

Local Industries You Can Model – Gatineau

Part 1: Hull Beemer Area

Malcolm Vant

SLD Meeting January 18, 2025



Nov 13, 1958, likely NAPL roll A16940 frame 20

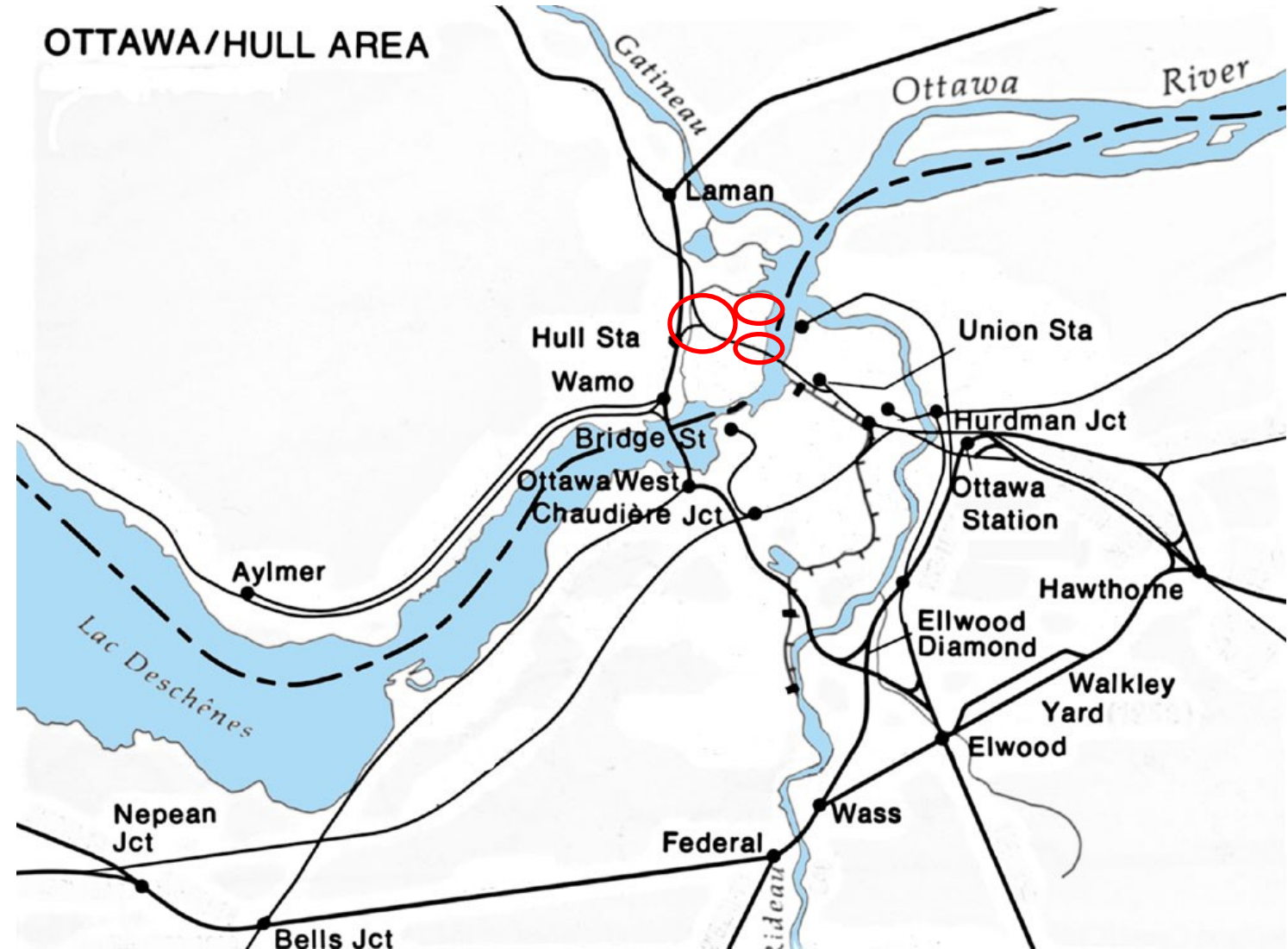
Two years ago. I presented a detailed history of rail-served industries with a focus on Ottawa

Today, I'd like to focus on smaller industries that once existed in Gatineau, and which could fit on a model railroad.



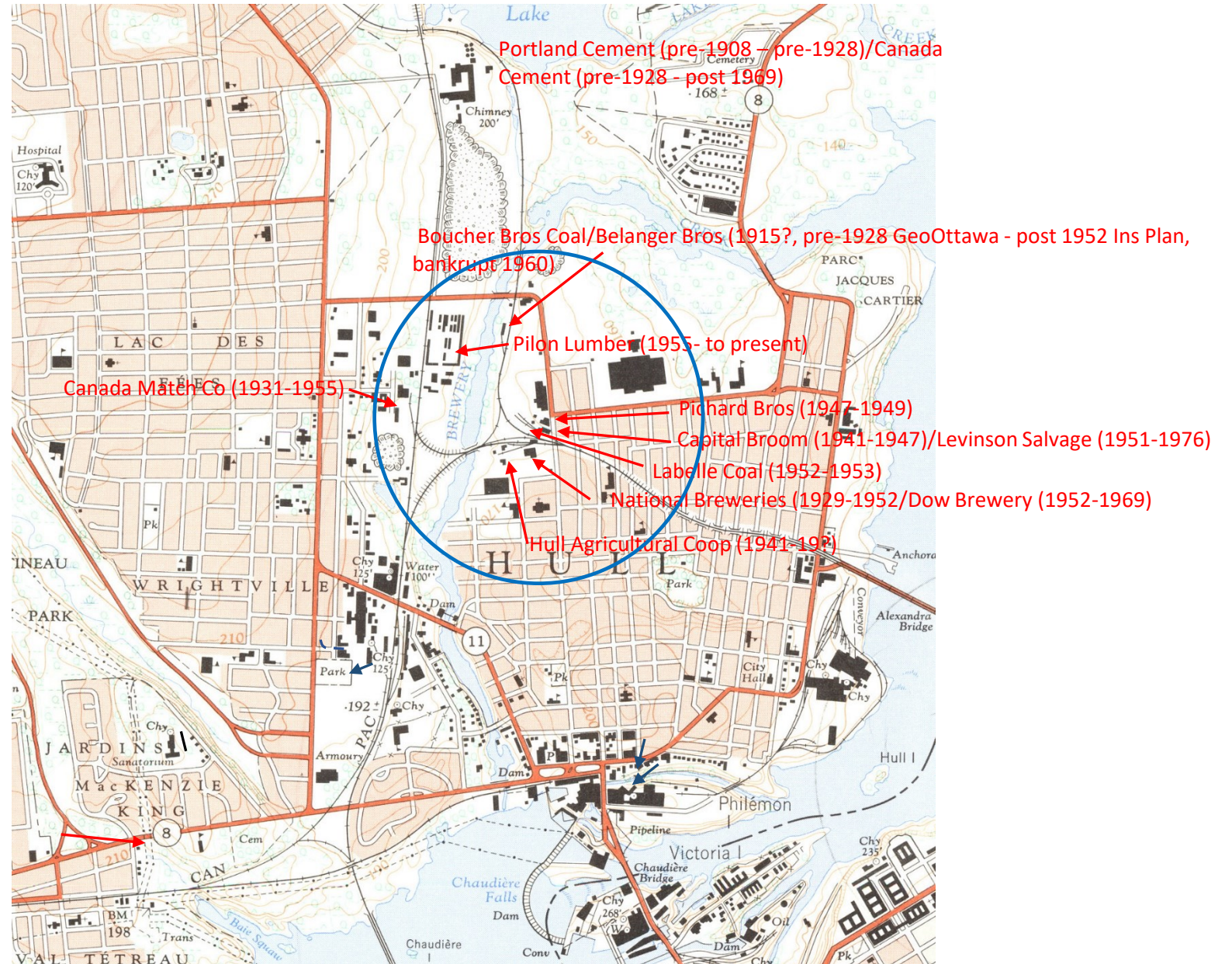
A Rail Map of Ottawa/Hull showing the various lines that once were here. Not all of these were in operation during the same era.

