

RG 43 vol 414 file 9866
Pontiac Central Railway

14 May 1908 Letter from R. Bickerdike MP. to Department.

I enclose application for subsidy from the government. This is the first one I have applied for and if I have not just got it right, I will take it as a special favour if you will make it right.

Attached is a detailed route plan showing a line from Portage du Fort to James Bay with an extension to Renfrew and Brockville. The PPJ is shown as running almost to Pembroke via a crossing at Allumette Rapids.

6 June 1908 Reply from Department to Bickerdike

Referring for application for assistance by way of subsidy towards the construction of a line from Portage du Fort or Bryson to the GTP and from Bryson or Portage du Fort to Brockville. Please state the mileage for which subsidy is required.

11 June 1908 Reply from Bickerdike

About 550 miles.

29 November 1909 Bickerdike to Department

I have filled in an application form by the President, Mr. Marcelin Wilson. We applied last year and sent in all the particulars. I understand the department have not yet decided to grant any railway subsidies this year but as they may possibly change their minds I thought it well to have the application in.

15 December 1909 Letter from President J.M. Shibon? to Minister

Encloses formal application. Reasons why the line should be subsidized, especially north of the Ottawa River.

1. The line will open up a vast district rich in mineral possibilities (and only needing railway facilities to be rapidly opened up) well wooded and containing a large amount of land suitable for agricultural purposes.
2. It will provide the shortest line with the most favourable gradients between the National Transcontinental line and the railways of Eastern Ontario and Western Quebec.
3. The line will traverse a rich mineral district with all the possibilities of the Cobalt district which cannot now be developed owing to a lack of transportation facilities.
4. It will be a valuable feeder to the Transcontinental line and will provide means of transport for the millions of feet of lumber which will be floated down the Nottaway, Prince Rupert and East Main rivers.
5. This portion of the province of Quebec has so far received no Government aid for railway development and can fairly lay claim to a favourable consideration for this application.
6. The line will be a fairly expensive one to construct and cannot be constructed without Government aid,

If the government cannot see its way to subsidizing the whole line at present it should grant the subsidy for the section between the Ottawa River and the point of junction with the National Transcontinental, say 225 miles, as this section should be the first constructed.

Application for a subsidy

From the town of Brockville to Portage du Fort on the Ottawa River, 100 miles thence to the Coulonge River and along the valleys of the Coulonge and Nottaway Rivers to the East Main River the total distance being about 525 miles connecting with the National Transcontinental at a point about 225 miles north of the Ottawa River.

Estimated cost per mile \$25,000

Important streams to be crossed - Ottawa River - \$300,000

Coulonge River (three crossings) - \$300,000

Nottaway River - \$200,000

Prince Rupert River - \$250,000

Minor streams - \$400,000

Total \$1,500,000

Small sketch map shows the proposed line branching off the Central Railway of Canada which is shown as running from Montreal to Midland and running south of Ottawa. The point of connection would be around Carleton Place.

End of file.