes mais n'a que très peu fait appel à des investissements publics.

Solutions à long terme

Les propriétaires ont mis le train en vente en déclarant qu'ils n'avaient plus confiance en leur relation avec les maires de Gatineau, Chelsea et La Pêche qui constituent la Compagnie du chemin de fer de l'Outaouais (CCFO), propriétaire de la voie ferrée qui loue cette infrastructure à l'exploitant. La pierre d'achoppement immédiate fut le fait d'un glissement et d'un "lavement" de terrain mais les problèmes sous-jacents sont plus profonds. Ils sont de nature structurale.

Des remèdes à court terme et des solutions rapides ne suffiront pas pour sauver le train à vapeur Hull-Chelsea-Wakefield. Toutes les parties doivent profiter de l'occasion pour travailler ensemble et trouver une solution à long terme. Le train représente pour notre région un potentiel de développement économique important.

Un plan de développement sera crucial pour attirer un nouvel exploitant qualifié. Les maires méritent nos félicitations pour avoir démarré le processus de sauvegarde du train et pour avoir invité la communauté d'affaires et du tourisme à travailler avec eux.

Un nouveau Plan de développement devra être créé. Parmi ses composantes, on y retrouvera les réparations nécessaires à l'emprise, aux ponts et aux ponceaux. On devrait chercher des partenaires pour la construction d'une nouvelle gare près du Casino et aussi regarder la possibilité d'une gare secondaire à Chelsea. Des améliorations à Wakefield pourraient inclure des quais couverts pour les jours de pluie. Le défi présenté par les effets du projet Rapibus sur la ligne et la coupure entre la plaque tournante et le "dépôt-atelier-gare" rendant inutile ce dernier est une occasion à saisir. De plus, l'idée d'un service additionnel vers Montebello et de l'achat de voitures et d'une locomotive supplémentaire est à envisager de nouveau.

Il sera important de garder en tête la possibilité que ces lignes puissent éventuellement servir à des trains légers pour navetteurs et pour les joindre au train léger d'Ottawa.

Bien que les nouveaux investissements nécessaires ne soient pas énormes, en attendant, des investissements des instances fédérale et provinciale sont nécessaires pour pallier les moyens réduits des municipalités ;

Tout nouveau contrat avec un exploitant doit clairement indiquer que l'emprise des voies est la responsabilité de l'organisme propriétaire.

L'exploitant pourrait payer des frais pour chaque kilomètre parcouru comme c'est le cas ailleurs, ou il pourrait être tenu responsable pour l'entretien avec une réduction de taxe afin d'encourager de tels investissements.

Pendant que la préparation de la gouvernance et du plan visionnaire est en chantier, le Conseil renouvelé peut chercher un nouvel exploitant. Dans l'immédiat et à plus long terme, seul un conseil d'administration voué à la "Vision du Train" saura mener le plan de développement jusqu'au terminus.

Solid offer made to buy Wakefield train

Shut down by a landslide, new owners are required to re-open attraction

The Wakefield steam train, shut down by a landslide in the spring, attracted 55,000 passengers last year and is reported to be valued at \$2.5 million.

The Wakefield steam train, shut down by a landslide in the spring, attracted 55,000 passengers last year and is reported to be valued at \$2.5 million. The Hull-Chelsea-Wakefield Steam Train could be back on track in the fall.

The excursion train has been standing still since the spring, after a landslide in Chelsea about 10 metres from the track. In May, the owner of the rolling stock announced that the operation was for sale.

Yesterday, André Groulx said that they had a solid offer from a Gatineau entrepreneur, who wishes to remain anonymous until the deal closes.

The Compagnie de chemin de fer de l'Outaouais (CCFO), owned by the municipalities of Hull, Chelsea and Wakefield, owns the track and has a first right of refusal. The non-profit organization has 30 days to match the offer and decide to operate the train.

Mr. Groulx, general manager of the Steam Train, also announced that a consultant reported that the landslide's effects could be mitigated with about a week's worth of work, at a cost of \$100,000. But it's an expense the current owner of the train will not undertake, leaving it to the new owner and CCFO to negotiate.

He received in the last two months seven offers to buy the train, some from as far as Western Canada and the United States. "Our main criteria was that the train stayed in the region," said Mr. Groulx.

A few weeks ago, a consultant retained by the steam train company examined the "crater" left by a landslide just outside of the track's easement, west of Hwy. 105 near Loretta Loop. Noël Journeaux, a civil engineer who has worked for CP and CN, said that stabilizing the slope between the track and the Gatineau river is not complicated.

He recommends building a berm, three metres high and 10 metres long, to stop further erosion along a stream.

The president of Tourisme Outaouais, Jean Thiffault, is hopeful that the train will be back on its tracks. His confidence stems from the knowledge that the current operator has offered the unnamed buyer to help with the transition, for a year or two. He said that some tourism business, such as those who package tours, have seen their revenues drop by 40 per cent.

He said that it would take a few months to get the operation going again.

While the transaction could close as early as 35 or 40 days from now, the new owners will have to service the train, rehire all the staff, ensure that the work is done at the landslide as well as start a new promotional campaign.

As soon the railway closed, Gatineau mayor Marc Bureau set up a steering committee to help relaunch the operation chaired by Michel Plouffe, Gatineau's director general of economic development.

He could not comment on the transaction, which is a private sale. He noted that he had met with "many promoters" interested in buying the train.

Reports have valued the Hull-Chelsea-Wakefield Steam Train company at \$2.5 million. In operation since 1992, and with its current owners since 1994, the train attracted close to 55,000 passengers last year.

06/08/2008 *Ottawa Citizen*

Maniwaki

Steam train derailed for 2008

\$4.3M in repairs needed to restart train, mayor says

The Hull-Chelsea-Wakefield Steam Train won't roll again until July 2009 at the earliest because \$4.3 million in urgent repairs to the line are needed to make the tracks safe.

Gatineau Mayor Marc Bureau said yesterday the three Outaouais municipalities that own the line plan to ask the federal and Quebec governments to pay most of the cost of the improvements because the work is too expensive for them. He said Gatineau, Chelsea and La Pêche are still committed to the train, but not at the expense of public safety.

Three engineering studies show that the 32-kilometre line, built in 1917, will require repairs to more than 90 culverts, additional track repairs and a new station in Gatineau over the next several years, bringing the total cost of the improvements to \$9.6 million.

The excursion train has been idle since the spring.

That's when a landslide occurred about 10 metres from the track in Chelsea.

Steam train owner Jean Gau-thier announced in May that the business was for sale.

The improvements include \$900,000 to stabilize the slope north of the Alonzo Wright Bridge where the landslide occurred, more than \$1 million in bridge repairs and \$1.8 million for a new station.

Federal and provincial financing is needed by this fall so work on the line can start in the spring of 2009.

Chelsea Mayor Jean Perras said there is a potential buyer interested in the business and he hopes the required repairs won't stand in the way of restarting the train.

"Today we asked every municipality in the region to work together on this in order to find \$4.3 million," Mr. Perras said. "This is an important train for tourism, not just on the Gatineau side, but also on the Ottawa side of the river."

A Quebec ministry of transport report in May said the tracks were safe. Steam train manager Andre Groulx said at the time that the report proved there was nothing wrong with the line for the excursion train.

He said the company the municipalities hired had no railway expertise and the firm was making "ridiculous demands" before the train could roll.

Mr. Perras, who is head of the municipal non-profit Compagnie de chemin de fer de l'Outaouais (CCFO), which owns the line, said the train was stopped because of a landslide during the summer of 2007 and another one in May.

He added the Quebec government gave strict orders about infrastructure safety after a 2006 overpass collapse in Laval killed five people.

"You have to double-check everything connected with infrastructure because you can't play around with the lives of people," Mr. Perras said. "The safety of passengers and people who live near the railway is paramount."

The president of Tourisme Outaouais, Jean Thiffault, said he was disappointed the train will not run this fall because the business brings \$8 million a year to the region and attracts 55,000 passengers each year

Speakers blast mayors for missing the train

Politicians say they're stuck until province, federal government ante up cash to fix rail

WAKEFIELD, Que. - The Outaouais will lose the steam train for good unless the mayors of Gatineau, Chelsea and Wakefield, the municipalities that own the railway track, change their way of thinking and act, warns John Trent, a supporter of the train.

During a heated public meeting last night at the Wakefield Mill, Mr. Trent, president of Friends of the Steam Train, shared his perception of the situation. He said the mayors are slow to act, have taken their time to meet a federal minister, have not spent a dime on track maintenance in the last 15 years, have inflated repair projections costs and have refused to accept responsibility for the infrastructure.

The mayor of La Pêche, Robert Bussière, defended the actions of the Compagnie de chemin de fer de l'Outaouais, the municipal non-profit corporation that owns the track. Fixing the railway would cost \$3.3 million in urgent repairs, will a total, long-term required investment of \$10 million, he explained.

"Before the municipalities spend the first penny, we need a confirmation from the provincial and federal governments of an infrastructure program," said Mr. Bussière, adding that a request has been sent, but the forms for a program are not yet available.

Moreover, the three municipalities will have to find the money to cover their share, a third, of the capital costs, Mr. Bussière said -- "and without confirmation from these two parties, forget it!"

The Hull-Chelsea-Wakefield steam train has been parked since May, when a landslide closed the railway track. Since then, the owners of the rolling stock have put the operation up for sale and say they have received half a dozen interesting offers.

Mr. Bussière said Gatineau's senior staff has recommended that the CCFO, which has first refusal in the sale of the rolling stock, turn down the current offer.

Friends of the Steam Train is questioning some of the figures made public last week by the three mayors. While a consultant retained by the train operator said repairing the damage from a landslide would cost \$100,000 and take a week to complete, the CCFO says the repairs would cost \$900,000 and take two months to complete.

"The mayors are like three spoiled boys who received a golden egg-laying goose for the region, took it for granted and wasted a legacy," said Mr. Trent.

More than 1,100 people signed a petition urging local elected officials to get the steam train back on the tracks as soon as possible.

The CCFO must get on with the work, said Mr. Trent, and bring in experts to guide them.

