

Maniwaki subdivision

Files seen

RG 12 vol. 1882 file 3268-80

RG 43 vol. 207 file 560

RG 43 vol. 18 file 946-9

RG 46 vol. 1476 file 12992

RG 46 accession no. 1992-93/066 box 35 file 35546

RG 46 accession no. 1992-92/066 box 45 file 44225

RG 46 vol. 695 letter 4471

RG 46 vol. 1530 file 6510 Inspection report

RG 43 vol. 241 file 1610 Plans through Maniwaki Indian Reserve.

RG 43 vol. 244 file 1711 Desert to Maniwaki

(see Also Interprovincial Bridge file and Waltham sub (Pontiac Pacific Junction))

RG 43 vol. 247 file 1876 pile trestles to replace culverts.

RG 43 vol. 631 file 20056 Extension of line from Maniwaki to Mont Laurier

RG 46 vol. 1376 file 4205.1455 Station at New Lismore

Privy Council Railway Committee 11 September 1890

Approves the issue of an order granting leave for the O&G to pass along the highway and to divert the road at various points in Wakefield twp.

RG 12 vol. 1882 file 3268-80

10 March 1888 from Horace Beemer

List of shareholders and officers

26 March 1888 from Dale Harris Chief Engineer to Bradley, Sec Department

Desire to enter into a contract for construction of their line from a point in or near the City of Hull northward along the Gatineau River valley to the end of the 62nd mile. (village of Desert). Goes into detail about the country served, terrain etc.

28 March 1888 detailed estimates

4 June 1888 OIC 1284 is passed - contract and specifications attached.

11 July 1888 OIC 1709 is passed

25 February 1888 from H.J. Beemer

Asks for time extension, difficulties in route location - extend to 1 August 1891.

2 April 1890 from Collingwood Schreiber

Rough broken character of land, sharp curves and heavy grades. Suggests accepting the plans.

Maps transferred to 78903/47

24 Dec 1890 OIC 2862/2880/2888 are passed

Letters regarding changes in location.

29 May 1891 From Collingwood Schreiber

Mr. Ridout has recently inspected the first 20 miles. The work is well and substantially done.

6 June 1891 OIC 1286/1307 are passed

18 July 1891 from Dale Harris to Bradley Sec. Department

Bridge over the La Peche River was completed on 15 foot centres whereas department said it must be spaced at 16 foot centres. When I visited the department I saw Mr. Schneider who approved the masonry and I thought this approval applied to the girders as well.

The bridge is situated almost in the heart of the village of Wakefield within 600 feet of the water tank and 1200 feet of the station. On both sides approaching trains have to traverse the principle street of the village for many hundred yards and at the same level as the street - the bridge is also on a tangent. Thus the speed of passing trains can never exceed 4 mph and it would be practically impossible for a train to leave the rails and should it do so no injury could possibly result. The precaution to require greater width between girders is doubtless to meet the case of trains running at speeds of 50 and 60 mph and in this case evidently not necessary. Respectfully ask that the bridge be accepted as it now stands.

10 July 1889 OIC 1609 is passed.

Petition of Brandon & South Western??

16 May 1890 from Dale Harris to Department

Applies for change in location.

Since the plans of location for this railway were submitted it has been deemed advisable to carry the Gatineau Railway to a water terminus on the Ottawa River and place the road in a position to ultimately cross into the City of Ottawa. Surveys have been made and are shown on the plans submitted.

Inasmuch as certain questions are now pending in connection with the crossing of the CPR tracks, in connection with the acquirement of suitable shops and depot grounds in Hull and in reference to a junction with the PPJ the location of which is not yet decided, and as it is not probable that the matters referred to will be settled for some months to come - the company are desirous that the deviation in the location of their railway be now approved as now submitted up to the point where it meets the Canadian Pacific and that the first section of the railway insofar as it relates to subsidies be for the present computed from that point northwards, it being understood that at some future day the portion south of this point, when duly built under approval of government will be included in the mileage of road on which subsidies are applicable.

27 May 1890 from Collingwood Schreiber

I am of the opinion that the plans for the change of location in Hull should not be approved:

1st the subsidy act under which the road is being built requires the road to start from Hull station and the approved plan and profile of location shows it starting from that point, on that line their road does not cross the CPR but upon the proposed change of location it will cross the CPR at rail level which is a very objectionable nature in the ? place. The same plan shows the PPJ is desiring to cross the CPR at rail level a short distance from the proposed crossing by the O&GV. Under all the circumstances I strongly recommend the change of location be not approved.

15 July 1890 from Dale Harris to Department

Asks for time extension for completion of first ten miles.

Certain clay cuttings were done in the winter. With the advent of summer the embankments made from these began to slip away.

Unforeseen delays have occurred effecting amicable arrangements with CPR for connection with their road near Hull which connection is necessary in order to handle the rails and other supplies for track laying.

30 July 1890 OIC 1901 is passed

28 August 1890 from Dale Harris to Department

Asks for permission to construct a 170 foot timber pile trestle crossing the mouth of the Peche between the present highway bridge and the Gatineau River. Is already at the extreme mouth of the Peche and making the railway cross still further towards the Gatineau the new bridge would be forced partly into the bay of the latter river. The foundations are sand and clay and the water in the spring of the year is subject to a rise of 15 feet. Stone work of the bridge will be subject to the full sweep of the ice. Plan and profile attached.

27 September 1890 from Thomas Ridout to Collingwood Schreiber

On 25th instant I examined the crossing of the mouth of the Peche River.

The Peche River is a comparatively small and rapid stream on which there is a mill dam about ½ mile from the mouth. At 800ft above the railway crossing there is a small bridge 30ft span which has been found to pass the stream at its greatest volume. About 200 ft below this bridge the Peche falls to the level of the Gatineau and the mouth spreads out to upwards of 200 ft which is crossed by a highway bridge 224 ft long compose of 8 spans of 28ft of timber bents 18ft in height.

The contour of the Gatineau directs the current from the rapids a short distance above directly towards the mouth of the Peche so that ice and driftwood are thrown towards this point and especially during spring floods when the river rises from 16ft to 18ft above its summer level are carried up into the mouth of the Peche for 400 or 500 ft above the road bridge. There is therefore the flood water of the Gatineau together with drift wood and ice to be provided for besides any drifting material that may come down the Peche.

For these reasons I do not consider this is a safe and suitable place to allow a trestle bridge instead of a truss.

22 October 1890 from Dale Harris to Department

Unwillingly compelled to ask the indulgence of government one more in the time for completion of the first section of their railway.

The two great embankments at stations 198 and 240 which gave so much trouble early in the summer have continued to slip away up to the present.

It has been found necessary to entirely suspend work over these embankments for two months together and to trestle the low part of the first. The rails are now laid to station 238 and I have every reason to believe that inside of ten days we shall be able to cross the second embankment with the train and then the course is completely clear to the end of the section.

The company have now a steam shovel of the largest size standing idle on the track only waiting to cross this embankment in order to begin work in the gravel pit at Chelsea and as soon as that is effected I can anticipate no further stoppage as there is a powerful locomotive with 22 flat cars already on the track, a ballast plow and cable, 300 tons of coal and generally everything conducive to rapid work and ballasting directly the pit at Chelsea, at station 370, is reached. This pit is of gravel.

Delays on the first section have caused a concentration on the second - a large part of the earth grading has been done, almost all of the culverts erected, the station at Peche completed and of the rock work only about 5000 yards remain so it is still expected to have rails laid to Peche village by the end of this year.

Asks for an extension to 1 January 1891.

17 September 1890 from Thomas Ridout to Collingwood Schreiber

Inspected on 16th instant from a point 1 ½ miles from Hull station of CPR to the end of track at sta 676, 11 3/10 miles.

Subsidy is granted for a line commencing at Hull station but the Company now proposes to cross the Ottawa River to Nepean Point and also to acquire the Aylmer branch of the CP. If this is carried out the location of the first 1 ½ miles will be completely changed and therefore no work has been done on this part.

Alignment appears to conform to the plans and profiles except between stas 275 and 305, 3000 ft where the line has been thrown westwards to avoid a number of buildings and keep it away from a macadamized road.