I've shown the industrial clusters around Hull Beemer.



The first area of focus is the area around the right-most wye at Hull Beemer, the original Hull station named after Horace Beemer.

Several small industries and warehouses were located in this area.

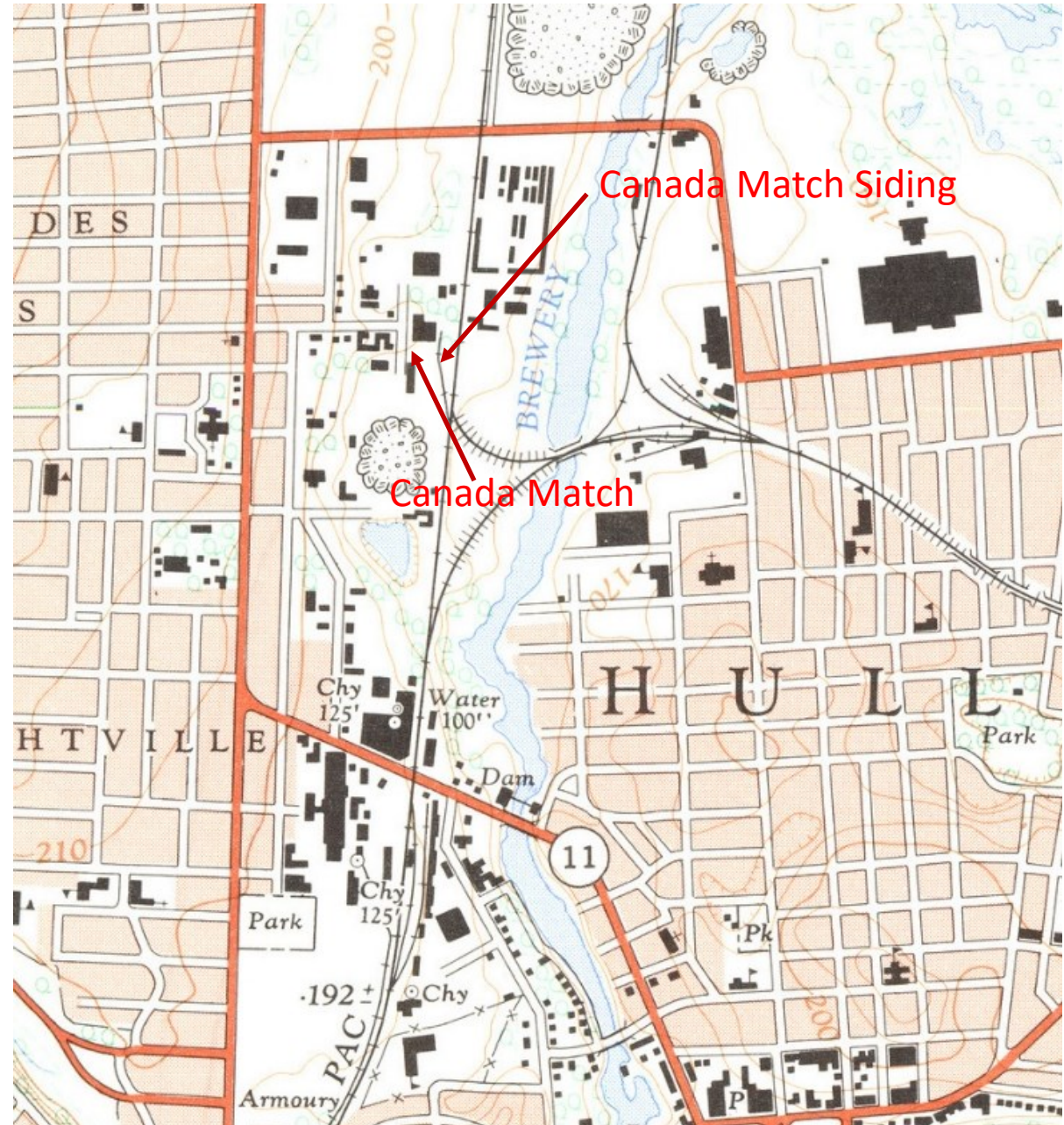


Downtown Hull Topo Map 31G05g 1963

Canada Match

Canada Match siding

- 29/01/1952 Board Order 78193 - Canada Match Co Authorizes CPR to construct a private siding across the street reserve to serve the Canada Match Co. Ltd., Hull. ??
- Shows up on 1963 Topo map 31G05g
- Siding was gone by 1965 aerial photo on GeoOttawa



Canada Match/Federal Match

- Established 15 Jan 1931 (Canada Gazette)
- Canada Match Official Opening 28 Apr 1931, (OC_28_apr_1931_p_18)
- Canada Match burns March 18, 1933
- Reopens week of June 7, 1933
- Aerial photo May 5, 1933
- Taken over by Eddy Match in 1936 but retained their name
- Company gone by 1955; siding gone by 1965.