Neil Faulkner, who now lives in the area, ran a railway in Tanzania. He stated that the CCFO cannot do the job, "but it's not its fault. It's conflicted in its membership. We need some group who can keep the track in the public eye."

Joseph Potvin is part of a citizen advocacy group proposing to use the track not just as a tourist attraction, but also to serve commuters. He argued that rising fuel costs is a major issue for the community of La Pêche, because lower income residents will have to move to the city when they can't afford to fill up anymore.

"Let's take advantage of the year, year and a half the train is not running to upgrade the track for a low-speed, light commuter train," he said.

19/08/2008 Ottawa Citizen

Maniwaki

The three municipalities that own the tracks for the Hull-Chelsea-Wakefield steam train have rejected an offer from a buyer interested in operating the train in the Outaouais, increasing the chances that the train will leave the region.

André Groulx, who has run the train for his father-in-law for 14 years, said as far as he is concerned the steam train no longer exists. He said the buyer wanted Gatineau, Chelsea and La Pêche to repair the line and hoped to renegotiate the business's contract with the municipalities.

Mr. Groulx said as far as he is concerned he will probably have to sell the train to a buyer from the U.S. or somewhere else in Canada. He added he has two serious offers from buyers who want to operate the train outside the Outaouais.

Martin Potvin, a spokesman for Gatineau Mayor Marc Bureau said in a news release yesterday that the municipal non-profit Compagnie de chemin de fer de l'Outaouais (CCFO), which owns the line, rejected the offer on Friday because the potential buyer wanted to change the agreement.

"Since it was a conditional, not a firm offer, the CCFO could not approve it or exercise its right of first refusal," the news release said. It added the three municipalities are willing to discuss the sale with the vendor and potential buyers to ensure that the train remains in the region.

The Hull-Chelsea-Wakefield steam train has been parked since May, when a landslide near the track forced the business to close. Since then, the owners of the rolling stock have put the operation up for sale and say they have received half a dozen interesting offers.

Gatineau's mayor said on Aug. 5 the municipalities that own the line plan to ask the federal and Quebec governments to pay for most of the urgent improvements, which are expected to cost \$4.3 million.

Mr. Groulx said the business -- if it is to continue -- would still be as a tenant of the three Outaouais municipalities and no tenant should be expected to pay for improvements on someone else's property.

"Do the municipalities want the train that has brought \$60 million in business to the region during the past 14 years?," Mr. Groulx asked. "They never even talked to the potential buyer. Perhaps they want a bicycle path instead."

"We will probably have to resort to selling the train outside the region. The Quebec Ministry of Transport didn't have any problem with the line. The municipalities know nothing about operating a railway."

Steam train supporter John Trent said last week the train is in danger of disappearing because the three municipalities are too slow to act.

Mr. Trent said Outaouais mayors have delayed seeking federal help, have not spent a dime on track maintenance in the last 15 years, have inflated repair projection costs and have refused to accept responsibility for the line.

19/08/2008 CBC News

Maniwaki

RAIL COMPANY REJECTS SOLE LOCAL BID FOR WAKEFIELD STEAM TRAIN: The only bid for the Wakefield steam train from a local business has been rejected, making it likely the train will leave the Outaouais region. The bid by businessman Christian Nadon for the historic tourist train was rejected by La Compagnie de chemin de fer de l'Outaouais (CCFO) because it required changes to the contract signed with the train's current owner, said the mayors of the municipalities that own the CCFO. The CCFO owns the railway used by the train, and is itself owned by the municipalities of Gatineau, Chelsea and La Pêche. The CCFO has the right of first refusal for all offers, and has complained that it could not exercise that right for a conditional offer. However, it indicated that it is willing to negotiate. Nadon, the owner of Oh! Petits plats français, the catering company that prepared food served on board the historic tourist train, said he was told by CCFO that his offer did not meet the requirements, even though he had said he was willing to negotiate. He criticized the CCFO's owners for not trying to meet with him and negotiate. The century-old tourist locomotive was put up for sale by the Hull-Chelsea-Wakefield Steam Company in May, after a landslide near the tracks forced it to suspend operations temporarily. In August, the municipalities of Gatineau, Chelsea and La Pêche estimated that the railway needs \$4 million in infrastructure repairs and upgrades before the train can run again, and asked the federal and Quebec governments to help fund the work. (Branchline)

Shunned bidder cries foul at mayors

Christian Nadon says his pitch to buy the doomed Hull-Chelsea-Wakefield steam train was handled in bad faith.

The Gatineau businessman who offered to buy the Hull-Chelsea-Wakefield steam train has accused the three Outaouais mayors responsible for the tracks of bargaining in bad faith after he submitted a bid.

Christian Nadon, the caterer who made box lunches for the train and provided meals for the dining car, decided to make a bid for the business after he was forced to lay off 30 employees when the train owner, Jean Gauthier, announced the sale of the business in May.

Mr. Nadon said the railway-line owner, the non-profit Compagnie de chemin de fer de l'Outaouais (CCFO), headed by the mayors of Gatineau, Chelsea and La Pêche, never spoke to him before rejecting his offer with little explanation on Friday.

He said mayors Marc Bureau, Jean Perras and Robert Bussière sat on the offer for 30 days before explaining that they couldn't consider the proposal because it was a "conditional and not a firm offer."

Mr. Nadon said he wanted to discuss the the contract with the mayors and convince the three municipalities to accept responsibility for major repairs on the line.

"There was no negotiation or any co-ordination between me and the mayors," Mr. Nadon said. "During the 30-day delay, they never contacted me once or even acknowledged that I was trying to be the new owner.

"The whole steam-train file was handled in bad faith. If there was a will for this deal to go through, why didn't they call me back within two days to say there were some conditions they couldn't accept or wanted to negotiate?"

Mr. Nadon said the contract requires the municipalities to make major repairs to the line. He said the train owner is responsible only for regular track maintenance.

The steam train has been parked since May, when a landslide near the track forced the business to close. Since then, the owners of the rolling stock have put the operation up for sale and say they have received half a dozen interesting offers.

Gatineau's mayor said on Aug. 5 the municipalities that own the line plan to ask the federal and Quebec governments to pay for most of the urgent improvements, which are expected to cost \$4.3 million. The total cost of all improvements is expected to be \$9.6 million.

André Groulx, who has run the train for his father-in-law for 14 years, said as far as he is concerned the steam train no longer exists. Two buyers from the U.S. and elsewhere in Canada have offered to run the train outside of the region.

Mr. Groulx said the train has attracted \$60 million in business to the region during the past 14 years, including \$8 million in 2007. The train carries about 55,000 passengers a year.

If the business continues, Mr. Groulx said it would still be as a tenant of the three Outaouais municipalities that own the track and no tenant should be expected to pay for improvements on someone else's property.

Gilles Picard, the director of Tourisme Outaouais, said it would be a tragedy if the train is sold to an outside buyer because it is an "icon" that attracts visitors to both sides of the Ottawa River.

"Are the mayors the best people to own a railway? ... The mayors are not elected to run a railway and they agree with that. That is why we think the line should be run by someone else who takes responsibility for the track."

26/08/2008 *Ottawa Citizen*

Maniwaki

Rail line not out of steam yet

The federal government has refused to upgrade the Hull-Chelsea-Wakefield stream train line, but Chelsea Mayor Jean Perras says the municipalities will apply for another grant in September and the train could still roll again next summer.

Mr. Perras said the government rejected a grant application by Gatineau, Chelsea and La Pêche in 2007 because the steam train did not carry freight. He said he does not know whether the line would qualify for a grant under a new federal-provincial infrastructure program that is to start this fall.

"We were told that the grant request that we submitted was not eligible for support," Mr. Perras said. "I don't see the steam train carrying freight between Wakefield and Hull.

"We have met several times with federal and provincial officials during the last three or four months and they suggested submitting something in writing. I am optimistic, but it is difficult to say whether the rail line would qualify because we haven't seen the grant criteria."

The steam train has been parked since May, when a landslide near the track forced the business to close. Since then, the owners of the locomotive and passenger cars have put the operation up for sale and say they have received half a dozen interesting offers.

Gatineau's mayor said on Aug. 5 that the municipalities that own the line intend to ask the federal and Quebec governments to pay for most of the urgent improvements, which are expected to cost \$4.3 million. The total cost of all improvements is expected to be \$9.6 million.

But the non-profit Compagnie de chemin de fer de l'Outaouais (CCFO), headed by the mayors of the three municipalities, rejected an offer to buy the business from Christian Nadon, the caterer who made boxed lunches and provided other meals for the train.

André Groulx, who has run the train for his father-in-law for 14 years, said as far as he is concerned, the steam train no longer exists.

Two buyers from the U.S. and elsewhere in Canada have offered to run the train outside of the region.

Harry Gow, co-president of Friends of the Steam Train, said the government's refusal to help repair the track is a bad sign for the mayors who run the line.

"The money is intended for freight railways," Mr. Gow said. "Federal and provincial governments put money into sidewalks, bike paths, highways and streets.

"These things are ways of moving goods and people. I don't see why it should be less of a necessity to move people than pig iron or even pigs.

Trains are more fuel-efficient than cars at moving people."

03/09/2008 *Ottawa Citizen*

Maniwaki

DEAL IN THE WORKS?: While announcing a grant for a new sports and cultural complex in Chelsea Quebec, Federal Transport Minister Cannon said he could not announce a grant to repair the tracks used by the Hull-Chelsea-Wakefield steam train, which has been for sale since a landslide near the line in May. He said the federal and provincial governments are working on an agreement and he cannot negotiate a deal in public. (Branchline)

La saga du train à vapeur Hull-Chelsea-Wakefield pourrait connaître un dénouement heureux d'ici quelques semaines.

The Hull-Chelsea-Wakefield steam train saga is progressing towards a solution, the Friends of the Steam Train have been informed by Québec Intergovernmental Affairs Minister Benoît Pelletier and many others that the Québec Government will invest a million dollars+ in urgent repairs to infrastructure save the 2009 season. The Operations Manager of the steam train, André Groulx has advised the Friends that he has a new buyer. The CCFO (infrastructure owners), who had stalled the previous buyer and then vetoed his offer at the last possible minute, are under pressure - confirmed by *Le Droit* today - to let the rehab project get started, especially as the Outaouais Regional Council has voted 400,000 dollars to complement the Provincial amount. The City of Gatineau will announce a contribution, understood to be about \$600,000 soon.