Fencing 6 miles of double fence completed of 4 strands of barbed wire and top board 1'x6" on cedar posts 10' apart.

Public road crossings seven, all at rail level with cedar cattle guards.

Grading on this section is heavy there being several large cuts and fills - at sta 198 slides have taken place in a large bank, it having been made last winter of clay, this is still 16ft low and the track is carried on 100' of temporary trestle. Also at sta 240 where the bank is still slipping it has been made up several times to grade and is now again 3' less. It would be prudent not to put any more material on this bank until next spring. The slopes also of several large cuttings have not been taken off, the material being required on the new section and that one of them is reserved for ballast - a steam shovel is now at work.

Culverts in detail

Permanent Way 56 lbs. rails plain fish plates. Ties of hemlock and cedar 2640 to the mile. No ballast yet.

Station buildings from Hull

3 ½ miles Ironsides small passenger and freight house completed 16'x32', siding 1300 ft.

6 ½ miles Chelsea very good passenger house with dwelling 16'x32', freight attached 16'x30', siding 1200 ft.

Rolling stock on line said to be owned by company

One locomotive

10 platform cars

Grading nearly completed to Peche village, 18 ½ miles.

25 October 1895 from Brophy to Collingwood Schreiber

Inspected on 24th instant with regard to opening for traffic that portion of the line extending from "Wright" sta 2931 to "Gracefield" sta 3057, about 2 1/3 miles.

Sta 2951 Bridge over the Pickanock river - one span deck steel plate girder 106 ft clear span on good masonry abutments resting on pile foundations.

Clearing through bush land clearing extends 10 to 12 feet clear of the fences.

Fencing on both sides completed from sta 2931 to a short distance beyond Gracefield about sta 3062. From 2931 to Pickanock River with "house fence" 7 strands of plain steel wire on cedar posts 12 ft apart and from Pickanock River to Gracefield with 4 strands barbed wire & top board on Cedar posts 10 ft apart.

Public roads cattle guards and sign boards complete at all crossings.

Culverts double strength vitrified clay pipes - line is well drained.

Grading is completed throughout

Permanent Way 56 lbs rails and angle plate fastenings. Ties of hemlock, tamarack and cedar, the latter being principally used on tangents.

Ballast line is well ballasted and well surfaced.

Stations At Gracefield there is a through siding about 1100ft, a freight house, temporary engine house, passenger station and telegraph office. The telegraph line has been extended to this point and is in operation.

Turntable which has been in temporary use at "Wright" Is now being moved to Gracefield and is expected to be in readiness for use in a day or so.

The whole of this portion is in satisfactory condition to be opened for traffic.

Sta 3057 at Gracefield is about 56 1/3 miles from the present junction with the CPR.

21 January 1892 from Ridout to Collingwood Schreiber

Inspected first 30 miles yesterday.

First ten miles commencing at sta 80 1 ½ miles from Hull station of the CPR at which point a connection has been made with that railway to sta 608. At the time of my last visit in October last this section was completed with the exception of 300 rods of fencing and an engine house. There still remains to be done 160 rods of fencing for which the material has been delivered. An engine house is now being erected at the 20th mile. The track is in very good condition.

Second ten miles Very good iron turntable has been put in at the 20th mile, Peche station and a one stall frame engine house is in course of erection at the same place. There still remains about 400 rods of fencing to complete.

Third ten mile section alignment and grades appeared to conform to the plans. Line had been cleared to the full width, 50ft on each side but no fencing had been done. Public road crossings Ten, having deep cedar cattle guards but the signs had not been erected.

Grading Unable to see this account snow but it appeared to be well completed.

Culverts

Permanent Way 56 lbs. rail fish plates, hemlock and cedar ties 2640 to the mile but not ballasted.

Stations from Hull station

23 miles North Wakefield very good small combined passenger and freight house, through siding 1200 ft.

23 miles Farrelton building in course of construction through siding 1200 ft. There as also a wye at this point.

Rolling stock now on line

1 locomotive

1 first class passenger car

1 second class passenger car

4 excursion cars

1 combined 1st class mail & baggage

10 platform cars

1 large snow plow & flanger combined.

23 January 1893 from Thomas Ridout to Collingwood Schreiber

Inspection of 30th to 40th mile. I had previously examined this section on Dec 2 before the snow fell.

Alignment and grades appeared to conform to plans.

Clearance and fencing good, Highway crossings.

Grading completed and well done.

Culverts in detail

Trestles (details given)

Ryan's creek sta 1968 98ft long 28ft high

Pile trestle sta 2060 98ft long 5 ft high. This was rendered necessary on account of a very bad sink hole alongside a small lake, the crust which was found to be only 4; thick broke through with the weight of the small bank put upon it and it was found impossible to get the bank to stand so piling had to be resorted to - I would advise that this trestle be allowed.

Bridge Stag Creek through steel girder, one span 65 ft in clear on very good concrete masonry abutments and pile foundations.

Permanent way 56 lbs. with angle plates hemlock, tamarack and a few cedar ties 2600 to the mile and well ballasted throughout with 6" to 12" under the ties and fully boxes. The track is in good condition.

Stations

Lowe - 33 1/3 miles from Hull, very good combined passenger and freight house complete 16'x67' with dwelling rooms above, through siding 1300ft

Venosta - 39 1/3 miles from Hull - small passenger house complete, through siding 1300 ft.

Water service 20,000 gals frost proof tank with steam pumping engine completed, 19 1/2 miles from the Wakefield tank.

I have therefore to report that if the low pile trestle across the sink hole at sta 2060 is allowed this section of ten miles is completed in accordance with the subsidy contract.

12 December 1891 From Thomas Ridout to Collingwood Schreiber

I inspected yesterday with regard to subsidy the rolling stock delivered on the O&GV at Ironside station

1 first class passenger car #1	\$3,900	
1 second class passenger car 320	\$3,000	
1 combined 2 nd class pass, smoking mail & baggage #40	\$3,100	
4 excursion cars #50,#51, #52, #53	\$8000	
Total	\$18,000	
Duty	\$5,400	
Freight as stated by Mr. Beemer	\$600	
Total	\$24,000	

Cars are new and very good, manufactured at Wilmington Delaware, Jackson & Sharp lettered Ottawa & Gatineau Valley Ry. - invoice attached.

12 October 1891 from Thomas Ridout to Collingwood Schreiber

Inspection on 10th the first 20 miles.

First ten mile section commencing 1 1/2 miles from the Hull Station of CPR at which point a temporary connection has been made with the CPR.

Alignment and grades appear to conform to plans

Clearing has been made to the full width - 50ft on each side

Fencing completed with the exception of 300 rods.

Public road crossings all finished

Grading completed

Culverts described in my last report

Permanent way 56 lbs. steel rails, plain fish plates, ties of hemlock and cedar 2640 to the mile and well ballasted throughout, 8" to 12" under the ties. Track is in good condition.

Station buildings

Ironsides 3 1/2 miles from Hull small combined passenger and freight house 18'x32' completed siding 1300ft

Chelsea 6 1/2 miles very good passenger house 16'x32' and freight shed attached 16'x30' complete, siding 1200ft.

Second ten miles

Alignment conforms to plans

Fencing 1000rods to be completed.

Public road crossings all completed with cattle guards and signboards except for two at the immediate mouth of the Peche river which will be done away with as soon as the diversion of the highway at this point is finished which will be in a few days.

Grading is completed and is very good.

Bridge over the Peche river in the village of Wakefield consisting of one clear span of 76 feet through steel plate girder made by Dominion Bridge on very good cement masonry abutments on pile foundations.

Permanent way 56 lbs. steel rails, plain fish plates and ties of hemlock and cedar 2640 to the mile. Well ballasted throughout, 8" to 12" under the ties. Well boxed up and the track is in good condition.

Station buildings

Cascades 14 miles small combined passenger and freight house about finished only required painting. Siding 300 ft to be lengthened to 600 ft.

Peche - 19 3/4 miles very good combined passenger and freight house completed.

Grading for siding done but rails not laid, all material delivered.

Water service 19 1/2 miles very good frost proof tank 21,000 gals capacity with steam pump completed.

Rolling stock on line said to belong to company

1 locomotive

10 platform cars

Besides which there is another locomotive and several flat cars hired for construction.