Canada Match- LAC e999914967-u, undated but steam era



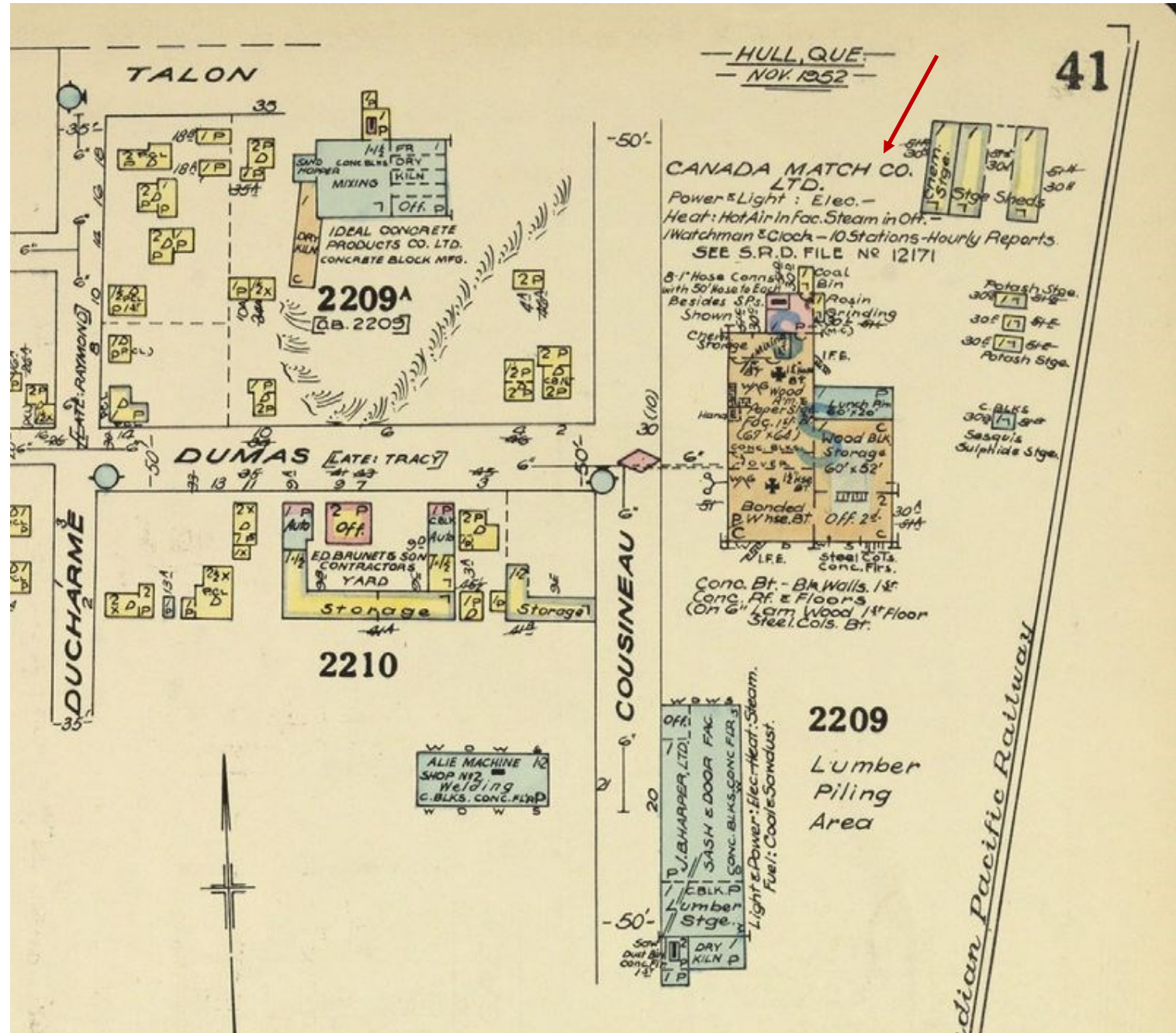
Canada Match

- Aerial photo 1944 A7194_19
Canada Match area – 50 car siding
across from it



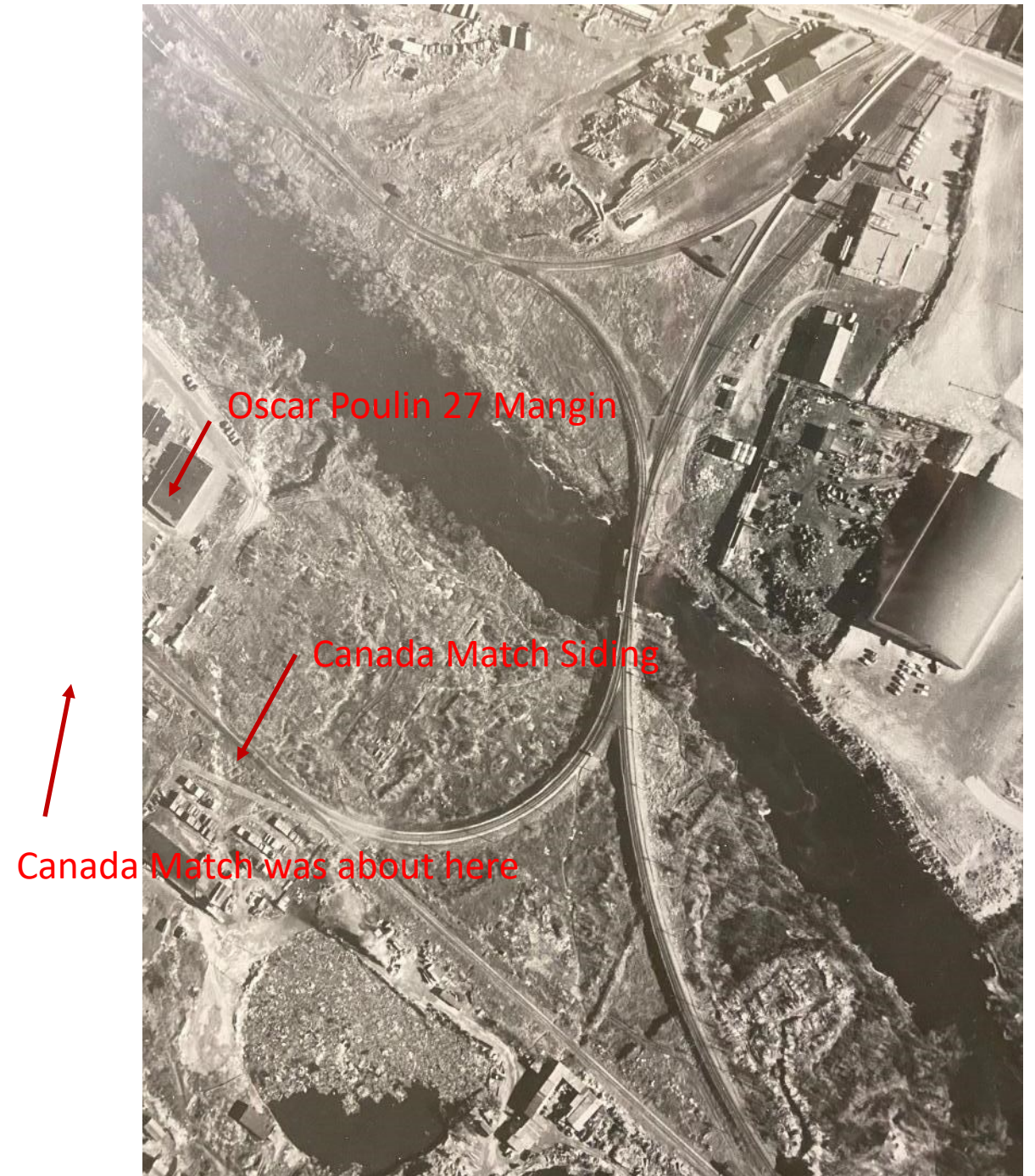
Canada Match

- Ins Plan Nov 1952



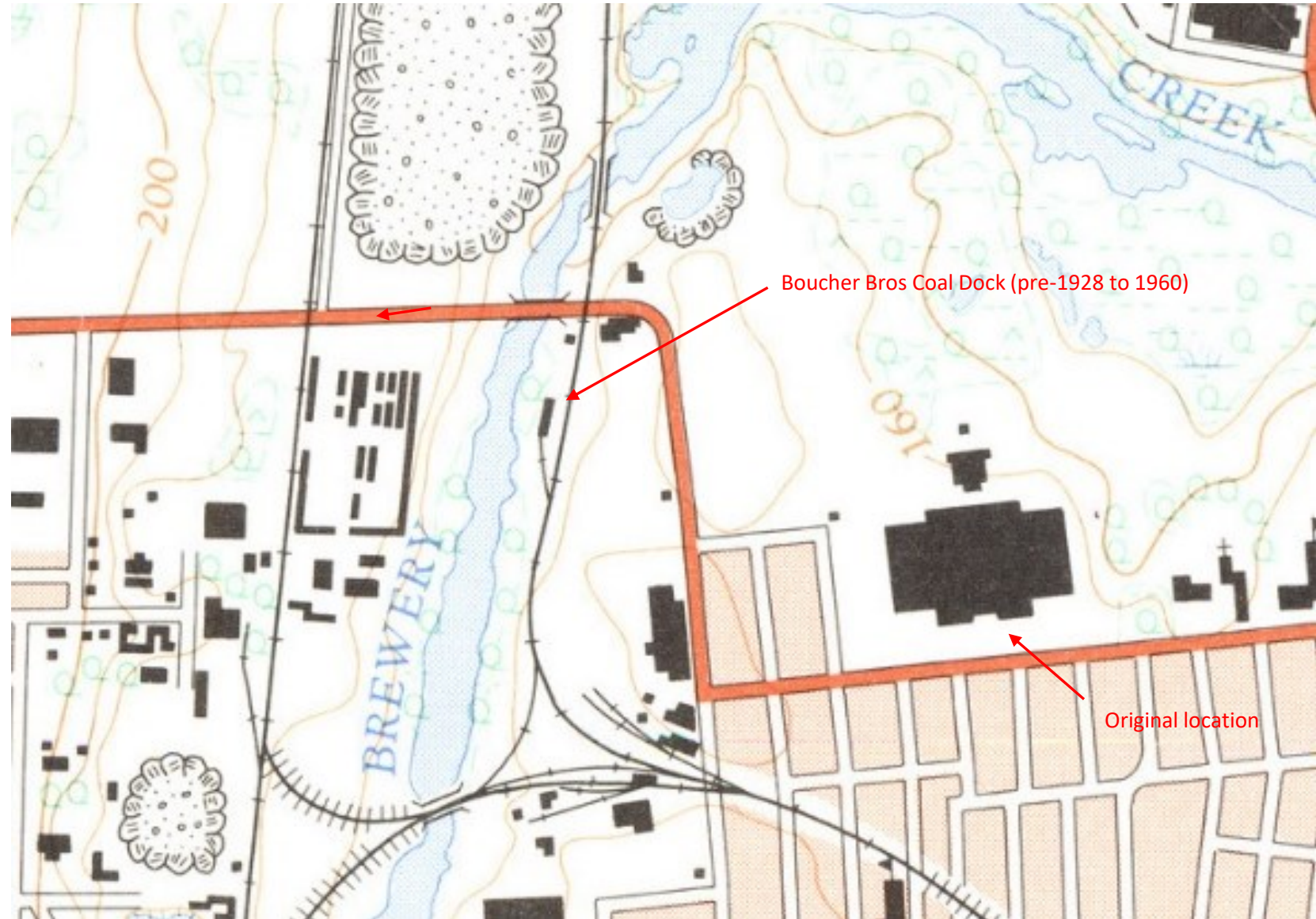
Canada Match siding

- 29/01/1952 Board Order 78193 - Canada Match Co Authorizes CPR to construct a private siding across the street reserve to serve the Canada Match Co. Ltd., Hull. ??
- Canada Match surrenders charter in 1955 (Canada Gazette)
- Photo from Ray Farand flown Nov 13, 1958, likely NAPL roll A16940 frame 20 or an adjacent frame, shows the remains of the Canada Match siding at the JB Harper Ltd Sash and Door.