Orange Prize winner Transport Minister Cannon, who has the steam train on his website (!), has said that the whole deal will be finalized within a week. Meanwhile Eastern Ontario municipalities around Hawkesbury, Ont. are working on a steam train project of their own. This should put the heat up under the municipally-owned infrastructure owner on the Québec side (the CCFO) to get on with it and cut a deal.

Le maire de Gatineau, Marc Bureau, affichait beaucoup d'optimisme lorsqu'interrogé à ce sujet par les journalistes, hier matin. M. Bureau a déclaré qu'il espère être en mesure d'annoncer « bientôt » que tous les éléments du plan de financement des travaux nécessaires sur la voie ferrée, sont confirmés. « Il y a une entente de principe pour le petit train. C'est une entente où chaque partie paie un tiers des coûts et nous, « régionalement », on devra trouver notre tiers et on travaille à ça actuellement. La Conférence régionale des élus (CRÉO) a déjà annoncé une contribution (400 000 \$) et la semaine prochaine ce sera probablement la Ville de Gatineau. Tourisme Outaouais doit aussi contribuer et ça va passer à son conseil d'administration. On s'est entendus sur les travaux urgents (à faire sur la voie ferrée) et on espère obtenir toutes les autorisations gouvernementales pour réparer les ponts et ponceaux. Trois travaux sont urgents : la réparation du glissement de terrain et celle d'un pont et d'un ponceau. Le montant de 4,5 millions \$ représente ce qu'il y a d'urgent à faire (avant d, être en mesure de relancer le train à vapeur) », a déclaré M. Bureau.

L'optimisme du maire est partagé par les exploitants du train à vapeur, même si ceux-ci ont entamé des discussions avec la Ville de Hawkesbury et les Comtés unis de Prescott-Russell. Louise Groulx a déclaré hier que tout dépend de la réponse finale du gouvernement du Québec. « On est plus optimiste maintenant car les députés Benoît Pelletier, Stéphanie Vallée et Maryse Gaudreault ont fait pression sur les maires et sur la ministre des Transports du Québec, Julie Boulet. De plus, nous avons un nouvel investisseur intéressé à acheter notre train à vapeur et celui-ci veut le conserver dans la région. Au bout du compte, tout va dépendre de la décision finale de la Compagnie de chemin de fer de l'Outaouais (CCFO) mais au moins, maintenant, il y a de la lumière au bout du tunnel », a déclaré Mme Groulx.

12/09/2008 *Le Droit*

Maniwaki

LE TRAIN À VAPEUR EST LE BIENVENUE À CHELSEA

(réf. article de Jean-François Dugas - *Le Droit* le 12 sep. 2008)

Décidément, un certain Claude Lamarche a un dent contre le train à vapeur, mais ce n'est pas le cas de tout le monde à Chelsea. Des 1 200 personnes qui ont signé la pétition des Amis du Train, 237 sont de Chelsea. Au pro-rata de la population, les Chelseans sont plus nombreux à signer que les gens de La Pêche (158) de Gatineau (263) et d'Ottawa (277). Les autres signataires viennent de partout au Québec, Canada et le monde. Les Chelseans semblent donc être plus en faveur du train que les autres résidents de la région.

La seule communication que les Amis ont reçue contre le train venait de quelqu'un dont le langage ordurier a découragé toute réponse de notre part. J'espère que ce n'était pas monsieur Lamarche! Ce colère me rappelait un peu les gens qui lançaient des roches contre le train pendant la première semaine des opérations, jusqu'à ce que la Sureté du Québec s'en mêle.

Les Chelseans en majorité sont polis et ne lancent ni roches ni de mots injurieux, - au contraire. On entend parfois quelques-uns exprimer des réserves de façon polie, mais la grande majorité s'exprime volontairement en faveur du train à vapeur.

Harry Gow

469 route 105, Chelsea, Qc J9B 1L2

819 827 8552

(Harry Gow est résident de Nouveau-Chelsea depuis 40 ans; ses parents et grand-parents y ont vécu aussi).

16/09/2008 *Ottawa Citizen*

Maniwaki

Gatineau council to vote on steam train repairs

Published: Monday, September 15, 2008

OTTAWA - Gatineau council is to vote Tuesday on a plan to spend

\$1.7 million on repairs to the track used by the Hull-Chelsea-Wakefield steam train.

The train has been parked since May, following a landslide near the track. Since then, owners of the locomotive and passenger cars have put the operation up for sale and say they have received half a dozen offers.

Two buyers from the U.S. and elsewhere in Canada have offered to run the train outside the region. Hawkesbury Mayor Jeanne Charlebois has suggested the train could use freight and passenger rail lines near her city if an investor could be found to operate it.

Gatineau Mayor Marc Bureau said Gatineau, Chelsea and La Pêche, the municipalities that own the line, will ask the federal and Quebec governments to help pay for the most urgent improvements.

Stabilizing a slope near the slide and repairs to culverts and two bridges are expected to cost \$4.5 million. The total cost is expected to be about \$10 million.

Martin Potvin, a spokesman for the mayor, said the three municipalities, plus the MRC des Collines de l'Outaouais regional government and Tourisme Outaouais, are considering spending \$3.3 million on track repairs. Mr. Potvin said the federal and Quebec governments would be asked to match the regional contribution.

Chelsea Mayor Jean Perras said the federal government rejected a grant application by Gatineau, Chelsea and La Pêche in 2007 because the steam train did not carry freight. He said he does not know whether the line would qualify for a grant under a new federal-provincial infrastructure program that is to start this fall.

The City of Gatineau will contribute up to \$1.7 million toward repairs to a railroad that could potentially allow the Wakefield steam train to chug through the region again.

The money will be provided to the company that owns the railroad, la Compagnie de chemin de fer de l'Outaouais (CCFO), on the condition that the upper levels of government also contribute money toward relaunching the train, the City of Gatineau said in a news release Tuesday.

The Hull-Chelsea-Wakefield steam train carried tens of thousands of tourists each year on excursions through the municipalities of Gatineau, Chelsea and La Pêche, which own the CCFO.

Other economic and tourism partners in the Outaouais region are pledging additional aid worth \$1.325 million, bringing the total fund for the train project to \$3.025 million.

The steam train ceased operations in May after a landslide near its tracks. Its owner, who was responsible for repairs to the tracks under an agreement with the CCFO, subsequently put the train up for sale.

The CCFO estimated in August that the track needs \$4 million in infrastructure work before the century-old locomotive could safely run again.

According to the Outaouais Tourism Board, the train used to bring 50,000 to 60,000 tourists into Wakefield each year, generating close to \$10 million in revenues.

18/09/2008 Ottawa Citizen

Maniwaki

Gatineau OKs \$1.7M for train track fixes

Gatineau council has voted to spend \$1.7 million on repairs to the track used by the Hull-Chelsea-Wakefield steam train. The train has been parked since May after a landslide. Since then, owners of the locomotive and cars have put the operation up for sale and say they have received half a dozen offers. Stabilizing a slope near the slide and repairs to culverts and two bridges are expected to cost \$4.5 million. Other improvements are likely to increase the cost to \$10 million. Gatineau, Chelsea and La Pêche, the MRC des Collines de l'Outaouais and Tourisme Outaouais are considering spending a total of \$3.3 million on track repairs.

06/10/2008 Ottawa Citizen

Maniwaki

Candidates on board to revive steam train

Four federal election candidates in Pontiac riding -- including Transport Minister Lawrence Cannon -- pledged yesterday to help resurrect the Wakefield-Chelsea-Gatineau steam train.

There were even suggestions that the line, once fixed, could be used for a commuter train.

The four were taking part in an all-candidates' meeting in Wakefield organized by the Low Down to Hull and Back News and Friends of the Steam Train. Apart from Mr. Cannon, the Conservative incumbent, the meeting included Liberal Cindy Duncan-McMillan, New Democrat Céline Brault and Green candidate André Sylvestre. Bloc Québécois candidate Marius Tremblay and Marxist-Leninist Benoit Legros did not attend.

"If there's an issue where there's any consensus, it's this one," said Mr. Cannon, pledging that the government would make sure the train can reopen for the 2009 tourist season.

The other three candidates also strongly supported resurrecting the train. In fact, they even raised the possibility of using the track for a commuter line, an idea that was roundly applauded by the audience of about 150.

The train has been idle since May after a landslide forced the business to close. Since then, the owner has put it up for sale.

Area groups are trying to raise funds to repair the track.

Gatineau, Chelsea and La Pêche, which own the line, plan to kick in some money, but want the federal and Quebec governments to help.

Gatineau MNA Stéphanie Vallée has said Quebec is committed to repairing the rail line.

However, the federal government rejected a grant application in 2007 because the steam train did not carry freight.

03/11/2008 CBC News

Maniwaki

GOVERNMENTS TO HELP GET STEAM TRAIN BACK ON TRACK:

The Quebec government will provide \$200,000 for an assessment of railroad repairs needed to get the Hull-Chelsea-Wakefield steam train back on track, announced Benoit Pelletier, the Quebec minister responsible for the Outaouais. Once that is complete, the Quebec and federal governments could cover up to two-thirds of the cost of the next step - the repairs themselves, confirmed Pelletier and Pontiac MP Lawrence Cannon. Another third would be expected to come from within the region. Private and municipal funding of \$3 million had been committed earlier to help with the project. If all goes according to plan, elected officials hope the train could be running again in 2009.