11 November 1893 from Thomas Ridout to Collingwood Schreiber

Inspection of the line on 9th from mile 40 to mile 54 from the present junction with the CPR at Hull.

Alignment and grades appeared to conform to plan

Cleared right of way is 80 ft but cleared to 50 ft either side.

Public roads 8 having good cattle guards and sign boards

Grading well done

Culverts gives details

Bridge over Kazabazua River, one span deck steel plate girder 58' 9" overall 55' clear on very good masonry abutments.

Permanent way 56 lb. rails angle plate fastenings. Ties of tamarack and cedar 2600 to the mile.

Stations

Kazabazua 45 1/2 miles from Hull very good combined passenger and freight house complete 18'x40', through siding 1100ft. There is also a Y at this point and a temporary engine house and workshops.

This section is completed accordance with the subsidy contract.

Rolling stock said to be owned by the company

2 locomotives #3 and #7

1 1st class passenger car

1 2nd class passenger car

1 combined 2nd class, smoking, baggage and mail
8 excursion cars
1 conductors van
6 box cars
2 stock cars
27 platform cars
1 snow plow/flanger combined

I was also informed by Mr. Beemer that two additional locomotives now on the Montreal & Western will shortly be transferred to this road.

29 May 1891 from Thomas Ridout

Examines slight deviations between the 10th mile and the 20th mile.

26 May 1891 from Thomas Ridout to Collingwood Schreiber

Inspected on 23rd inst. from a point 1 ½ miles from Hull station to mile 20.

First ten miles

Alignment conforms to plans with one authorized change

Clearing to full width of 100 ft

Fencing 2 ½ miles to be done

Public road crossings nine cattle guards and sign boards completed

Grading heavy, 100ft temporary trestle, another large fill which has kept settling is now within 2ft or 3ft of grade. Otherwise the banks have been well made. There are several large cuts the slopes of which have not yet been taken out but which is now being done by train and the material carried to the next section

Culverts details

Bridges none

Permanent Way 56 lbs. steel rails plain fishplates, ties hemlock and cedar 2640 to the mile one lift of ballast has been put on and several points amounting to about 3 inches.

Station buildings

Ironsides 3 ½ miles small combined passenger and freight house. 18'x32' complete, siding 1300 ft.

Chelsea 6 ½ miles very good passenger house 16x32 and freight shed attached 16x30 complete siding 1200 ft.

No tank turntable or engine shed have been erected on this section. These are delayed until the location of the terminus is determined.

Second ten miles

Alignment and grades conform to plan except at 4 points where improvements have been made to keep it further from the travelled highway.

Clearing full width

Fencing 8 miles to be done

Public road crossings 8 - all completed

Grading not yet completed

Culverts in detail

Bridge over the Peche river in Wakefield

Permanent way 56 lbs. steel etc. No ballasting

Station buildings 19 3/4 miles very good combined passenger and freight house complete.

Water service Very good frost proof tank 21,000 gals

Rolling stock now on the above 20 miles

1 locomotive and 10 platform cars

besides which there is another engine and several flat cars hired for construction.

10 October 1893 OIC 2622 is passed.

10 October 1892 OIC 2357 is passed.

13 October 1891 from Beemer

Asks for payment of subsidy. By the time of the completion of the third section there will be rolling stock at Aylmer expressly built for the road being on the line.

The 1st and 2nd ten mile sections have been very expensive costing the company from fifty to sixty thousand dollars more than the engineers estimate. Very heavy and expensive material to handle in very heavy clay cuttings and fills.

The men on the line have not been paid for the months of July, August and September amounting to nearly \$40,000 owing to the non payment by the Quebec government of subsidies earned and approved for payments amounting to \$84,000 this delay being occasioned by the deadlock existing for the last two months between the Lieut Governor and his legal advisors.

Asks for assistance.

24 December 1892 from Collingwood Schreiber

On 10 October Thomas Ridout inspected the first 20 miles excluding from a point about 1½ miles from Hull and found the road well ballasted and in good condition though not absolutely completed. I therefore recommend that the authority be given to open this section of road to public traffic provided the engines are run head foremost.

23 December 1891 OIC 2999 is passed

28 January 1892 from Collingwood Schreiber

The third section passes over a broken country where grades are heavy, curves etc. The line has no ballast and I do not consider that this section is in such condition as to warrant authority to be given to open for passengers.

20 July 1892 from O&GV

Has completed thirty miles, asks for authority to open for general traffic business.

26 July 1892 OIC 2136 is passed

3 February 1893 OIC 230 is passed

10 June 1893 OIC 1707 is passed

10 October 1893 OIC 2622 is passed

Several small location changes necessary.

14 November 1893 from Collingwood Schreiber

Mr. Ridout inspected the O&GV from 40th to 54th mile on 9 instant and found is according to contract.

22 November 1893 OIC 3027 is passed.

4 December 1894 from O&GV

Submits by laws for approval.

19 September 1895 from O&GV

It is our intention to open that portion of our line between the station at Wright, or the point to which public traffic has been authorized and the village of Gracefield being a further distance of 2 miles, for public traffic on 19th October and it is the opinion of the Company that within 10 days from this date the said portion of railway will be sufficiently completed for the safe conveyance of passengers and ready for inspection. Asks for an inspection and authority to open.

21 September 1895 OIC 1869 is passed

22 October 1895 1799 is passed

25 October 1895 from Collingwood Schreiber

On 24th Mr. J.B. Brophy inspected the section from "Wright" to "Gracefield" 2 ½ miles and he informs me that it is in good running order. I suggest authority may be given to open for public traffic.

Correspondence with Brandon and South Western!!

28 September 1891 from O&GV

Road diversion in Wakefield includes plans and profiles.

15 October 1892 OIC 2495 is passed

24 September 1891 from Ridout

On 10 October 1 inspected the first 20 miles from its junction with the CPR 1 ½ miles from Hull and found the line completed with the exception of a short distance of fencing and turntable. Station accommodation ample, well ballasted and in very good condition. Section of 20 miles is sufficiently completed to be opened for public traffic the engines being obliged to run backwards until the turntable is put it which I understand will be in a short time.

2 July 1892 OIC 1831 is passed.

18 July 1892 from Collingwood Schreiber

First thirty miles completed.

28 April 1899 from O&GV

Plans profiles and books of reference for 55th mile to 81st mile

31 July 1899 OIC 1647 and 1648 are passed

23 July 1900 from O&GV

Plan profile and book of reference for railway from a point on its constructed line to a junction with the O&G and PPJ (Interprovincial Bridge Approach) in Hull.

27 July 1900 from Department

Plans duly examined and certified.

30 October 1900 Plans for crossing of Brewery Creek

1 December 1900 from Department

Return duly approved by the Chief Engineer plans in respect of 50 feet clear through span girder to carry the CPR over the O&GV undercrossing at Gatineau Junction. (Which was submitted on 31 October 1900).

2 November 1900 OIC 2481 is passed

End of file

RG 43 vol. 207 file 560

Subsidy contract from a point half a mile north of Gatineau Junction to a point near Chaudiere Street

13 February 1901 from O&G Dunn to Schreiber

Requests an inspection of the extension of the O&G lately constructed through the City of Hull so that an order might be allowed us to carry passengers over this portion of line.

15 April 1901 from E.V. Johnson to Schreiber

I have made an inspection of the O&G from a point on its constructed line in the twp. of Hull, to a junction with the Interprovincial Bridge approach in the City of Hull.

I was accompanied by Dunn. The road is built in accordance with the plan and profile sanctioned and approved on 11 Dec 1900.

Grading is completed, slopes dressed. The road is fully ballasted, lined and surfaced.

About 1500 ft is laid with 56 lb. rails, the balance with 70 lb. rails - with angle plates.

The ties are cedar and hemlock, 2640 per mile. There are four road crossings (public), two in the City of Hull with sign boards and two outside the City with cattle guards and sign boards complete.

Structures.

From its junction with the old line this road passes under the Canadian Pacific Railway. Here there is constructed, and completed, a steel plate girder of 50ft clear span or 55ft

overall, on substantial concrete abutments. The whole in accordance with the plan approved 28 November 1900.

The only other structure of importance is that over Brewery Creek.