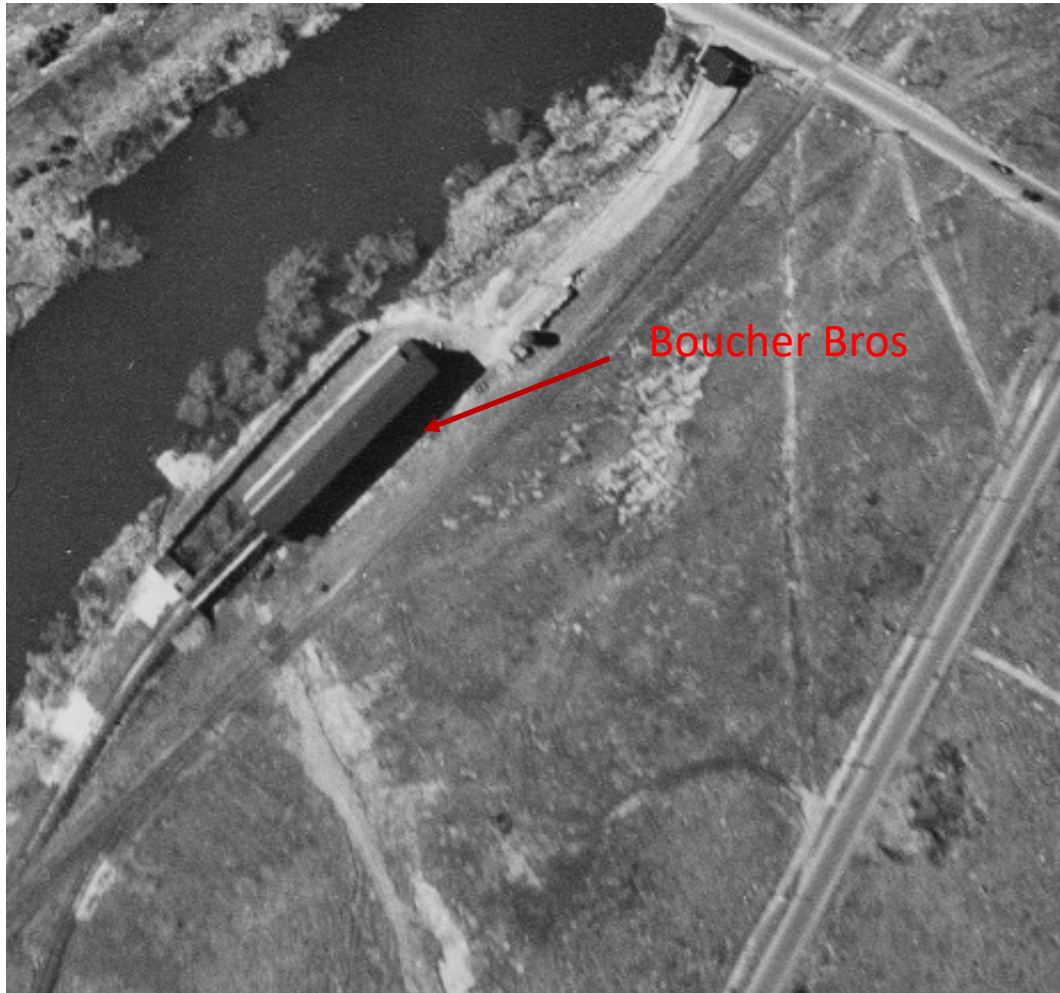
Boucher Bros Coal

Boucher Bros Coal

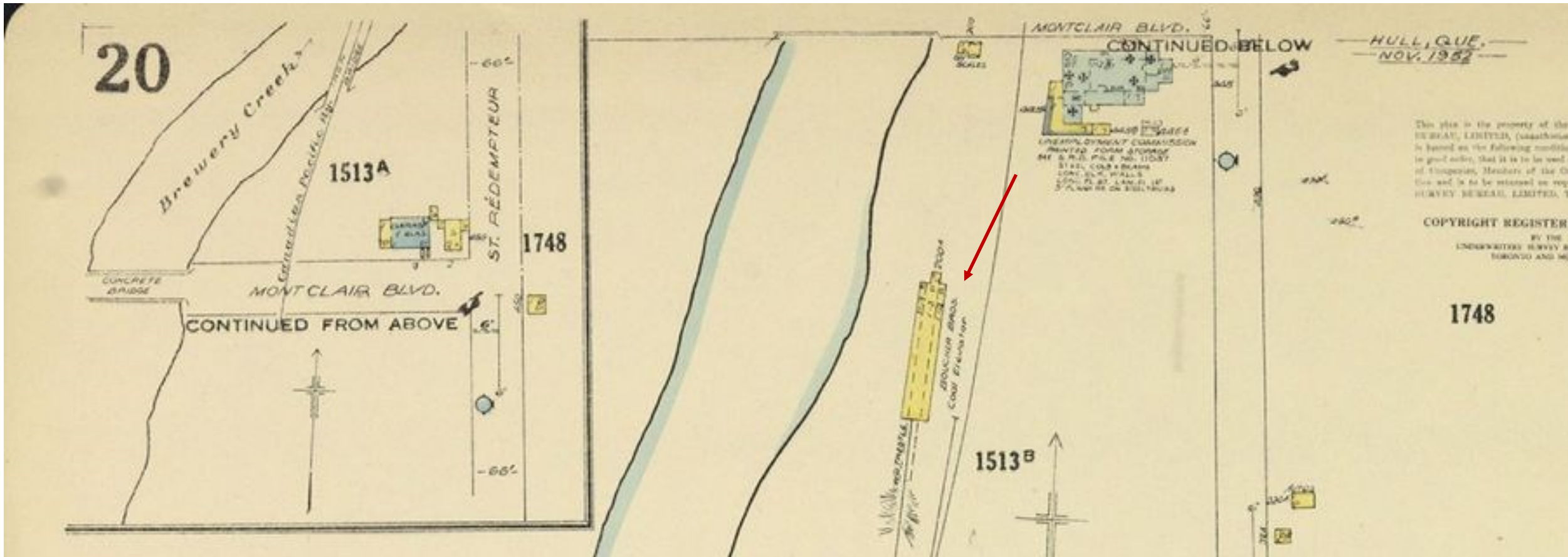


Boucher Bros.