The steam train ceased operations in May after a landslide near its tracks, which are owned by La compagnie de chemin de fer de l'Outaouais (CCFO) run by local municipalities. The train's owner, who was responsible for repairs to the tracks under an agreement with the CCFO, subsequently put the train up for sale. Andre Groulx, the manager of the steam train company, said he was "very, very happy" with the government announcement and made it known that he no longer plans to part with the train, at least in the short term. The CCFO estimated in August that the track needs \$4 million in infrastructure work before the century-old locomotive could safely run again. According to the Outaouais Tourism Board, the train used to bring 50,000 to 60,000 tourists into Wakefield each year, generating close to \$10 million in revenues. (Branchline)

04/11/2008 Ottawa Citizen

Maniwaki

Wakefield train gains political backing

Governments ready to spend heavily to restore attraction

The federal and Quebec governments are promising to work toward getting the Wakefield steam train back on track by spring. But they're not committing funds just yet.

Yesterday, an array of ministers, members and aides in black suits gathered in Wakefield to promise -- almost -- new life for the train. It had to stop operations after a landslide made the track unsafe.

"We will have a very good structure, a very safe structure, and the train will be a subject of pride (for) the citizens of the Outaouais again. Rest assured of that," said Benoit Pelletier, the Quebec minister for the Outaouais region, and MNA for Gatineau.

"We couldn't remain untouched by the situation. We had to act, along with our partners in the Quebec government," and the municipalities involved, said federal Foreign Affairs Minister Lawrence Cannon, the MP for Pontiac.

"The first step will be to determine the exact state of the railway line and the actions needed to put it back in service." For starters, the governments are committing funds for engineering studies -- \$100,000 from Quebec, and an unspecified amount from Economic Development Canada. There are some areas that urgently need repair, as well as less-urgent upgrades that the two governments also want to make.

Beyond that, the two ministers say they have their governments' backing to spend heavily to put the train back in business.

Eighty jobs and \$10 million in annual tourism revenues depend on the train, said Mr. Cannon.

Forty per cent of all reservations made through Tourisme Outaouais include a trip on the train, he said.

While the exact cost of repairs is unknown, the federal, provincial and regional governments are each planning to pay one-third of the repair costs, said Mr. Pelletier. "This is not equivocal, even though there are no figures," he said. "It is a firm undertaking from our government and the government of Canada." He also cautioned that there is no guarantee the reconstruction will go ahead, "because, after all, we have to be very careful with public funds. This is taxpayers' money." Still, he said there's a firm goal among the many partners aimed at getting the train running again by the spring of 2009.

"For the moment, I can't tell you whether it (the cost) will be \$2 million or \$3 million or \$6 million or \$7 million," he said, but each government wants to pay a one-third share to get the train running.

"We're going ahead very systematically so that the train can get back on track as quickly as possible. That's our objective." "If we (governments) agree on the fact that it needs substantial investment ... then there will be substantial investment."

Gatineau gives steam train a \$1.2M boost

The city of Gatineau is kicking in more than \$1.2 million to help get the region's steam train back on track.

The Hull-Chelsea-Wakefield steam train hasn't been running since a May 2008 landslide near Chelsea stopped 10 metres short of the track.

The money will pay for the work required at the landslide site, as well as at the Leamy Creek crossing and the Chelsea bridge. The work will start in March and continue in 2010 and 2011.

Community groups including business and tourism partners raised over \$1.9 million. The province and the federal government also contributed \$1.9 million each.

The city also announced it will lease the railway corridor to the Compagnie de chemin de fer de l'Outaouais. The city will have a seat on the board of administration that will be established to administer the railway.

08/03/2009 *Ottawa Citizen*

Maniwaki

More than \$4M in funding puts steam train back on track

Outaouais tourist draw expected to resume May 9

The Hull-Chelsea-Wakefield steam train will ride again, thanks to more than \$4 million in funding from the city, the province and the federal government.

The Outaouais tourist attraction ground to a halt almost a year ago after a landslide by the tracks near Chelsea. Supporters have been trying since then to arrange funding to cover the repairs. Service is expected to resume May 9.

"It's quite a turn-around," said André Groulx, whose family owns the steam train. "It's been a very long year sort of in standby, not knowing what's going to happen to us ultimately."

The exact amount of funding is not being disclosed until the official announcement, expected on Monday, but the numbers are expected to reflect previously announced commitments.

In January, the city of Gatineau announced it would commit \$1.2 million of the estimated \$4.3 million urgently required to repair the tracks and also to do work at Leamy Creek crossing and Chelsea bridge. The province and the federal government each committed \$1.9 million.

Local businesses kicked in additional money.

Some repair estimates, however, have run as high as \$9.6 million, including additional non-urgent improvements to the tracks.

Foreign Affairs Minister Lawrence Cannon, who represents the federal Pontiac riding, and provincial Transport Minister Norman MacMillan, who represents Papineau, are to make the announcement at the Hull train station.

A spokeswoman for Cannon says the minister believes in the potential of tourism for the region, which has been hit hard by job cuts in the forestry industry.

"The train ensures not only direct jobs, but as well economic activity in the region where it is much, much needed," said Catherine Loubier.

Groulx says the train provides 80 direct jobs, plus at least 20 indirect jobs. The track repairs, expected to take three years, will also generate construction jobs.

Groulx admits the recession that makes those jobs so important could also affect the train's customer base.

"There's certainly going to be some challenges, but at the same time there may be some opportunities," said Groulx.

"People may just decide to vacation or travel differently and that may create some local traffic on the train whereas in other years maybe people would go outside the region. People may be looking more ... in their own backyards."

Chelsea Mayor Jean Perras said he's excited about the announcement.

"It's been a very, very long and arduous process, and it's coming to fruition, and Monday should be a day of celebration for everybody."

The steam train attracts 50,000 riders a year and has brought about \$60 million into the region over the 14 years owner Jean Gauthier has run it.

Last spring, Gauthier put the train up for sale, and had seven offers from as far away as western Canada and the United States. But Groulx, Gauthier's son-in-law, said the family decided last November not to sell when the provincial and federal governments committed to fixing the tracks.

"From that point on our commitment was to relaunch, not to sell the equipment," said Groulx.

09/03/2009 *Canada Newswire*

Maniwaki

GOVERNMENT AWARDS \$1.9M TO REPAIR QUEBEC RAILWAY LINE: The federal government of Canada has awarded nonrepayable funding of \$1,940,000 to the Compagnie de chemin de fer de l'Outaouais. This funding will go toward the work required to repair the Hull-Chelsea-Wakefield railway line. This project, which will necessitate a total investment of \$5.8 million, will be carried out in partnership with the Government of Quebec, the municipalities concerned, the Conference regionale des lus and Outaouais Tourism. In May 2008, a landslide brought the steam train to a complete stop. Its famous steam locomotive 909, built in Sweden over 100 years ago, is seen as a distinctive symbol and trademark of the Outaouais region. "We had to support this tourist attraction. The steam train alone is featured in 40% of all the tourism packages sold by Outaouais Tourism. It attracts more than 55,000 people annually and generates \$10 million in spinoffs. To that you have to add 80 direct jobs, not to mention indirect jobs, for example, in Wakefield businesses," said Minister Lebel. This contribution to the Compagnie de chemin de fer de l'Outaouais has been awarded under the Community Diversification program's Major Economic and Tourism Facilities initiative which helps devitalized regions and communities develop facilities and promote short- and medium-term economic growth. (Canada Newswire, Mar. 9). [Regular service between Gatineau (Hull) and Wakefield will resume on May 9, 2009. For tickets and information go to <http://steamtrain.ca>] (Branchline)

12/05/2009 *Ottawa Citizen*

Maniwaki

Larrimac

All aboard for an adventure

One of Canada's last remaining authentic steam-powered trains, the Hull-Chelsea-Wakefield Steam Train is back this season to offer scenic sightseeing excursions along the Gatineau River. A minor derailment last weekend was not expected to cause continuing problems and repairs to the track were to be completed by Wednesday. Long weekend departures are at 10 a.m. Saturday, Sunday and Monday from the station on Deveau Street in the Hull sector of Gatineau. Then it's a leisurely 90-minute chug up to Wakefield, followed by a two-hour stopover in the picturesque village. You'll be back by 3 p.m. Family rate (two adults, two children) is \$110. Info: 1-800-871-7246 or www.steamtrain.ca

Soggy crossing derails Wakefield train

Steam engine will be back on track Wednesday after 'minor' incident, spokesman says

The Hull-Chelsea-Wakefield steam train derailed on Sunday in Chelsea on its second run of the season after repairs funded by the municipal, provincial and federal governments were completed and the line had passed inspection.

André Groulx, whose family owns the train, said the empty second-last car derailed at about 2:30 p.m. during a Mother's Day excursion because of soggy ground at a private rail crossing in the Larrimac area.

The line passed a safety inspection last Wednesday.

No one was injured, but about 30 passengers in the last car had to board other cars to continue their journey back to the station in Gatineau's Hull sector. The last two cars remained behind until Monday, when a crane from Montreal put the derailed car back on the track.

Wednesday's excursion is expected to go ahead as scheduled.

"The small private crossing was saturated with water, but you couldn't see it because of the gravel," Groulx said. "With the pressure on the ties it spread the rails enough that one of the wheels got off and the car derailed.

"We were travelling at three to five miles an hour at the crossing and just as we accelerated out of the crossing the second-last car decoupled. It applied the emergency brakes and the whole train stopped within a few feet."

Groulx said the accident was minor because the train was travelling slowly and came to a stop. The section of track that came apart is expected to be rebuilt before the next excursion.

In January, the City of Gatineau announced it would commit \$1.2 million of the estimated \$4.3 million urgently required to repair the tracks and also to do work at Leamy Creek crossing and Chelsea Bridge.

The province and the federal government each committed \$1.9 million.

A landslide that stopped the train a year ago was removed in March. Another landslide near the same area on April 1 was also repaired.

Groulx said all urgent repairs to the line have been completed, but improvements to the line will take about three years.

Kim Brisson, who lives in Chelsea north of the crossing where the train derailed, said her husband met a man who walked home after the accident.

"This is the third accident in a year with this train and this is going to become a problem for them," she said.

The steam train attracts 50,000 riders a year and has brought about \$60 million into the region over the 14 years owner Jean Gauthier has run it.

Last spring, Gauthier put the train up for sale, and had seven offers from as far away as western Canada and the United States. But Groulx, Gauthier's son-in-law, said the family decided last November not to sell when the provincial and federal governments agreed to help repair the tracks.