This is a steel plate girder (skew bridge) on good and substantial concrete abutments.

The span is 77 ft overall, the ties are 8"x15" - 4" apart. The abutments are completed, with the exception of the ends of the ballast walls. The whole structure is as shown on plan approved 28 Nov 1900.

There are two culverts - one of cedar 4'x4' and one of masonry 2'x3' - well built and of approved design.

The road is fenced throughout.

This section is in good and safe condition for public traffic. The section is 9700 ft or 1.87 mile in length.

16 April 1901 from Secretary to Dunn, Chief Engineer

By direction, I have to inform you that an inspection has been made of the portion of the Ottawa and Gatineau Railway extending from a point on its constructed line in the township of Hull to a point of junction with the approach to the Interprovincial Bridge in that City, a distance of 1.87 miles, with a view to opening the same for traffic.

As a result of such inspection, I have to state that there does not appear to be any reason why the said section should not be opened for such traffic.

Your obedient servant.

1 May 1901 from Dunn to Schreiber

Requests an inspection for subsidy purposes.

2 May 1901 from Scheiber to Johnson

Requests an extension for subsidy purposes.

9 August 1901 from Dunn to Johnson

Attaches sheet showing that cost of the extension - \$51,076.13. Sets this out in full detail.

18 September 1901 from Dunn to Schreiber

Begs to make application to enter into a subsidy contract as granted by 62-63 Vic chap 7.

Plan and profile of line as constructed

The junction with the old line is 2000ft north (station 20) of the CPR overpass. Brewery Creek is at station 56 and junction with the PPJ is station 80.

3 October 1901 Order in Council 1855 is passed (see data base)

7 December 1901 from Dunn to Schreiber

Regarding the draft contract. Would propose to amend clause 6 to read:

"That the company shall place stations for local purposes at such points on the line as the Minister may require erected and shall when required by the Governor in Council run four local trains daily, one in the morning and one in the evening in each direction and such local trains shall for the accommodation of the public stop at all local stations."

The proposed wording of clause 6 was:

"That the company shall place stations for local purposes at such points on the line as the Minister may require and direct; and shall at all times run four local trains daily, one in the morning and one in the evening in each direction and such local trains shall, for the accommodation of the public, stop at all local stations."

3 Jan 1902 from Dunn to Schreiber

In the subsidy agreement with the ON&W the time for completion was fixed at 31 Dec 1901. We returned the draft contract to you on 7 December last requesting a modification to the clause respecting train service. Although the work to be contracted for is now completed I consider it expedient that the time to be specified in the contract for completion be extended for, say, six weeks.

6 January 1902 OIC 9 is passed.

25 January 1902 OIC 1901-2216 is passed

1 March 1902 from Johnson to Schreiber

I inspected the O&G railway for subsidy purposes in and through the City of Hull, (1.52 miles - amended statement later - see page five)

Accompanied by Dunn and Mr. Stinson Assistant Superintendent

This is an extension of the O&G from a point near Gatineau Junction to a junction with the Interprovincial Bridge Approach.

The road bed is in good shape, slopes neatly trimmed and banks and cuts being of the full required width of 15 ft and 20 ft respectively.

From sta. 0 to 0.5 there is a shallow clay cut, thence to sta. 20, CP Ry undercrossing, the work is heavy side hill clay bank, this is protected on the lower or south side by boulders, or loose rip-rap.

From the CP ry. crossing sta. 20 to sta. 30 side hill clay bank continues, with rip rap protection. Sta. 30 to 35 solid rock cut.

From sta.35 to the end of the line the banks are made up of rock boulders and gravel, chiefly borrow, with la?? Hauls?

The track is laid with 56 lb. rails for 1500 feet the balance having 70 lb. rails with angle plate joints.

The road is fully ballasted with good gravel from the Hull pit.

The ties are principally cedar with some hemlock, about 2800 per mile.

The line is fenced throughout with wire on cedar posts, similar to page wire fence.

There are two public road crossings at rail level, with cattle guards and sign boards complete.

The principle structures are:

Brewery Creek through plate girder of 70 ft clear span. This is on substantial, well built concrete abutments, protected with rip rap - the whole according to plans approved 28 Nov 1900.

Canadian Pacific Ry undercrossing This is a deck plate girder of 50 ft clear span on concrete abutments all in accordance with plans approved 28 November 1901.

In addition to the above there is one cedar culvert, open at sta. 43, span 2ft height 5ft and one box culvert - 2'x3' at sta. 18, 80ft long.

The telegraph line is complete.

I have now to report that the road is completed in accordance with the terms of the contract dated 15 February 1902.

As the company claims to be entitled to a double subsidy I attach an estimate of the cost of construction furnished by the Chief Engineer showing the total cost to be \$37,403.72 or \$4,875 in excess of the amount required to produce the double subsidy.

The cost of the land in Hull, which amounted to upwards of \$13,000 is not included in this estimate.

I have calculated the quantities from the plans and profile and am satisfied that they are correct as given in the estimate.

As to prices, as the Company's books show an actual expenditure for this work far in excess of the estimate, I submit the prices given by the Chief Engineer.

The excessive cost of the work is claimed to be due to the fact of the work having been done during the winter, necessarily, and to the great difficulty in obtaining material for banks - owing to the rocky character of the country.

Amended statement.

The subsidy act reads "To the Ottawa and gatineau Railway for their line of railway in and through the City of Hull, Quebec, not exceeding 4 miles"

A portion (1,285 feet) is outside of the City of Hull and I presume that, under the above Act, the Company would only be entitled to subsidy on the portion lying within the City limits - this would reduce the length for subsidy purposes to 1 28/100 miles.

The most expensive works being within the city limits the proportionate cost of this 1 28/100 mile would be increased, hence the following statement of subsidy might be safely accepted viz. 1 28/100 mile @ \$6,400 per mile = \$8,192.00.

25 March 1902 OIC is passed (see data base)

4 April 1902 Cheque sent for \$8,192 to ON&W

3 March 1902 from Accountant to Schreiber

I inspected the books, vouchers etc. of the ON&W to ascertain the amount for subsidy purposes.

Expenditure supported by the vouchers was \$44,882.69

In addition there were accounts from Dominion Bridge unpaid as follows:

Plate girder span over Brewery Creek.....	\$3,531.00
Plate girder span under CPR crossing.....	<u>\$1,496.95</u>
	\$5,027.95

Which would make the total cost \$49,910.64.

28 September 1903 from C.W. Spencer, VP & GM ON&W to Dept

By 62-63 Vict clause 39 (11 Aug 1899) voted a subsidy to the O&G, now ON&W, for their line of railway in and through the City of Hull not exceeding 4 miles.

At that time the line of the O&G joined the tracks of the CP outside and near the boundary line of the City of Hull. This subsidy was therefore granted to assist them in getting an entrance of their own into the City of Hull and also to enable them to effect a junction with the PPJ in Hull. By the operation of the Act so worded "in and through the City of Hull" a section of the line starting from a point on the O&G to the boundary of the City of Hull (about 1200 feet) outside the limits of the Corporation was held by the department as not being embraced in the Act respecting the four miles granted. Request that an Act be passed this session amending the wording of the Act to read "into and through the City of Hull from a point in the O&GR, now ON&WR, a distance not exceeding four miles", which amendment will involve a payment of a subsidy of \$3,200 per mile, under the doubling up Act, towards that portion of the ON&W outside the limits of the City of Hull, a distance of about 1,200 feet.

29 October 1903 from H.J. Beemer to C.W. Spencer, VP & GM of ON&W

Regarding subsidy payments on the ON&W from outside the city limits of Hull, about 1,200 feet and also that portion of the ON&W from the east end of the Hull Station yard to the approach of the Interprovincial Bridge, I interviewed the DM yesterday who informed me that both these pieces of line will require separate subsidy agreements to be executed and such subsidy agreements will require to be approved by order in council. In order that there shall be as little delay as possible in closing this matter up, Mr. Schreiber is prepared to act at once upon such application.