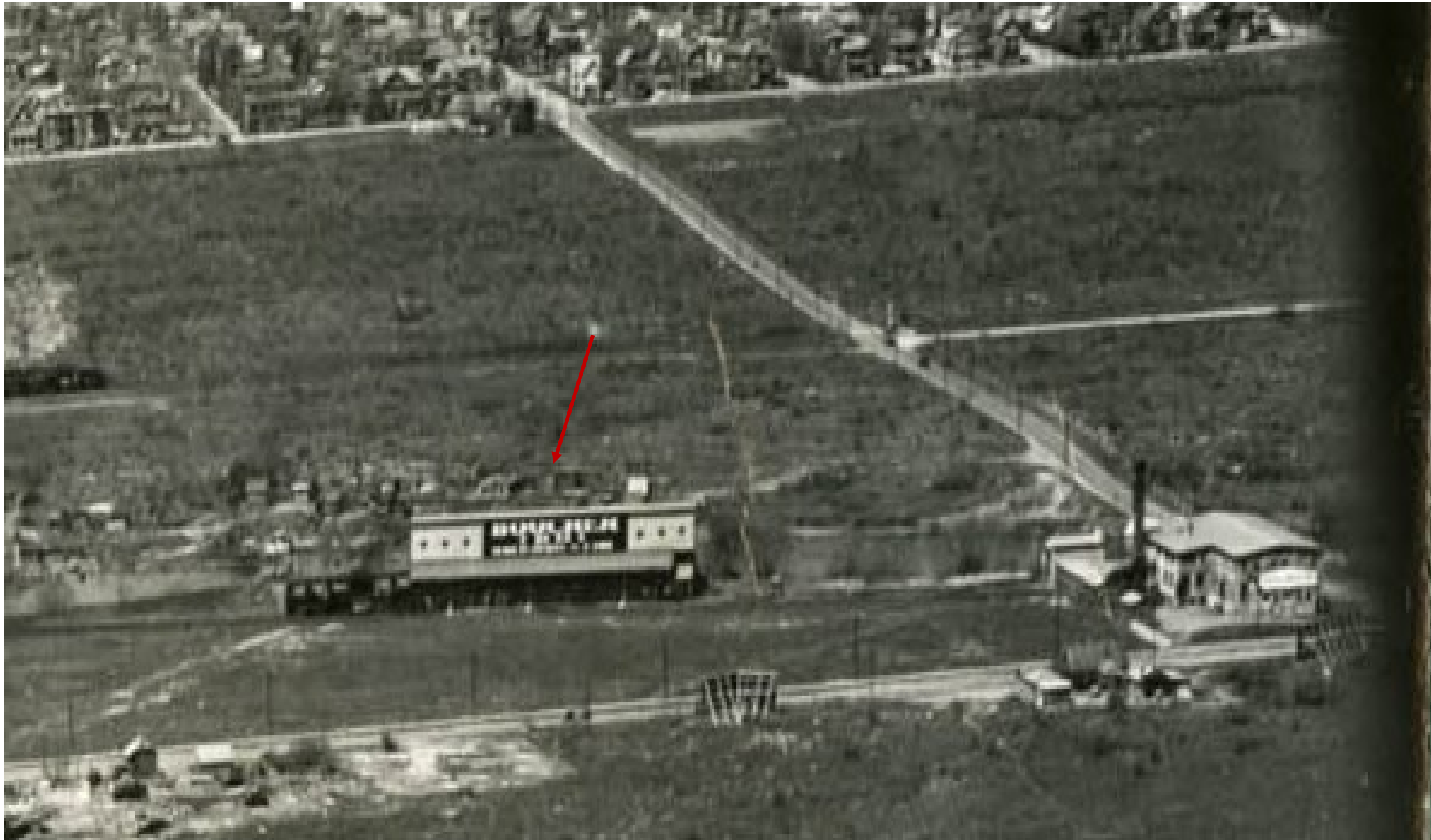
- Aerial photo 1933 A4572_59



Boucher Bros. named on 1952 Ins Plan



Boucher Bros. LAC e999914967-u, no date but steam era from other parts of photo.



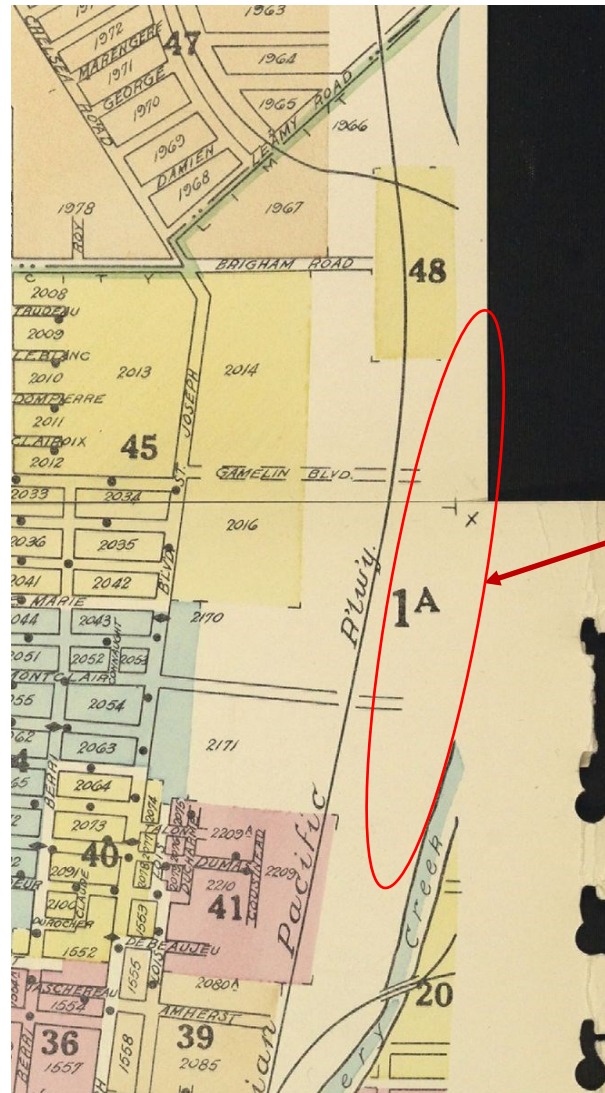
Pilon Lumber

Pilon Lumber at 5 Montclair



Pilon Lumber not yet at 5 Montclair

- Ins Plan Nov 1952 p1A



Creekside Lands occupied by shanties and hovels bought by Hull from Canada Cement in 1955, for light industry.

Industries that moved there:
Pilon Lumber;
Breadner Jewelers, 55 Talon (now Breadner) (1956 – 1986);
Oscar Poulin Wholesale (cigarettes etc), 27 Mangin, (1961-1969).

Vails Cleaners was discussed but built new plant on Carling near Churchill in 1958.

Although the proximity to the railway was touted, it appears only Pilon had a siding. OC 21 Sep 1955, p3.