14/12/2009 Ottawa Citizen

Maniwaki

Chelsea

Consultants to study plan for Chelsea stop on Wakefield stream train route

OTTAWA A group of consultants has been hired to do a feasibility study on a Chelsea station for the Hull-Chelsea-Wakefield steam train.

The federal government will pay \$206,550 of the study's \$275,400 cost. The study, to be completed by January 2010, will examine the impact of a proposed train station on the environment, local economy, drainage, water and sewer services and transportation.

Tim Kehoe, the study director, said the station could provide Chelsea with some economic benefit if passengers visit Old Chelsea shops and restaurants. Innovation Chelsea, a business group on Highway 105, has proposed locating a steam train station on a 50-acre site it owns that includes a medical clinic. Community Table Outaouais, a group that helps develop economic opportunities for West Quebec residents, is participating in the study.

Other groups contributing to the study include the Caisse Desjardins de Hull, the Centre local de développement des Collines-de-l'Outaouais, the Hull-Chelsea-Wakefield Steam Train and Tourisme Outaouais.

Chelsea Mayor Caryl Green said the former passenger rail station north of Old Chelsea played an important role in the community until it closed during the 1960s. Green said it makes sense to study the proposal to build a steam train station at another site.

27/02/2010 Ottawa Citizen

Maniwaki

Footprints in snow led police to suspects

Two alleged copper thieves aren't going to win a gold medal for smarts after police said they traced fresh footprints back to the scene of the crime -- the Wakefield steam train. Gatineau police said a suspicious fire alerted them to two men in the rear of the Kruger factory in downtown Hull. The men, aged 28 and 38, were burning the plastic coatings off some copper wire, police said. When their explanations didn't add up, police said they followed footprints back to the slightly damaged steam train. They also found tools. Manager André Groulx said the thieves took some original wiring under the train that is no longer needed and extension cords used to provide electrical power during the winter. He estimated the damage at \$200, adding it would not affect the excursion season, which starts May 8. Groulx said the train has security cameras, but they did not show the thieves' faces because the suspects were under the train. Charges are expected Monday morning, police said.

Le Train à vapeur Hull-Chelsea-Wakefield pourrait, dans un avenir rapproché, se rendre jusque dans le centre-ville de Gatineau, où une toute nouvelle gare digne de ce nom accueillerait les milliers de voyageurs attirés chaque année par l'icône touristique de l'Outaouais. C'est du moins l'un des souhaits que chérit la Compagnie de chemin de fer de l'Outaouais (CCFO).

La gare actuelle, située sur la rue Deveault, près du boulevard Saint-Joseph, n'a rien de très conviviale.

Les membres de l'organisme s'entendent pour dire que l'emblème touristique de l'Outaouais et les milliers de touristes qui s'offrent chaque été l'expérience unique au Québec du train à vapeur méritent mieux que le « garage » actuel qui fait office de gare.

Le CCFO a le mandat d'assurer le développement récréo-touristique du corridor emprunté par le train à vapeur. L'organisme s'apprête à embaucher des consultants afin d'analyser comment il serait possible d'améliorer l'offre touristique le long du trajet.

La construction d'une nouvelle gare au centre-ville, ainsi qu'un meilleur aménagement des installations à l'arrivée, à Wakefield, feront partie de la réflexion et de l'analyse de ces consultants.

« Il y a déjà eu des pourparlers, des discussions, des terrains identifiés comme étant potentiellement capables d'accueillir la gare de départ du train, explique la présidente de la CCFO, Louise Boudrias. Il a déjà été question d'un terrain près du Casino, mais il y a aussi beaucoup d'autres options sur la table. Nous étudions aussi la possibilité de se rendre près des berges de la rivière des Outaouais et pourquoi pas à proximité du futur

Musée des sciences et de la technologie. On peut rêver. »

Jean Hébert, aussi membre de la CCFO, ajoute que la Société de transport de

l'Outaouais (STO) a acquis, pour le Rapibus, des tronçons de la Compagnie de chemin de fer Québec-Gatineau. Comme les rails seront conservés, il pourrait être facile, explique M. Hébert, d'utiliser le tronçon qui se rend directement dans le centre-ville.

Offre touristique

Les projets de développement du Train à vapeur Hull-Chelsea-Wakefield ne sont pas étrangers avec tout le concept du projet Destination Gatineau qui doit, selon le maire Marc Bureau, faire de Gatineau une destination touristique de calibre international.

L'étude d'opportunités pour le projet Fascination Jacques-Cartier, dont LeDroit a obtenu copie (voir la chronique de Denis Gratton), viendrait aussi facilement s'imbriquer avec les projets de la CCFO.

« Il pourrait aussi y avoir plusieurs arrêts afin d'embarquer des gens à d'autres endroits le long du trajet, souligne Mme Boudrias. Ça permettrait de rendre le train encore plus familial. On pourrait aussi tenter d'accommoder les cyclistes en leur donnant l'occasion de faire un bout de chemin en train. Ce qu'il faut, c'est améliorer l'offre touristique tout le

long du corridor. On pourrait ensuite développer des formules forfaitaires. »

L'appel d'offres pour l'étude doit être lancé sous peu, assure Mme Boudrias.

« Le comité de développement de la CCFO a eu une première rencontre où on a fait un remue-méninges, note la présidente. Nous croyons être en mesure de présenter nos projets de développement d'ici le début de la prochaine saison touristique. »

11/02/2011 *ctvottawa.ca*

Maniwaki

The Hull-Chelsea-Wakefield steam train has been sold to a group of developers from outside the region, leaving its current owners with 30 days to match the offer or lose the popular tourist attraction.

A news release was issued Wednesday by the train's board of governors, saying the bid was the \$550,000 asked for by the board.

The board now has until Nov. 29 to exercise its right of first refusal and match the offer for the equipment, and said they voted unanimously to take all necessary steps to keep the train in the region.

Louise Boudrias, president of the board, said they can't raise this money alone - they need help from local, regional, provincial and federal partners to be able to respond.

The board said the train generates over \$8 million to the regional economy every year, but had to be shut down in late June after heavy rains washed out its tracks.

The train was put up for sale online in mid-July. It was built in Sweden in 1907 and brought across the Atlantic Ocean in 1992, according to its website.

11/03/2011 *Ottawa Citizen*

Maniwaki

A local non-profit group is trying to raise \$500,000 to buy the Wakefield Steam Train and keep it in the region.

Louise Boudrias, president of Compagnie de Chemin de Fer de l'Outaouais, said the group is in talks with the federal and provincial governments to find the money and buy the train that generates \$8 million annually in economic benefits for the region.

Boudrias said the group has some money stashed away and with government help, the CCFO believes it can raise enough to buy the train and keep it from leaving the national capital region. She said there are several grants that the group could tap into and those avenues are being explored.

"There is some money that we already have and we're already talking to the federal and provincial governments to see what will be the possibility," she said.

"There are some grants that probably could help us out and we're looking to see if we are eligible for those grants."

The CCFO has 30 days to match the offer from a group of developers from another part of the province who want to move the train out of the capital region. A matching offer has to be made by Nov. 29 but Boudrias is confident the money to keep the train in the region would be found.

The owner of the troubled train put it up for sale in the summer following its indefinite closure after severe flooding washed away some of the publicly owned tracks it operates on.

Martin Potvin, a spokesman for Gatineau Mayor Marc Bureau said the mayor is keen to help keep the train in the Outaouais is waiting to hear from the CCFO.

"He is waiting to hear from the CCFO what the city can do to keep the train here. We will wait and see and talk," Potvin said.

The Wakefield steam train will not be running again in 2011 and the company that owns the train said it wouldn't know when it could resume operation until August.

Last month the century-old Hull-Chelsea-Wakefield steam train was forced to suspend operations after heavy rains damaged the rail bed under the tracks.

Steam train general manager André Groulx said the company would have to wait until the damage is assessed to determine what can be done to get the train back online.

"We had to let go of eighty people this year and that's quite sad, but fortunately it's early enough in the season for most of the students to get summer work for the balance of this year," said Groulx.

The same rains that undermined the train tracks also weakened the ground under Highway 105 in Chelsea, causing it to be closed until further notice.

Tracks have been repaired before

The company has used a century-old steam-powered locomotive for tourist trips between Gatineau and Wakefield since 1994.

The tracks, owned jointly by three municipalities, were repaired in 2008 and 2009 at a cost of over \$3 million after a landslide in May 2008.

The line has been closed a number of times over the past four years after erosion and slides.

The Outaouais Tourism Board has said the train brings in 50,000 to 60,000 tourists into Wakefield each year, generating close to \$10 million in revenues.

10/07/2011 Ottawa Citizen

Maniwaki

Wakefield tourism is taking a hit after the closure of the Wakefield Steam Train following severe floods in late June that washed out some of the tracks.

The train's annual economic impact is about \$10 million for the region, said Gilles Picard, director general of Outaouais Tourism.

He said he estimates that the train contributes to 40 per cent of the Wakefield business during summer months. But he said the tourism department won't know until the end of the season how much impact the train's closure actually had.

"They bring up 55,000 people a year, I mean you got to get some business off of that," said Lesley Farrell, owner of the End of the Line Boutique, which caters to passengers getting off the train.

She said losing the tourists coming in on the train during its peak season is concerning.

"Before they said it's just closed for the month of July and that was 10,000 potential customers I was going to lose then," Farrell said.

In addition to the train riders, business owners in Wakefield say they are worried about losing business from those who come just to see the train.

"There's as many people that come to the village to see the train as there are on the train itself," said Marc Fournier, owner of La Confiserie Wakefield. "So it's a double impact."

Fournier said the train brings in about 40 per cent of his confectionary business during its May-October season.

Che Chartrand owns Café Chez Eric and says he doesn't get a lot of train passengers because his café isn't one of the closest to the tracks. However, he said he thinks the train's stoppage will indirectly affect the whole town.

"Wakefield is obviously a very touristy town, one of the reasons, a huge part of it, is because of the train. ... I mean it's a big money generator for this town," Chartrand said.