6 March 1907 from Caron & Sinclair, Barristers to Department

On behalf of the ON&W applies for payment under the provisions of the Subsidy Act of 1903, chapter 57 of a subsidy for a line to the boundary line of the City of Hull, not exceeding one quarter of a mile. I understand that the report of an engineer of the department shows that the ON&W is entitled to the double subsidy for the piece of railway referred to. The length of the portion of railway subsidized is 1285 feet and the amount payable is \$1,557.57.

In hand at the end and signed by Johnson "The Company has earned and under 3 Edw VII Chap 57 is entitled to the sum of \$1,536 being a subsidy on twenty four hundredths (0 24/100) of a mile at \$6,400 per mile, the exact length is 1285 feet" 7/3/07.

11 March 1907 from Caron & Sinclair to Department

Request that you apply to Council for the necessary authority to enter into a subsidy contract with respect of the 1285 feet etc.

6 April 1907 OIC 644 is passed (see data base)

27 April 1907 from Sinclair to Department

Returns draft contract. By the 7th clause of the contract it is provided that the company shall lay its road with new steel rails made in Canada. The construction of that railway was finished in 1901 when railways were not required to be laid with Canadian-made rails in order to entitle them to a subsidy. This railway was laid with new American steel rails weighing 72 lbs.

Asks to have an order in council passed amending the authorizing Order in Council so as to make provision for this.

6 May 1907 OIC 1013 is passed.

8 June 1907 from Sinclair, Barrister & Solicitor

Encloses duly executed subsidy agreement, also power of attorney executed by the railway company authorizing payment of the subsidy to Horace J. Beemer.

26 June 1907 from Butler, Chief Engineer

The road was completed in 1902, the actual distance is 0.243 mile, the ordinary subsidy for which, at \$3,200 per mile, amounts to \$777.60. The amount of the additional subsidy, if any, not yet being determined.

10 July 1907 OIC 1508 is passed.

19 July 1907 from Accountant to Beemer

Encloses cheque for \$3,465 being \$777.00 for 0.243 miles and \$2,688.00 for Aylmer to jct with Hull Electric and from CPR station to Interprovincial Bridge.

23 July 1907 from Johnson to Butler

My report of 1 March 1902 shows that the double subsidy should have been earned hence the additional amount due the company is \$777.60.

1 August 1907 OIC 1744 is passed.

14 August 1907 from Accountant to Beemer

Encloses cheque for \$777.60.

End of file.

RG 46 vol. 1476 file12992

**Correspondence relative to running of CPR Gatineau trains into Central Station
15 December 1909 Petition for consideration of Board**

The Undersigned, permanent and temporary residents of the various places along the branch of the CPR known as the Gatineau Valley or Maniwaki line, respectfully petition the Railway Commission of Canada to give their consideration to the allegations hereinafter made, and to take such action in the premises as the circumstances warrant.

The City of Ottawa contributed largely towards the cost of construction of the Alexandra or Interprovincial Bridge and the Central Depot, on the understanding that all passenger trains and especially those of this particular line, should enter the city at this central point; and considering the steadily increasing passenger traffic between Ottawa and points up the line of railway mentioned, and from such points to Ottawa, and in view of the inconvenient locality of the place and arrival and departure of trains, namely the Union Station, the company should, in justice to its patrons, who for the greater part reside in the eastern or central part of the City, have their trains leave from and arrive at the Central Station.

The undersigned understand that the difficulty which heretofore existed between the CPR and the GTR with regard to the charges to be levied upon the CPR for wheelage and other services, has been adjusted by your Commission and, that being so, the public should now have the advantage of the nearest station extended to them and your petitioners will ever pray &c.

2 December 1909 from Chief Operating Officer A. Nixon to Secretary

While the City of Ottawa may have contributed largely to the construction of the Alexandra or Interprovincial Bridge and the Central Depot, I am unable to find that there was any understanding or agreement that all passenger trains should enter the City at the Central Depot.

CPR have adequate facilities at their Union station for handling trains arriving or leaving Ottawa, and if there is no agreement between the CPR and the City of Ottawa, or others, that would require the trains of the CPR, other than those now run from or to the Central Station made necessary by physical conditions, I do not believe that the CPR should be required to run the trains referred to, to and from Central Depot and be compelled to turn over to another company a portion of their revenue for terminal facilities when they have adequate facilities of their own.

5 January 1910 Answer from CPR

1. That it denies that there was any agreement with the City of Ottawa that all or any trains of the CPR or of the ON&W or of the PPJ should run into Central Station.
2. That the City of Ottawa have not applied to the Board that such trains should run into Central Station.
3. That the Board is without jurisdiction under the Railway Act to order the said trains to run into Central Station and that in addition the terms under which any railway company can use Central Station premises are specifically reserved in the Lease from the Crown to the GTR dated 15th January 1907 to be determined by the GIC in the event of a dispute between the companies.
4. That the CPR has its own station in Ottawa and that it is not reasonable to ask that it should abandon its own facilities which it has acquired at large expense, for the purpose of utilizing and paying for the facilities of another company.

Asks that the application be dismissed.

1 February 1910 Sitting at 66 Queen Street - stood until the 1 March sitting, adjourned until 5 April sitting.

2 November 1900 Agreement between HM the Queen and PPJ and O&G (14018)

12 June 1907 Subsidy agreement between ON&W and HM (16627)

21 September, 1899 agreement PPJ/O&NW (13695)

25 January 1902 Subsidy agreement with ON&W (14427)

14 December 1893 Agreement between PPJ and City of Ottawa

See Interprovincial Bridge file for more details of these agreements.

Reams and reams of petitions - including one to leave the Gatineau train arrangements as they are.

26 April 1910 Order 10340 is issued Judgement of Assistant Chief Commissioner
Judgement to be confined to the trains operated in the summer season.

Sometime after the erection of the bridge the Gatineau trains were brought into Central Station. This condition existed for a short period before the railway passed to the present owners CPR. The agreement with the City does not require it and CPR is under no legal obligation to run the trains to and from Central station. Nevertheless there was an understanding, a belief that these trains would depart and arrive from Central Station. There is a moral obligation on the part of CPR to comply with the request of the applicants.

We think we have the jurisdiction to compel CPR to bring these trains into Central Station or to a point near thereto. Supreme Court has held that we can order a station anywhere we may think proper on a company's line.

Union station, being so far away from the business district, is inadequate and unsuitable for residents of the City of Ottawa who live in the Gatineau during the summer who spend considerable time each day going from the business and commercial centres out to and returning to Union Station.

Board are deciding that CPR should run its summer trains at a point at or near Sappers Bridge. We are not deciding that it is necessary for the company to run their trains into Central Station. Leaves it to the company to work out the details. Suitable facilities can be arranged at or near Sappers Bridge. My own view is that the company could make up its trains at the Union station and run out of Union station as they do now and turn their trains on the Y beyond the Hull station and back into the Sappers bridge, remaining there a sufficient length of time to permit the passengers to avail themselves of those trains on the Gatineau branch. Therefore the care of the coaches and the making up of the trains could all be done as now at Union Station.

4 May 1910 Notice from CPR Solicitor

CPR have not complied with the order of the Board made 26 April 1910 and are not operating passenger trains on its Gatineau Branch from and to a point at or near Sappers bridge.

11 May 1910 from CPR to Board

Have transmitted a copy of petition to the GIC. Also attaches statement showing number of passengers who travelled on the Gatineau Branch trains May 1 1909 to September 18 1909. This also shows times.

Averages southbound #101 - 51, #107 - 76, #109 - 57 Total 4712

Averages northbound #102 - 115, #108 - 50, #110 - 16 Total 4673

10 May 1910 Petition to the GIC from CPR

Contentends they have no obligation, Asst Chief Commissioner was wrong in holding that the Board should require that the CPR should run to a point at or near Central Station.

18 May 1910 10638 leave to appeal.

Case in Appeal

Petition for Central station - 259 signatures

Petition for retaining status quo - 233 signatures.

Good summary.

29 July 1910 Order 11317 is issued dismisses application by CPR settling the questions to be argued upon the appeal to the Supreme Court.

This refused an appeal to the Supreme Court on the grounds that there was no question of law - merely a question of jurisdiction, but left open the appeal to the Governor in Council.

4 January 1912 further request from Senator N.A. Belcourt.

The objections made by the company have been removed with the completion of the Sparks Street station.