Pilon Lumber at 5 Montclair, Creekside property Occupied

- GeoOttawa 1965



Pilon Lumber at 5 Montclair

- GeoOttawa 1965 and 2005 Pilon Siding Visible

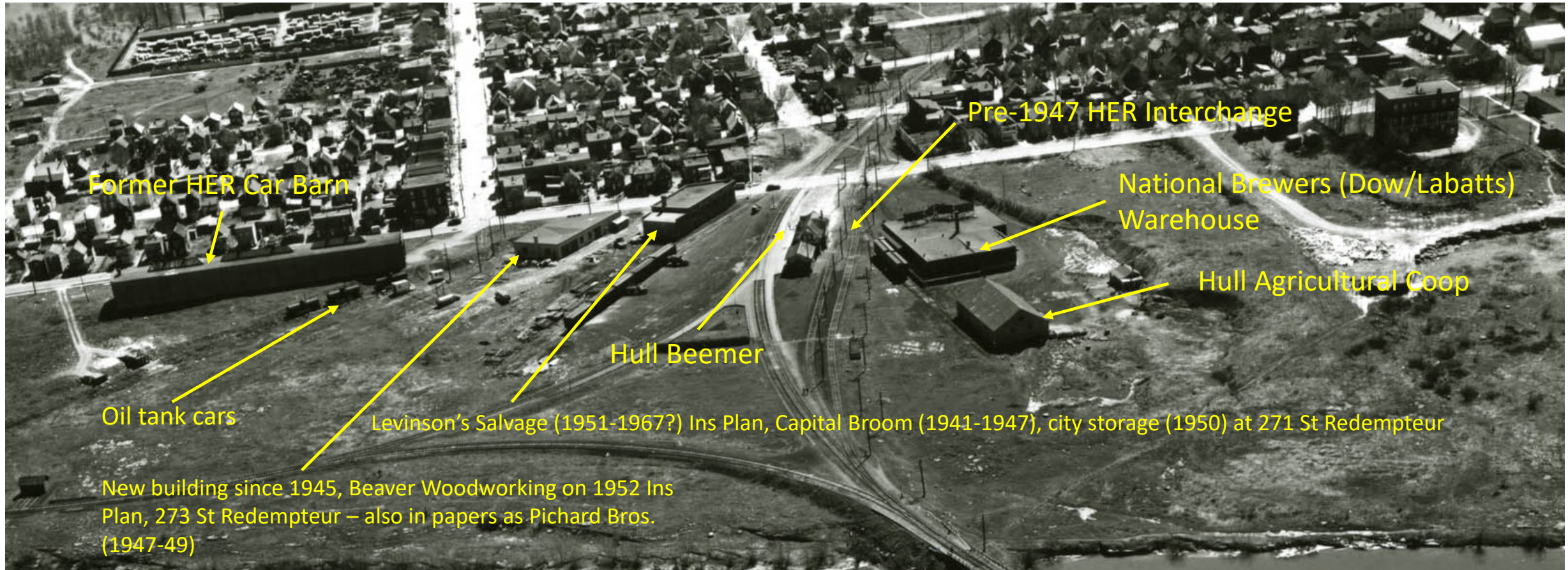


Pilon Lumber at 5 Montclair

When did rail service end?

- Quebec Gatineau takes over Lachute Sub in 1998.
- Service to Eddy's reinstated in 1997.
- In 2010 City of Gatineau acquires the former Lachute Sub from Prince of Wales Bridge to eastern edge of Gatineau for Rapibus Corridor.
- Did QGRy ever have Pilon as a customer? If so, when did their rail service end (prior to 2010)?