Farrell also said she gets a big chunk of her business from train oglers since her shop is across from a turntable where people come to see the train turn around.

Both Farrell and Fournier said they hope the railway company gets disaster relief money so that the train is back up and running for next season.

"We're hoping that the government does step in and that something happens so that the tracks get repaired," Fournier said.

The train's manager André Groulx said the non-profit railway company that leases the tracks has applied for funding but doesn't know if it could qualify.

"It's a very young company, so in and of its own it can't assume the repairs. That's for sure," Groulx said.

"So they'll have to go to different levels government."

He said getting the train back on the tracks for next season is a "bestcase scenario."

Although he would not release the private company's annual revenue or profit, he said losing most of the season is a huge loss.

"Loss of profit is unquestionable. There's no business," Groulx said.

Despite the closure, Picard said tourists are still coming.

"Most of the people are still coming to the region to do something else. But for the impact itself, it's a big impact for the tourist economy," he said.

Picard said more than 700 package deals for attractions in the Outaouais region, that included tickets for the steam train, had been sold for the rest of the season and most of the people still plan to come.

"We called everybody, either for a refund or another offer ... and 60 per cent of the people said we are going to come to the region and either the activity was replaced or they're coming without doing the train," Picard said.

Picard also pointed out that while more than 50,000 people ride the train each year, the region attracts 1.2 million tourists annually.

"It's a part of the industry but it's not the only attraction we have," Picard said.

The business owners were also hopeful that Wakefield can still attract visitors.

"Mother Nature played us a card and we're kind of stuck with it," Chartrand said.

"We just hope that people still come to the village because we find that the actual attraction to the village is the people that live here."

11/08/2011 Low Down to Hull and Bac Maniwaki

Wakefield Quebec Steam Train Not Sold Despite Rumours

Gatineau Quebec - The rumour rumbling around Wakefield, that the Hull-Chelsea-Wakefield steam train had been sold, might have made some business owners nervous.

News that no sales switch has been thrown will offer some relief.

"It's status quo from A to Z," said HCW Steam Train owner Andre Groulx, dismissing the rumour.

"Nothing has changed."

The train is up for sale, with a \$550,000 price tag, and Groulx would consider letting the 18-year family business go if a serious buyer were on track.

The municipal owners of the railroad tracks from Hull to Wakefield say they will match an offer from an outside bidder for the Wakefield steam train and keep it in the region.

The CCFO, the company managed by the municipalities of Gatineau, Chelsea and La Pêche, had confirmed steam train owner André Groulx received an offer to buy the train.

But the representatives from the municipalities exercised the right Monday to first refusal for the acquisition of the steam engine, the diesel locomotive and passenger cars.

They also said they would match the \$550,000 offer made last week by a group from Sept-Îles, Que., which hoped to purchase the train operation. The deadline to match the offer was Nov. 29.

CCFO President Louise Boudrias told Radio-Canada she has always maintained she would do everything in her power to keep the "little train" in the region.

The CCFO has estimated the cost to repair the tracks would be about \$7 million, and said the earliest the train would resume operations is in 2013. The Outaouais Tourism Board has said the train brings 50,000 to 60,000 tourists into Wakefield each year, generating close to \$10 million in revenues.

28/11/2011 CBC News Ottawa

Maniwaki

The Wakefield steam train has been saved by \$500,000 from a series of west Quebec municipalities, the provincial government and Outaouais tourism.

The municipal owners of the railroad tracks from Hull to Wakefield matched an offer from an outside bidder for the steam train and kept it in the region.

They said they hope to have the train up and running again in 2013.

The CCFO, the company managed by the municipalities of Gatineau, Chelsea and La Pêche, had confirmed steam train owner André Groulx received an offer to buy the train.

But the representatives from the municipalities exercised the right to first refusal for the acquisition of the steam engine, the diesel locomotive and passenger cars.

A group from Sept-Îles, Que., which hoped to purchase the train operation, made the original offer to purchase the train. The deadline to match the offer was Nov. 29.

"We were able to mobilize quickly and provide funds to raise the \$500,000 and thus allow the CCFO to make a promise to purchase within the time limit," CCFO President Louise Boudrias said in a released statement.

Boudrias had told Radio-Canada she always maintained she would do everything in her power to keep the "little train" in the region.

The CCFO has estimated the cost to repair the tracks would be about \$7 million and said the earliest the train would resume operations is in 2013.

The Outaouais Tourism Board has said the train brings 50,000 to 60,000 tourists into Wakefield each year, generating close to \$10 million in revenues.

19/05/2014 CBC News

Maniwaki

Petition to turn old Outaouais train track into bike trail

Train hasn't run since part of the track was washed out in a 2011 landslide

A Chelsea woman has collected hundreds of signatures to petition the municipal owners of the railroad tracks from Gatineau to Wakefield to transform the corridor into a bike and recreation trail.

The steam train hasn't run since a part of the track was washed out in a 2011 landslide.

Movements to restore track have been stalled, as the project's estimated price tag ballooned from \$5 million to \$50 million. There were also concerns that the soil conditions around the track will invite another landslide.

Tammy Scott said she's been hearing the idea of converting the track to a trail since she moved to Chelsea four years ago. As a neighbour to the track and an avid cyclist, she supported the idea, too.

"I thought, 'Hmm. Maybe we need to start by showing that this is something that the community wants, and have kind of a bottom up petition,' she said.

"The really fascinating thing is how quickly the petition has grown."

In a week, she has collected more than 800 signatures on the online petition.

"I think it's a great way to connect the community," she said.

Scott suggested the cost of converting the trail could be covered from the sale of the steel from the tracks.

Tracks already used as trail in winter

Alain Piché has helped groom the track for use during the winter for the last eight years. He's part of Sentiers Chelsea Trails, a group dedicated to maintaining and building trails to promote active living and the enjoyment of nature.

"The response, particularly in the last few years, has just been amazing in terms of the support of the community," he said.

The enormous cost of fixing the track is just one reason it should be lifted to make way for recreation, Piché said.

"We as a community have to look at the asset the corridor represents and figure out how to use it. Put it to its best use for residents. In my view, that's using it as a trail," Piché said.

The Outaouais Tourism Board has previously indicated that the steam train brings up to 60,000 tourists into Wakefield each year, generating nearly \$10 million in revenues.

Piché and Scott said a new trail could bring in tourists in, too, who might stop at local businesses along the way.

"As I like to jokingly say, 'If we build it, they will come,'" Scott said. "Increasingly we want to stand for healthy living and we want to stand for green tourism, eco-tourism, so I think this just adds to the already rich options of people to come to Canada to visit."

Push for trail picks up steam

Chelsea residents balk at \$50M cost to repair the tracks for locomotive

Three years after landslides idled the scenic steam train between Gatineau and Wakefield, momentum is building to tear out its washout-prone tracks and replace them with a multi-purpose trail.

The push got a boost recently when it was revealed that the cost of repairing the tracks, which were damaged from a landslide in June 2011, could top \$50 million. That would require three levels of government to pitch in, something Chelsea Mayor Caryl Green says is unpalatable for her community, which is home to 80 per cent of the tracks but gets no real economic benefit from them.

Chelsea council have informally indicated it doesn't support paying to repair the tracks, Green said, although there has been no formal vote on the issue.

"Times have changed. Twentyfive years ago when the mayor at the time opted for the train, it was a different world. Chelsea is known for its active lifestyle. We have doubled our population. Now the pressure will be on council to support a trail system."

Chelsea owns the section of tracks that runs through it, although the company that operates the steam train has a 25-year lease on those tracks. If other municipalities, along with other levels of government, chipped in to repair them, the steam train could run again. But many think the rising cost of repairs might soon sound a death knell for the train.

The train has had an off-again, on-again history. Most recently, the train has sat idle since damage to the tracks three years ago while attempts to raise enough money to repair the tracks have failed. Supporters note that the tracks have been in place for more than a century and the steam train has brought tens of thousands of tourists to the area annually and generated significant revenue over the past 15 years.

Now, news that the repairs would cost much more than originally estimated \$50 million or more have many thinking about alternatives for the tracks that run along the Gatineau River much of the way between Gatineau and Wakefield. Chelsea Mayor Green said the community would like to see the tracks used as a trail if the train doesn't run again.

Chelsea's Tammy Scott, who lives near the tracks, started a petition to have the tracks turned into a trail. Within a week, she had 800 signatures, many from Chelsea, but others from further afield.

"I have been talking to people and am feeling there is a groundswell of people interested in a pathway."

Turning the tracks into a trail would connect neighbourhoods in Chelsea and allow children to get to recreation programs and camps without riding on busy or dangerous roads. The tracks have been used by the community in the winter for the past eight years, something Scott and others say has been embraced by the community.

Alain Piché, a co-founder of the group Sentiers Chelsea Trails, said such a trail would be an "amazing link" for people who live in the area and also a potential new focus for tourism.

"It could be a wonderful community trail. That is how we see its development in the event that (the steam train) isn't relaunched and refinanced. And it looks more and more likely that is going to be the case."

Scott said many Chelsea residents are excited about the prospect of having a north-south corridor that would get them off busy roads. And people feel strongly that the cost of repairing the train tracks is simply out of reach.

"If you ask anyone, the large majority would tell you \$50 million to bring back the steam train would be so much better invested in health care, not that we don't love the train, but this is a much more viable option."

Piché said work has yet to be done on a detailed proposal for a trail, and it depends on what eventually becomes of the train, but Scott said some other groups have found that the cost of tearing out train tracks to build a stonedust trail can be largely covered through the sale of the steel rails.

28/05/2014 Low Down to Hull and Bac Maniwaki

Fishy facts on tracks

By Anastasia Philopoulos

With talk of what to do next with the train tracks, it seems that we may have kissed the Wakefield steam train goodbye. But amid new debates heating up in the region, it appears discussions might not be quite finished. New facts continue to surface on the state of soil stabilization and its purported \$50 million dollar price tag.

"If there was a study presented, it didn't have that number in it," said Louise Boudrias, President of the Corporation du chemin de fer de l'Outaouais (CCFO).