17 February 1912 OIC 343 is passed refers matter back to Board.

2 March 1915 from A.S. Ogilvy, Kazabazua

Wants to know where things stand - having Gatineau trains make use of Sparks Street station instead of Broad Street.

3 March 1915 from Board to Ogilvie

By order 10340 of 26 April 1910 the railway was ordered to run its passenger trains on the Gatineau Branch during the period 1 May to 1 October each year from and to a point at r near Sappers Bridge. An appeal was taken to the Governor in Council and after it was heard the late government went out of office before rendering a decision. On the application of Senator Belcourt to Sir Robert Borden, then Prime Minister, Order in Council 343 of 17 Feb 1912 was passed referring the matter back to the Board and report. The parties were held on 5 March 1912, the late Chief Commissioner Mabee presiding. Judgement was reserved. Judge Mabee died the following May before a judgement was given, the matter is still in the position it was at the time of the late Commissioners death. With the several changes that have taken place in the personnel of the Board since that time, I do not think you could expect the Board now to dispose of the matter without further argument; and if you thought it proper to apply to the board to have the question revived, I would suggest that you make a formal application to the Secretary, or the Chairman of the Board, serving copy of it on the CPR.

2 April 1916 from CPR to Board

Negotiations have been on foot for some time between the GTR and this company with a view to settling the outstanding difficulties in regard to the more extended use by this Company of the Central station.

Our officials are quite willing to begin the operation of these trains into this station as soon as the difficulties are disposed of.

20 June 1916 from CPR to Board

An early determination is being expedited. While we would be very glad to run our Gatineau trains into Central station we would not be justified in doing so until the extent of our obligation to the GTR is finally fixed. GTR is asking us to pay by way of rental and otherwise amounts which we consider to be entirely disproportionate and excessive.

1 February 1917 from CPR to Board

There is practically only one question unsettled between GTR and ourselves and that relates to the propriety of a charge against all tenants of the station of an annual allowance for depreciation or replacement of the premises when they become insufficient or obsolete.

I do not think there is much doubt that we will be able to settle everything before our summer service goes into effect.

Of course, if we fail we can always go to the Board.

16 March 1917 from John Cox, Farm Point

I would deem it a favour if you would use your influence in asking the CPR before they are about to issue their new spring time table, that the Maniwaki trains would enter and leave Sparks Street Central station commencing this spring.

7 April 1917 from CPR to Board

The Terminal Agreement between the GTR and ourselves is just about in final draft form. Unless the GTR raises some objection which I do not expect we ought to be able to arrange a summer service to the Gatineau district from this station.

10 April 1917 from CPR to Board

Will be able to take care of these trains at the Central Station without any changes having to be made to the track connections although they do not think we would be able to operate any additional trains leaving for and arriving from the north until the recommended changes are made.

Effective with the change of time we will operate these trains to and from Central Station instead of Broad Street station.

19 April 1917 from John Eleot

Thank you for your trouble.

RG43 vol. 18 file 946-9

This file contains material on the O&GV as well as the PPJ, also Napanee Tamworth & Quebec, Canada Eastern and Quebec Central Rule Book and Passenger Tariff Book. December 1893 O&GV local passenger tariff (good).

This contains a series of tariffs.

Passenger February 1893 Ottawa, Hull, Gatineau Valley Junction - as far as Kazabazua and Wright

Passenger December 1893 Ottawa to Wright
Freight April 17 1893 Ottawa to Wright

April 1, 1920 Application by Gatineau Residents Association to dismiss CPR increased commutation fares.

Proposed rates for 55 trip tickets.

Ironsides to Ottawa	5 miles	was \$3.15	new \$5.50
Chelsea to Ottawa	9 miles	was \$3.80	new \$5.50
Kirks Ferry to Ottawa	12 miles	was \$5.70	new \$5.65
Farm Point to Ottawa	18 miles	was \$6.95	new \$8.45
Wakefield to Ottawa	22 miles	was \$8.85	new \$10.30
Alcove to Ottawa	25 miles	was \$10.10	new \$11.70

Application denied.

RG 46 accession no. 1992-93/066 box 35 file 35546
Application by CP for authority to reconstruct bridge over Stagg Creek

3 October 1927 Application to reconstruct bridge at m. 32.6, attaches plan No. 41197 of 9 August 1927.

14 October 1927 Order 39735 is issued. See data base for details.

20 March 1940 Letter from CPR to BTC.

Through oversight an operating order was not obtained.

22 May 1940 Memorandum from A.A. Belanger, District Engineer, to D.G. Kilburn, Chief Engineer

Inspected the bridge on 22 May and found that it was reconstructed in accordance with order 38735. Recommends CPR be authorized to use the bridge.

25 May 1940 order 59157 is issued - see data base for details.

RG 46 accession no. 1992-93/066 box 35 file 35546

RG 46 Accession no. 1992-92/066 box 45 file 44225
Application by CP for authority to reconstruct bridge No. 19.46 over the la Peche River at Wakefield.

7 November 1944 Letter from CP to the BTC

Applies for permission to reconstruct bridge. Attaches plans, and certified order in council 8223.

13 November 1944 Order 65424 is issued - see data base for details.

12 May 1945 Letter from CPR to BTC

Reconstruction has been completed and applies for an order permitting use and operation.

1 June 1945 Memorandum from George Kydd, District Engineer to D.G. Kilburn

Went to see the bridge on 1 June. Recommend that authority to operate be given.

5 June 1945 Order 66100 is issued see data base for details

End of file.

RG 46 vol. 695 letter 4471

5 January 1891 from Municipal Council of Wakefield held on 3 November 1890

Wishes to move the railway two feet closer to the river away from the road opposite the store of Jas McLaren on condition that the railway procure and deed to Mr. Geo Patterson a plot of land known as the Old Schoolhouse Lot

20 May 1891 reply from Ottawa & Gatineau Ry, Dale Harris.

Railway is not unduly close. On the O&G I have yet to hear of the first runaway (horse) or accident - in fact the farmers are more frightened that the horses.

23 April 1891 Letter from the Hull and Wakefield macadamized Road Company

Dangerous proximity of the O&G to the existing public road. Suggested places of refuge or sheds where a team of horses could stay while a train was approaching. At particularly dangerous points high close boarded fences would be required between the railway and the public road.

23 September 1891 from Dale Harris to Beemer

Detailed letter in response to complaints made - road diversions etc. Complains about the attitude of the Wakefield council.

RG 46 vol. 1530 file 6510

Inspection report

27 August 1907 from Inspector Blyth

I went over the Gatineau Valley line of the CPR yesterday to Manawaki (sic) returning today. I find this road in very good condition, except a few miles at the north end, which requires some new ties.

They have a comfortable engine house of two stalls, which is all they require, and in addition they have a sleep house for the engineers and firemen, which is kept clean and comfortable. The stations along the line are small, but in very good state of repair, and are in keeping with the requirements of the road.

One thing is noticeable is the switches on this line - they are of the stub end type; and while they are in good order and the frogs and guard rails properly blocked, there are no lamps on them; and I am informed the same condition exists on the Pontiac line and also on the Prescott line. The lamps were taken away some time ago.

The employees would like them returned and kept lighted at night, as the evening train will soon be making the entire trip in the dark while the morning train starts at 6 a.m. and during the winter will require lights until 7.30 a.m.

7 April 1916 from Inspector Belanger

I examined the CPR track Maniwaki sub. 80.7 miles.

From Beemer to Wakefield I find the track is rough, due to heaving. The track has been shimmed, but not sufficiently, in my opinion, to maintain it in good surface, and make it ride comfortably.

Between Wakefield and Aylwin I found the track to be in good shape.

Between Aylwin and Gracefield the track is slightly rough and rides somewhat uncomfortably.

Between Gracefield and Maniwaki to the end of the line the track is rough, also due to heaving. This portion has also been shimmed but not sufficiently so as to maintain it in good condition.

The heaving of the track is due to the clay nature of roadbed and the quality of the ballast used, as the whole of the line is well ballasted. In the rough sections of the track there are a number of places where light shimming should be done. At this time of the year when frost is gradually leaving the ground, the heaving goes out in an irregular manner, the track must necessarily be slightly rough, and requires constant attention from the trackmen, as the conditions vary within 24 hours.

With proper attention given to the track as required these conditions would not be unsafe with the present speed of trains which does not appear to exceed 20 mph on the rough sections and 25 mph on the good sections. It is important that the railway company should give all the necessary attention required to such track at this time of year.

2 May 1916 from Beatty, CPR

At the time Mr. Belanger made his inspection the frost was coming out of the ground and as this subdivision is practically on a clay sub-grade throughout it was, naturally somewhat out of surface. Our track force was increased and put on summer basis on 1 April and conditions are now generally speaking very much better than they were at the beginning of last month.

4 May 1916 to Beatty

I have been over the sub a number of times since then and without some more ballast the few track men the company now have at work will not be able to make improvements. In April cars were off the track something like six times. One day I was delayed several hours by a box car being derailed owing to defective track.

15 May 1916 from Beatty

The problem is caused by the roadbed which is composed of fine clay which readily absorbs and retains moisture. The expansion of this moisture when the frost penetrates the roadbed disturbs the track surface and when the frost is coming out the roadbed softens resulting in still more disturbances of surface. It is therefore the roadbed drainage

which has to be improved and for this purpose there is being installed on the Maniwaki sub. this season about 30,000 lineal feet of tile drainage.

End of file.

RG 43 vol. 241 file 1610
Plans through Maniwaki Indian Reserve.

18 November 1902 from ON&W to Department

The extension of the ON&W from its present terminus at Gracefield northward to the village of Maniwaki necessitates the construction of the line for several miles through the Maniwaki Indian Reserve. Under separate cover encloses plans in triplicate to a point not far from the terminus in Maniwaki.

10 December 1902 from Department to Indian Affairs to Dept. Railways and Canals.

A road allowance 66 ft. wide along the shores of Bitobe Lake is not shown on the plan. It should be shown, as well as the necessary deviation. It is also considered that the acquisition of the lake shore by the railway company should not be allowed to interfere with access by the public and Indians in particular to the water.

24 March 1903 from Horace Beemer to Department

Owing to their (sic) being so much snow on the ground, I made such arrangements with the Department of Indian Affairs that by depositing a certain sum of money to their credit, they allowed us to proceed with work through the Reserve, conditional to plans being completed, valuation of right of way etc. being made within a reasonable time when conditions will allow.

1 February 1904 from Dunn of Horace Beemer to Collingwood Schreiber

Forwards plans showing lands acquired from the Maniwaki Indian Reserve for right of way.

8 February 1904 from Collingwood Schreiber to Dunn, Superintending Engineer ON&W

Returns two of the said plans duly certified.

End of file.

RG 43 vol. 244 file 1711
Desert to Maniwaki

11 May 1887 PC 1007 Petition of the Ottawa and Gatineau Valley Railway

Want the powers conferred by the Quebec Legislature under 42 Victoria chapter 51 to be declared for the general advantage of Canada.

Also desire power to extend the line from its present authorized terminus near Desert village to some point on James Bay and from its present authorized southern terminus to some point in Ottawa crossing the River Ottawa by a bridge. Extending the time for completion.

21 December 1889 from Horace Beemer of Ottawa & Gatineau Valley to Sir John A. MacDonald, Minister of Railways and Canals

O&GV entered into a contract with government on 19 August 1889 to build 10 miles by 1 January 1890. Now beg to have the time extended to 15 August 1890.

Have expended all means in their power, employed an average of 350 men and teams, even working at night where practicable. Work is of difficult nature owing to cuts being opened containing principally rock and hard pan which had been designated as sand and gravel. Have at present about 200 men engaged on work which will be pushed through all winter. They also have about 50 men now employed in rock cuts in the second section of ten miles.

Now giving out contracts for supply of fence posts, telegraph poles and ties on this first ten miles for delivery during this winter in the right of way.

14 February 1900 from Beemer to Bradley, Department

Alleged removal and sale of 1700 tons of steel rails that had been delivered for use on the O&GV. Only 700 tons of rails in question were sold and removed leaving still 1000 tons for use on the Gatineau Ry. This quantity is more than sufficient to lay the first ten miles. I also have 4500 tons more steel rails bought and to be delivered the coming summer and out of these an additional 1700 tons will be placed for use on the Gatineau Valley Railway.

4 March 1890 order in council PC 492 is passed.

7 January 1903 from C.W. Spencer of ON&W to Department

Asks to enter into a subsidy contract for from end of 62nd mile towards Desert, also for the unearned balance of subsidy on 62 miles from Hull towards Desert.

3 February 1903 orders in council 129, 132 and 133 are passed Use of 60 lb. rail and subsidy contract.

20 February 1903 from Department of Labour to Department of Railways and Canals.

Encloses a fair wages schedule. For insertion in the contract to be awarded by the Department for railway work on the ON&W between points 55 and 62 mile.

28 March 1903 from Spencer to Collingwood Schreiber

Requests changes (3) in the profiles.

2 June 1903 from C.W. Spencer to Collingwood Schreiber

Requests a change in contract to allow use of rails from the CP main line, also changes to the fair wages schedule:

Labourers \$1.25 per day of 10 hours instead of \$1.35

Axemen \$1.25 per day of ten hours instead of \$1.35

Tracklayers .15 cts over ordinary labor for spikers and lorry men instead of \$1.75 per day of 10 hours

Drives and team \$2.50 per day of ten hours instead of \$3.00.

23 June 1903 orders in council 933 and 934 are passed.

24 June 1903 from Department of Labour to Dept Railways and Canals

A second investigation was undertaken by the Department with the result of confirming the minimum rates specified with the exception of tracklayers for which the minimum wages should be \$1.50 per day of 10 hours.

27 June 1903 from Department to Spencer

Confirms the rates as quoted by Department of Labour.

19 August 1903 from Maltby, Secretary Treasurer ON&W to Dept

Encloses agreements signed and sealed for:

A line from end of 62nd mile towards desert, not exceeding 20 miles

Unearned balance of subsidy on 62 miles from Hull.

20 August 1903 from Spencer to Collingwood Schreiber

First section of the extension of the line from Gracefield is ready for inspection. Please arrange for inspection also of that portion of the line Gracefield east on which subsidy remains unpaid.

14 September 1903 from Inspector T.L. Simmons

On 3 September I inspected the ON&W from 54th mile to the end of the 62nd mile.

Accompanied by Mr. Sims, Resident Engineer, Mr. Maltby, Secretary and Mr. Dunn, the contractor's engineer.

Right of way cleared to a width of 50 ft. on each side of the centre. Whole is well fenced - from 55 ½ mile to 56th mile with barbed wire and top board 1" x 6" on cedar and tamarack posts. From 56th mile to 57th mile the House fence has been used which consists of seven strands of steel wire on cedar and tamarack posts 13 ft. apart. From 57th mile to 62nd mile the "Rankine" wire fence has been used - 5 strands of wire on cedar posts. This fence is somewhat similar to the page wire fence.

So far as I could judge the alignment and grades are in conformity with the approved plans - sharpest curve 10° and maximum grade 2%.

Cuts and embankments are 20 and 15 ft wide respectively and efficient drainage has been provided.

Ties are of cedar and hemlock 2700 to the mile.

The rails are what are called "used rails" and are in good serviceable condition.

There is a station at Gracefield 15 ½ x 31 - a freight shed 24 x 48 - baggage room 15 x 20 turntable and engine shed with two stalls. There is also a siding about 1300 ft.

There is only one structure of any size - the Picknock Bridge, near the end of the 56th mile. Span 105 feet - massive masonry abutments on pile foundations. Lattice girder - oak floor - ties 12" x 12" and 14' long. Guard rails 5" x 8" and 8" x 9".

There are two public road crossings provided with crossing signs and cattle guards. The latter are what is known as Sheffield guard.

There are 14 D.S.V. clay pipes and 5 box culverts varying in size from 3' x 4' to 4' x 5'.

The whole line has been ballasted with coarse sand and gravel.

The telegraph line is complete.

The line is finished according to the terms of the contract of 25 Aug 1903.

This is accompanied by a sketch map showing general arrangement of railways in the area (Gatineau Valley and Hull).