It's been almost a month since the Low Down published a story stating it would cost approximately \$50 million to fix the soil along the train tracks from Gatineau to Chelsea. The information first appeared in *Le Droit*, which reported that a study done by the Ministère des Transports et du Québec (MTQ) was presented to CCFO officials and Outaouais mayors. The study allegedly included the \$50 million estimate. After a bit of head scratching on the part of several officials "where is this study to be found?" the Low Down did some light digging.

According to Boudrias, the meeting in Quebec City in late March included an estimate of what the cost might be, but it is almost June and still none of the stakeholders has seen the much-discussed study that would likely kill the popular tourist train.

Wakefield Quebec - With the Wakefield steam train in park mode since 2011, a situation that may be permanent, shop owners, restaurant owners, and many residents miss the old choo choo.

But what about those who rode the train during its final days?

The ones who made it run, such as steam train fireman Philip Jago?

He worked on both of the latest incarnations of the old Hull-Chelsea-Wakefield line and misses it dearly.

"I loved it. I absolutely loved it", said Jago.

"It was the best job in the world".

Jago has fond memories of speaking with passengers at the Wakefield station while the train switched directions.

"We would pull in and one of the highlights of the arrival in Wakefield was turning the locomotive around on the turntable", he said.

Tourists and the train's workers would chitchat about the train's history, passengers' memories, and their parents' memories, too.

He remembers a passenger saying that they took the train immediately following their wedding, and another who said they rode it for their first trip to the city.

For some, engine number 909 might not be so familiar.

The train that ran in 2011 wasn't the same as the one that rode the tracks in the 1970s and early 1980s.

Back then, the National Capital Commission and the Museum of Science and Technology ran a train twice a week.

It was built in 1944 with Canadian equipment and was known as Canadian Pacific Engine 1201.

Jago volunteered on that train as a young man, working the fire to create the steam alongside the engineer.

After the train pulled away for the last time, when the government realized it wasn't suited to the train business, Jago got his job back in 2006, but this time on a Swedish-made model built in 1907.

The engineer and fireman switch position.

"The principles are the same, the North American equipment is set up for what they call right hand running", explained Jago.

Engine 909 also ran more frequently, transporting tens of thousands of passengers from May to October every year.

For Jago, one of the perks working on the 909 was seeing the incredibly quick shift the train made on Friday and Saturday nights from a passenger train to a dining train.

The cars were swept, linen was rolled onto tables, silverware was carefully placed, and, in no time at all, the train was ready for customers who were dressed to the nines.

"this was a serious endeavor", said Jago.

"It was beautiful. People would be dressed in their finery".

It should be no surprise by now to realize that Jago is devastated that "the jewel of the Outaouais" is barely on life support.

He said he doesn't believe the \$50 million estimate for fixing the track is accurate and say the only tracks that need to be fixed are along the "Mile Hill".

"I would hope that enough people have enough foresight to see the tremendous value the train brings to the area", said Jago.

"I hope that the right decision is made and repairs are done".

At this point repairs are still possible, Pontiac MNA Stephanie Vallee told Le Droit this week that the \$50 million estimate it had quoted in a story was not based on fact.

There is still hope, for Jago and for many in the region who think the little engine that could, still can.

Joel Balsam.

03/12/2014 *Low Down to Hull and Bac Maniwaki*

Steam Train Plan Chugs Along by Anastasia Philopoulos

Tourists and Wakefielders alike could see a smaller and locally operated version of the steam train up and running by 2016.

We're the only project so far that has an operator interested in their proposal, said Marc Fournier to the sound of applause.

One of three projects currently being considered by la Compagnie de chemin de fer de l'Outaouais, the Wakefield Steam Train Group's (WSTG) country style train proposal was presented to the community on Nov. 25 at the Wakefield Community Centre.

With the deadline for its business proposal fast approaching, WSTG President Fournier wanted local folks, about 35 of whom were gathered, to get a sense of the project.

It's such a simple operation and that's really one of our strongest points, Fournier told the crowd. After a quick recap of the steam train's history and the subsequent rail damage that brought the symbolic steam engine to a halt, Fournier detailed the current project's plans with the help of his assembled panel which included Neil Faulkner, James Sisstie and Jess Harris.

At the moment, the WSTG has Zins Beaudesne and Associates, a Montreal firm that specializes in tourist excursions, crunching numbers and doing research for a solid business proposal to be submitted by the Dec. 24 deadline.

The new trip would last an hour and a half in total, starting in Wakefield with a stop at Morrison's Quarry for 30 minutes and returning to the village. Running from early spring until late fall, the new train would accommodate about 150 people per ride, a much smaller volume than in the past. With multiple trips planned per day, Fournier explained to the crowd that the reduced number of tourists could be easier for the village to accommodate, especially when it came to infrastructure like parking and public toilets.

Entertainment

Dinner would no longer be an option on the train and food would only be served if the locomotive was chartered for special events. Fournier added that Theatre Wakefield and the Fairbairn House were collaborating to come up with historic presentations and on-board entertainment. And while Fournier is not ready to reveal any names yet, a local businessperson has submitted a letter of intent to operate the train if it came to Wakefield. At this point, the cost of the train is estimated at around \$4 million, with tickets ranging between \$17 to \$22 depending on whether it's a student, senior or adult fare.

Questions from the 35 guests in attendance ranged from the project's viability to parking, and whether Chelsea would be involved.

Possibly in the long term, there could be options to go up to Chelsea but right now we don't want to lose out on getting the train back, Fournier said. That's why we're keeping the project very small and to the point.

Parking

James Sisstie, who owns Expeditions Radisson, explained parking was still something being discussed but that a number of options were being considered including using municipal land. Also, there's been a number of private land owners who have express interest in parking, he added. One woman did ask whether the proposed project was a good investment for taxpayers. Fournier answered that the business proposal being put together by the Montreal firm would address economic stimulus but it was owner of the Wakefield Mill Hotel and Spa, Robert Milling, whose comments made the clear link from the train to its economic benefits.

I wouldn't have done the Mill if it weren't for the steam train. It was the only thing in town that was working back then, Milling told the crowd, adding his business created 90 jobs in the village. Just on that one investment, the economic activity has been north of \$50 million from 2000 until now.

Train Plan Goes Public

Wakefield Quebec - While Minister of Justice and MLA for the Outaouais Stephanie Vallee says she must remain neutral when it comes to the proposed steam train projects, the MLA couldn't help but show a glimmer of support for the Wakefield track.

"I've said it in the past, I'll continue saying it, we have a major public investment in the track. I think we have a responsibility towards those investments," Vallee told the Low Down.

"Instead of just saying, oh no, it's just too bad, we just put \$10 million in the project and it's just money, well it's our money."

On 26 Feb 2015, Vallee met with the President of the Wakefield Steam Train Group (WSTG) Marc Fournier to get a sense of the project, and of course, receive a chocolate train.

"It was my turn to receive one, which was very sweet," Vallee said with a smile.

The Minister says the train file has always been of importance to her, and calls the project a vital part of economic development in the Gatineau Hills.

"I was obviously pleased to see that there was a project presented, Fournier decided with local business people to present, a very interesting project, and I want to thank them because they decided to come up with an idea, and submit something, and be active in the file."

Fournier, who owns the Wakefield Confiserie, says that since the business plan went public, he's received lots of positive feedback both from businesses and the general public.

"I had a client walk in the shop yesterday saying he couldn't believe it's going to impact the whole area. Compared to what the train used to be the impact on the Gatineau Hills will be greater."

Fournier adds he's even received a phone call from another local business interested in contributing to the project.

The final recommendations to la Compagnie de chemin de fer de l'Outaouais (CCFO) must be in by the end of March.

At that point, the deciding board will have a few weeks to make a final decision on the project.

"There's a lot of work still ahead, even if we do get the project," Fournier said.

"Like financing, for example, but it's looking good."

In the next few weeks, the WSTG will be seeking letters of support for the business plan itself, something they'd like to submit by the end of March along with final recommendations to the CCFO.

22/03/2015 CBC News Maniwaki

Steam Train Promoters Offer Three Options

Wakefield Quebec - As work continues to relaunch the steam train, the three proposals, Gatineau to Lke Beauchamp, Gatineau to Montebello, and Wakefield south to the former CPR siding at Alcan, also known as Morrison's Quarry, were put through a challenge function on Friday by a panel of experts.

The Wakefield option is the most cost-effective in overall terms.

The time spent on all 3 options shows the desire of the community to relaunch the train in one form or another.

As a former employee of the Hull, Chelsea, and Wakefield operation, I am anxious to see something happen as are the other former employees.

From a viability perspective, the Wakefield operation seems to make the most sense although it will necessitate the construction of new maintenance and turning facilities as well as a road haul of equipment to get around the damaged areas of the line.

In terms of mileage, the Wakefield proposal would see a round trip of about 7 miles, not huge, but designed for tourists who want an experience but not something that consumes most of their time and which can be pricey.

There are lots of successful precedents for such an operation in Canada, the United States, and the United Kingdom.

Small is beautiful.

Wakefield Train Plan Gets Thumbs Up from Man Who Kept Locomotive Running

Ottawa Ontario - A new plan to bring train travel back to Wakefield, Quebec, has the blessings of the man who kept a historic locomotive going for nearly three decades.

Doug Simpson, 93, worked for 29 years as a maintenance supervisor at the pulp and paper plant in Thurso, Quebec, where locomotive number 10 once was used.

The Bytown Railway Society, which currently owns the locomotive, has offered up the use of the small diesel-electric locomotive and a passenger car to a group that would like to see it operate in west Quebec.

"That'll be the real, real, thing. You can't go wrong with that," said Simpson about the durability of the 1924 locomotive on offer.

Lumber was drawn from the vast forests north of the plant, shipped by train and milled in Thurso until the operation was sold in 1964.

Simpson recalled how his employer once sent him to General Electric's manufacturing facility in Pennsylvania for instruction on how to keep equipment like the historic locomotive running.

"They're simpler than a six-cylinder car, and more serviceable. There's no end to it," he said.