5 October 1903 order in council 1610 is passed.

12 October 1903 from Department of Labour to Department of Railways and Canals.

Has received a complaint on behalf of some labourers employed by a sub-contractor on the ON&W that they have not received wages in payment for several weeks services performed and due since the month of May last.

Department has been requested to ask if a condition is not inserted in all subsidies granted through the Department of Railways and Canals to the effect that there must be no outstanding claims for wages before any company is entitled to its subsidy and if so whether such a subsidy was granted to the ON&W upon this condition.

16 October 1903 from Department to Spencer, ON&W

Asks for explanation on letter from Labour.

24 October 1904 from Department of Labour to Department of Railways.

What steps have been taken by you to date in the matter of making payment of the subsidy.

This Department is in communication with (sic) the firm of contractors concerned in connection with the wages claim above referred to and that it has undertaken to secure as expeditious arrangement as possible with your Department.

29 October 1903 from Horace J. Beemer to Department.

With respect to payment of subsidy due upon the upper portion of the O&G (now ON&W) and of certain lien placed thereon by virtue of default of payment of the sub-contractors. I beg to advise that I have deposited with the Department of Labor funds to cover the amount of this lien, and have further guaranteed to the Department the payment of any future claims of like nature. Which, however, I do not apprehend.

30 October 1903 from Department to Bank of Montreal (for ON&W)

Cheque for \$35,872.00 balance due.

29 October 1903 from Department of Labour

Understand payment of subsidy owing Horace J. Beemer has been withheld, I beg to inform you that the Department of Labour is in receipt of an accepted cheque from Mr. Beemer to cover the amount of the claims in question and that insofar as these particular complaints are concerned payments of the subsidy may be made forthwith.

Asks for notification of a condition in the contract .

4 November 1903 from Department to Minister of Labour, MacKenzie King

the contract with the ON&W in respect to the construction under subsidy of the Maniwaki extension of that railway contains the fair wages clauses, and empowers the Crown to pay the wages due to any labourers engaged on that Railway out of any subsidy that may be due to the Company in the matter, in the event of the Company failing to pay such wages.

4 November 1903 from the Department to Minister of Labour

the necessary authority for payment was obtained (54th to 62nd mile) and the Department awaited receipt of intimation from you that satisfactory arrangements had been made for the payment of certain wages due to some labourers employed by a sub-contractor on the said railway.

By your letter of October 29 you said Mr. Beemer had made a deposit sufficient to cover these claims and that the subsidy might be paid. Payment was made accordingly on the 30th ultimo.

3 December 1903 from Spencer to Department

Your letter was forwarded to Mr. Beemer and delayed by him.

Mr. Beemer advises the complaint was made by some labourers who had a dispute with sub-contractor McDonald, and that he caused the claim to be settled forthwith.

8 December 1903 from Spencer to Department

Asks for an inspection of the extension from 62nd to 72nd mile. Would Friday 11th be convenient?

9 December 1903 from Department to Spencer

Inspection will be made on 11th.

10 December 1903 telegram from Spencer to Collingwood Schreiber

On account of heavy fall of snow and indications of heavy drifting will it be satisfactory to you to have Inspection Gracefield extension on Tuesday or Wednesday next instead of tomorrow?

30 December 1903 Inspection report from Inspector E.V. Johnson

On 29th I inspected the ON&W from 62nd mile near Gracefield to the 81st mile at Maniwaki, accompanied by C.W. Spencer, Vice President, H.B. Spencer, CPR Superintendent, H.D. Lumsden, Engineer, CPR, H.J. Beemer, Contractor, Mr. Guy Dun (sic) Contractor's Engineer and Mr. Vallee, Provincial Government Engineer and others.

Location is in conformity with the approved plan and profile except that in some cases the curvature has been lessened and grades improved.

In all wooded sections the land has been cleared to the full width of 50 feet on each side of the centre line.

The railway is enclosed throughout with "Rankine" wire fence on cedar posts 24 feet apart, and farm crossings graded and fitted with suitable gates wherever required.

All road crossings at rail level are provided with sign boards and surface cattleguards.

There is one overhead road crossing near Maniwaki for which has been erected a substantial wooden truss bridge.

The road is well graded, the width of the cuttings and embankments at formation level being not less than 20 feet and 15 feet respectively, with sloped properly trimmed.

Efficient drainage has been provided

There are no large bridges on this section.

Structures are as follows:

63 rd mile	Castor Creek	Pile trestle	42 feet long
68 ¾ mile	Grant's Creek	" "	98 "
70 1/8 mile		" "	42 "
Sta. 3987		" "	84 "
Sta. 4095		" "	56 "

These trestles are of the best character in material and workmanship, they are constructed on the latest CPR standard, having 12" x 14" caps, 8 stringers of 8" x 16", ties 8" x 8", 4" apart and double guard rails, 5" x 8" and 8" x 8". They are thoroughly braced and bolted. Trestles under 10 feet in height have four piles to a bent, those over 10 feet, 6 piles to a bent. Bents are 14 ft C. to C.

At sta. 3860 there is an open beam culvert of 10 feet span with substantial cedar walls and standard deck.

Of smaller structures there are 45 cedar box culverts from 1'-6" x 1' to 4' x 5' all well and substantially built.

Station buildings, comfortable and of neat design are erected at Blue Sea, 65 ½ miles at the 70th mile and at Maniwaki.

The first two contain office, waiting room and two living rooms, also freight compartment. That at Maniwaki is larger, having office, 2 waiting rooms and one living room on the ground floor and 3 bedrooms above, also freight shed.

At each of the two smaller stations there is a siding of 1200 feet in length and at Maniwaki 2200 feet.

At Maniwaki there are completed a 40,000 gal water tank, housed in, a 2 stall engine house and a commodious freight shed.

The telegraph line is completed throughout.

The road is fully ballasted throughout, there being not less than 10 inches under the ties, This ballast is not of the best quality but is the best available. It may be considered fairly good, being coarse sand with some gravel, there appears to be no clay in it.

The track is laid with good serviceable rails which have been previously in use on the CPR weighing 60 lbs. per yard.

I have to report this section is in good and safe condition for traffic and competed in accordance with the subsidy contract dated 25 August 1903.

8 January 1904 from Department to Spencer ON&W

An inspection was made of the ON&W from near Gracefield to the 81st mile at Maniwaki with a view to opening the same to public traffic. As a result of such inspection there would not appear to be any reason why the section of the railway in question should not be opened for such traffic.

12 January 1904 order in council 44 is passed.

21 January 1904 from Department

Cheque for \$60,800.00 is deposited in Bank of Montreal for ON&W.

3 February 1904 from CPR Drinkwater, Assistant to President to Collingwood Schreiber

You spoke to me some days ago about the operation of the road between Gracefield and Maniwaki. The opening of this section has been delayed owing to some defect in the water service. I am advised now that the matter has been arranged and that the road will be open for regular traffic on Monday the 8th instant.

11 September 1935 memo in response to query

Rails laid from mileage 54 to 62 - September 3rd 1903,
Rails laid from mileage 62 to 81 - January 8th 1904
(Note - this must be an error as Gracefield is at mile 57.8 CJC)

End of file.

RG 43 vol. 247 file 1876
Pile trestles to replace culverts.

25 March 1903 from CPR to Schreiber

List of pile trestles to replace culverts on the extension of the ON&W from Gracefield to Maniwaki.

m. 63.1	5 bent	Castor Creek
m. 68.6	7 bent	Grant's Creek
m. 70.2	4 bent	Spring
m. 73.1	4 bent	
m. 75.5	6 bent	
m. 77.6	6 bent	

Request permission to construct pile trestles

General plan of pile trestles.

19 January 1904 from Secretary of Department to Spencer VP, ON&W
Authorization.

RG 43 vol.. 631 file 20056
Extension of line from Maniwaki to Mont Laurier

CN claim that the area can be best served by extensions from the transcontinental main line.

RG 46 vol. 1376 file 4205.1455
Station at New Lismore

13 December 1956 CPR application to remove the station shelters at Gravelle (66.21) and New Lismore (67.8).

No longer required and not listed as stops in current timetable. No facilities for handling freight or express. Applies to remove the shelters and platforms. Attaches plans and letter from Blue Sea agreeing.

16 January 1957 order 90707 is issued.