Stopped Running in 2011

It's been seven years since the Hull-Chelsea-Wakefield tourist steam train stopped running after a storm washed out the tracks.

In 2011, the Outaouais Tourism Board said the train brought in 50,000 to 60,000 tourists into the region each year, generating close to \$10 million for the region.

A group that includes Wakefield businessman Marc Fournier has now proposed using the smaller, diesel-electric locomotive on a 4.3 kilometre run between Morrison's Quarry, south of the village, and the end of the line in Wakefield.

"There's a glimmer of hope because the train in question is much smaller," explained Fournier earlier this month.

A major hurdle, however, is whether the weight of the diesel-electric locomotive can be supported by a culvert scheduled to be built under the rails in the village's south end later this summer.

The culvert wasn't designed to carry the load of the original steam train.

Fournier's group has been asked to hire an engineer to assess whether the culvert can bear the weight of the lighter locomotive.

Trying to Get the Municipality on Board

Another obstacle to returning a train to Wakefield is a council that could have new priorities.

The new mayor of La Pêche, Guillaume Lamoureux, said he wants council to examine the feasibility of rail traffic in Wakefield, given the long history of failed attempts.

Lamoureux told CBC News he's working with municipal staff to formally summarize those efforts in order not to repeat mistakes or "entertain false hopes."

"One of the biggest challenges is to get local buy-in," said Philip Jago, a Bytown Railway Society volunteer working to restore the historic coach by January.

Jago said the Railway Society is offering to donate and maintain the diesel-electric system.

He said the cost of moving the locomotive and its car from storage in Ottawa to Wakefield is likely less than \$500,000.

As for Fournier, he said he's optimistic that once the culvert analysis comes out in his group's favour, the municipality will "recognize the project is viable and get on board."

Connection to Guy Lafleur?

Mythology around the number 10 locomotive sometimes connects it to hockey legend Guy Lafleur, who wore the number on the back of his Montreal Canadiens jersey.

Lafleur is probably Thurso's most celebrated son, and a statue of the five-time Stanley Cup winner stands in the middle of the town.

His father Rejean started as a welder at the Thurso wood plant when he was 14, following in his own father's footsteps.

Simpson worked with both men, but is quick to debunk any connection between the locomotive and the famous hockey player.

The engine merely took its number sequentially, Simpson said, coming as it did after locomotives eight and nine.

"There is no connection to Guy Lafleur. No, no, no," laughed Simpson. "That's all BS."

09/11/2018 Le Droit

Maniwaki

La Ville de Gatineau vient de vendre les neuf wagons du P'tit train à vapeur pour 1000 \$.

Le comité exécutif a autorisé, mercredi matin, la vente de gré à gré pour l'ensemble du matériel roulant, à part la locomotive, et tout ce que contiennent les wagons à un entrepreneur de Cantley, Alain Boucher. La vente comprend aussi les rails situés entre la rue Devault et Jean-Proulx, la table tournante et les poteaux de signalisation. La Ville de Gatineau avait tenté de trouver des acheteurs auprès de musées et de divers organismes, mais sans succès.

Il n'a pas été possible de joindre M. Boucher, mais Radio-Canada rapporte que le propriétaire de la cantine Chez César, sur la montée de la Source, à Cantley, veut transformer deux wagons en restaurant casse-croûte inspiré des années 1950. En avril dernier, la Ville de Cantley s'est penchée sur un projet de « stand de cuisine de rue », proposé par M. Boucher, assujéti à un plan d'implantation architectural.

Le conseiller Cédric Tessier a affirmé que l'entrepreneur a un « projet qui semble intéressant », mais il laisse le soin à ce dernier d'en faire l'annonce. Les wagons devraient être utilisés séparément et pourraient tout autant se retrouver dans la région ou ailleurs. M. Tessier a ajouté que le déplacement des wagons a été un frein à la réutilisation des wagons pour bien des organismes approchés. « C'est très difficile à déplacer, ça amène des coûts importants, et les wagons ne sont pas dans un état exceptionnel, a ajouté le conseiller. Il y a eu beaucoup de vandalisme. »

Il s'agit d'une triste fin pour cette ancienne icône régionale qui n'avait pas roulé depuis près de huit ans malgré toutes les tentatives pour le relancer. « C'est beaucoup d'histoire ce train-là, reconnaît M. Tessier. On savait cependant qu'il ne roulerait plus. C'est la moins pire des solutions qu'on a trouvées pour lui donner une deuxième vie. »

Locomotive

L'avenir de la locomotive doit pour sa part fait l'objet d'une résolution du conseil municipal sous peu. M. Tessier a précisé que les élus ont été consultés et qu'un mandat a été donné à l'administration pour mener à terme des discussions avec différents partenaires qui permettraient de déplacer l'engin à la ferme Dalton. « Il y a une résolution qui s'en vient au conseil bientôt là-dessus », a dit le conseiller.

Philip Jago is well aware of what's going on in an industrial neighbourhood in Gatineau, near where St. Joseph Boulevard slips under the Highway 5 Autoroute, but he can't bring himself to go look.

There, eight train cars that for a quarter century or more carried tourists and railway enthusiasts up to Wakefield and back are being cut into pieces, final destination unknown.

"I don't want to see that," Jago said. "I would rather remember the good times."

A member of the Bytown Railway Society, and in particular its Dirty Hands Club of restorers, Jago served as a fireman on the steam train, making the round trip scores of times, including its very last journey, on June 18, 2011. Five days later, heavy rains damaged the tracks and operations were suspended. The estimated cost to repair the track was in the millions, and despite the efforts and hopes of many groups and people, the service was never restored. In 2011, the municipality of Chelsea took out about 20 kilometres of the track to convert the bed to a trail, thus ending any chance that rail service would return.

In its heyday, the Wakefield steam train carried thousands of passengers each year. The service, Jago said, began in the mid 1970s, when trains left from the Canada Science and Technology Museum on St. Laurent Boulevard and crossed the Prince of Wales Bridge into Quebec.

The most recent incarnation of the train - a Swedish-made locomotive and cars brought to the area after the previous 1201 locomotive was deemed no longer fit for service - ran from 1992 until 2011.

According to City of Gatineau spokesperson Yves Melanson, the steam locomotive that most recently plied the tracks to Wakefield has been sold to the Dalton Ecological Park in Gatineau, where it will be on display alongside a replica of the early-1900s Templeton train station later this year.

The cars, meanwhile, were sold to Alain Boucher, who said all but one were damaged beyond reasonable repair. The remaining one he intends to convert into an American-style diner, which he'll move to Cantley, Que., where it will sit alongside the chip wagon he currently operates there.

And while Jago is saddened to see the remaining eight cars cut up for scrap, he recognizes their number was up. Apart from being dilapidated, he said the cars, because they were of Swedish origin that bore unique coupler systems, weren't compatible with North American trains.

"But this is still a moment," he said. "Words cannot describe it."

"I was there as a fireman from the fall of 2006 until the rain came. I was working part-time, fulfilling a childhood dream with the intent of making that a retirement career. I don't know exactly how many trips I made on that train," he added, "and once you get away from it, it's never been enough, if you have any passion for steam."

"C'est triste."

09/02/2023 *Radio-Canada*

Maniwaki

La locomotive de l'ancien train à vapeur ne finira pas ses jours à la Ferme Dalton

Toujours entreposée dans un hangar à l'ancienne gare de train, la locomotive du train touristique Hull-Chelsea-Wakefield ne finira pas ses vieux jours au parc écologique de la Ferme Dalton.

La présidente de la Corporation d'aménagement de la rivière Blanche (CARB) de Gatineau, responsable de la Ferme Dalton, Nathalie Lepage, a annoncé qu'en raison de plusieurs défis, la ferme est obligée de décliner l'offre de la Ville de Gatineau.

"Ça a été une longue discussion au conseil d'administration, mais après réflexion, il y avait effectivement de nombreux défis qui nous ont amenés à refuser. Nous avions d'abord un défi d'expertise. Ça prend de l'expertise pour une locomotive de cette taille-là. Il y avait des enjeux de sécurité aussi," a commenté Mme Lepage.

Les autres défis qui ont refroidi la corporation, ce sont les coûts associés à l'entretien de la locomotive et le manque d'espace pour entreposer la locomotive, ajoute Mme Lepage.

"On essayait de trouver le meilleur endroit où ça aurait pu être installé et on ne voyait pas non plus d'endroit possible", a-t-elle continué.

En 2017, la Ville de Gatineau avait annoncé qu'elle comptait faire déménager l'engin, immobilisé à Hull depuis 2011, afin qu'il devienne l'un des attraits du parc écologique de la Ferme Dalton.

Un an plus tard, le conseil devait se prononcer sur le financement de ce transfert.

Un plan B?

Dans une déclaration écrite, la Ville de Gatineau a indiqué à Radio-Canada qu'elle avait "offert à la CARB d'installer, sur le site de la ferme du parc Dalton, la locomotive de l'ancien petit train à vapeur de Wakefield. Cette offre a toutefois été déclinée par le conseil d'administration de la CARB, qui en a informé la Ville au printemps 2022."

N'empêche que le conseiller du district de la Rivière-Blanche, Jean Lessard, s'est dit "déçu" de savoir que le projet n'aboutira finalement pas.

"On était tous emballés, mais quand on a vu certaines embûches, on s'est dit que le recul était mieux."

La Ville n'a toujours pas de plan pour l'avenir de cet engin. Elle dit cependant étudier d'autres options.

Le conseiller souhaite que la locomotive puisse demeurer à Gatineau. Il la voit même se garer au futur Musée régional de l'Outaouais.

Cette option est encore hypothétique aux yeux des responsables du musée qui ne cachent pas leur intérêt. Le président du Musée régional, Jean-Marc Blais, admet que cela "cadrerait très bien" avec le projet en chantier.

Il convient toutefois que cela est une question d'espace disponible. "Une fois qu'on aura un site, on saura où le musée pourra s'installer, et ce sera plus facile pour nous de déterminer si on a les espaces pour collectionner un gros item comme celui-là."

En attendant, la locomotive de l'ancien train à vapeur va demeurer cachée dans son hangar.