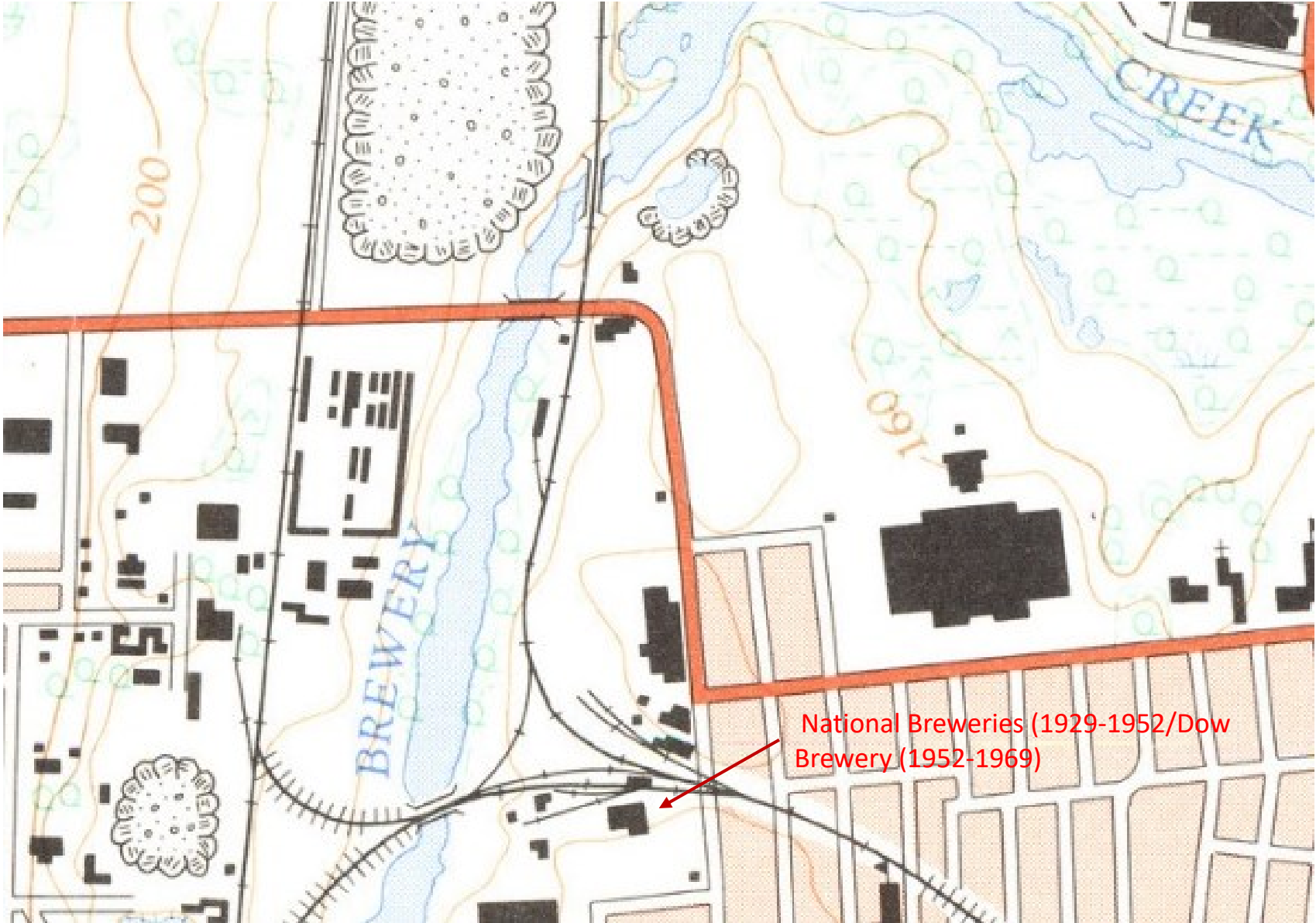
Around the Wye at Hull Beemer Station



LAC e999915004-u, Hull Beemer and two wyes – probably late 1940s to early 1950s

Dow Brewery

Dow Brewery



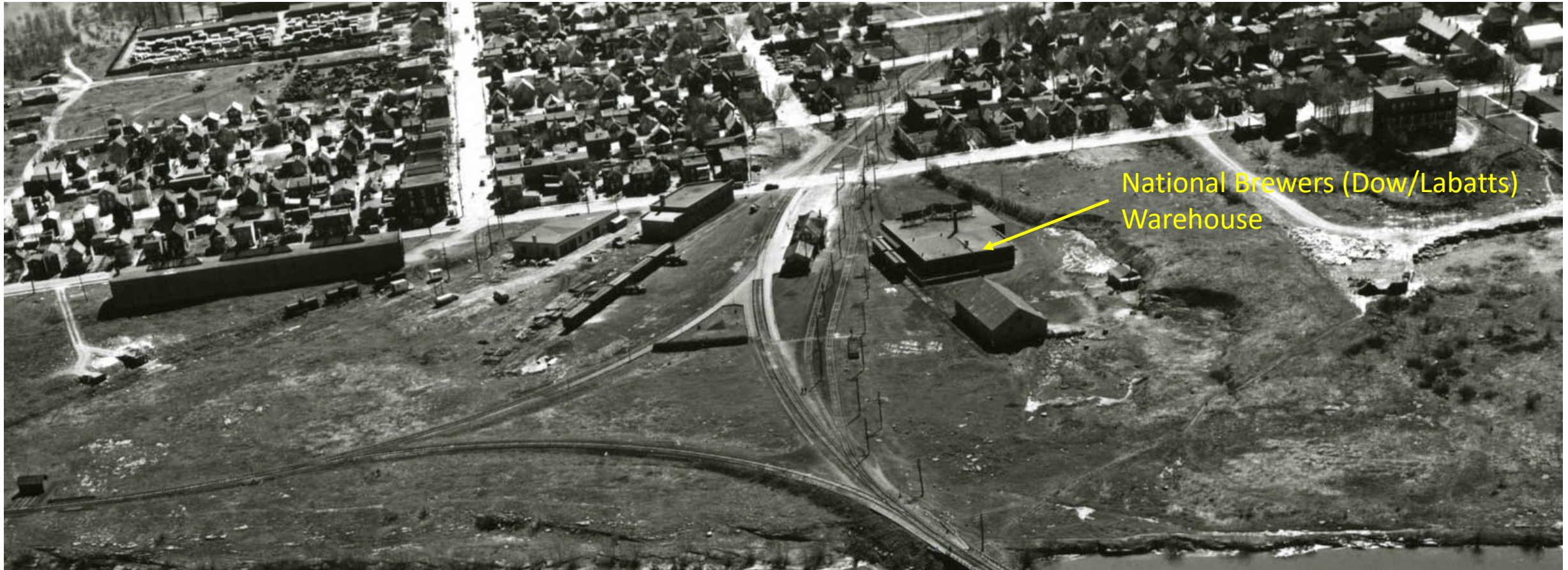
Downtown Hull Topo Map 31G05g 1963

National Brewery

- NAPL A2199_62 1930
- Brewery warehouse now visible
- First mention in papers was change of address to Hull Station listed for National Breweries in OC July 17, 1929, p4.

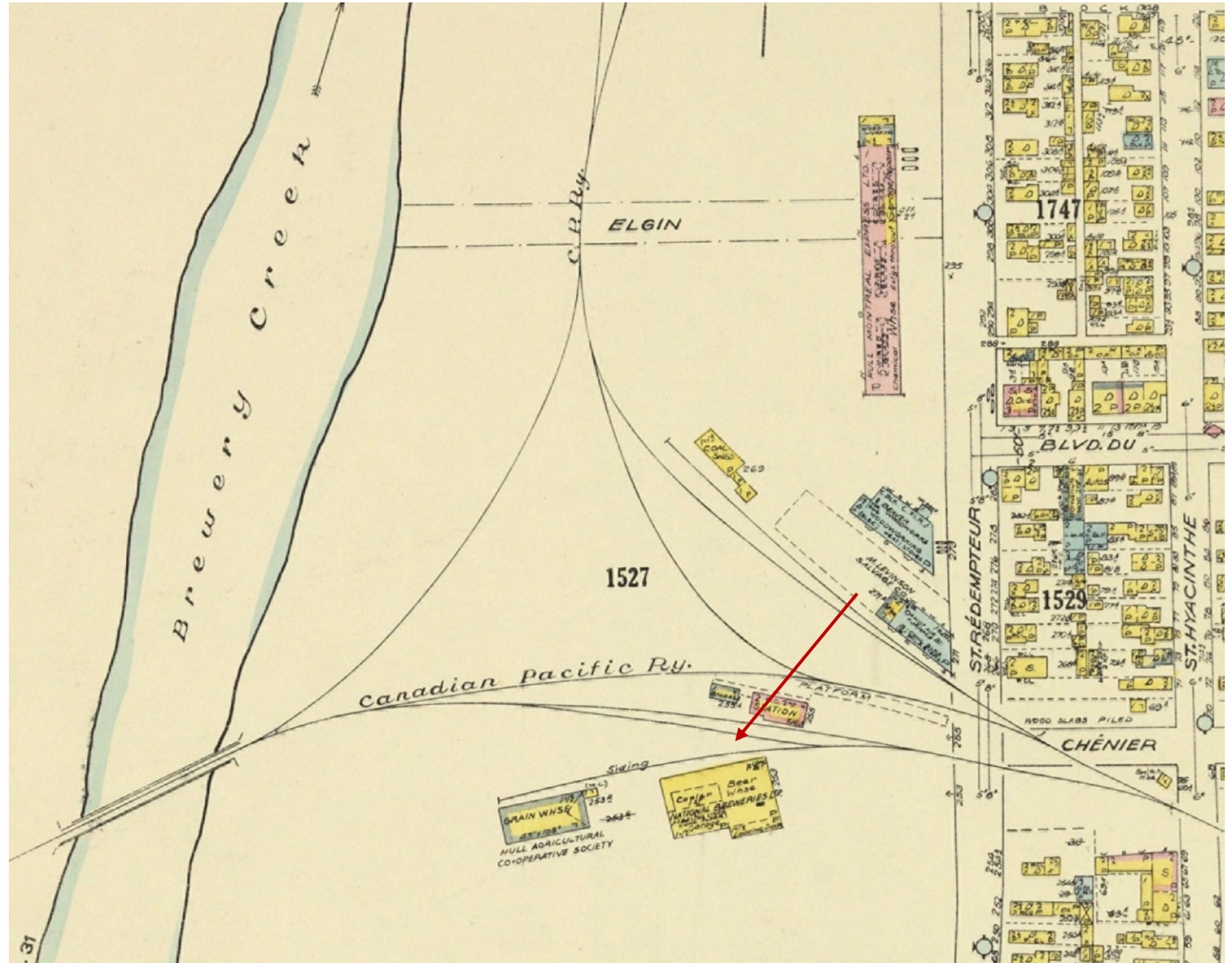


LAC e999915004-u, Hull Beemer and two wyes – probably 1940s



Dow/National Brewery

- Hull Ins Plan Nov 1952 as National Breweries
- National Breweries changed name to Dow Brewery in 1952 (May 12, 1952, p4, OJ) when Canadian Breweries bought a controlling interest.
- Dow Breweries listed in 1957, 1961, and 1967 CP Smiths Falls Div yearbooks as having private siding. Dow had been a division of National Breweries since at least the 1920s.



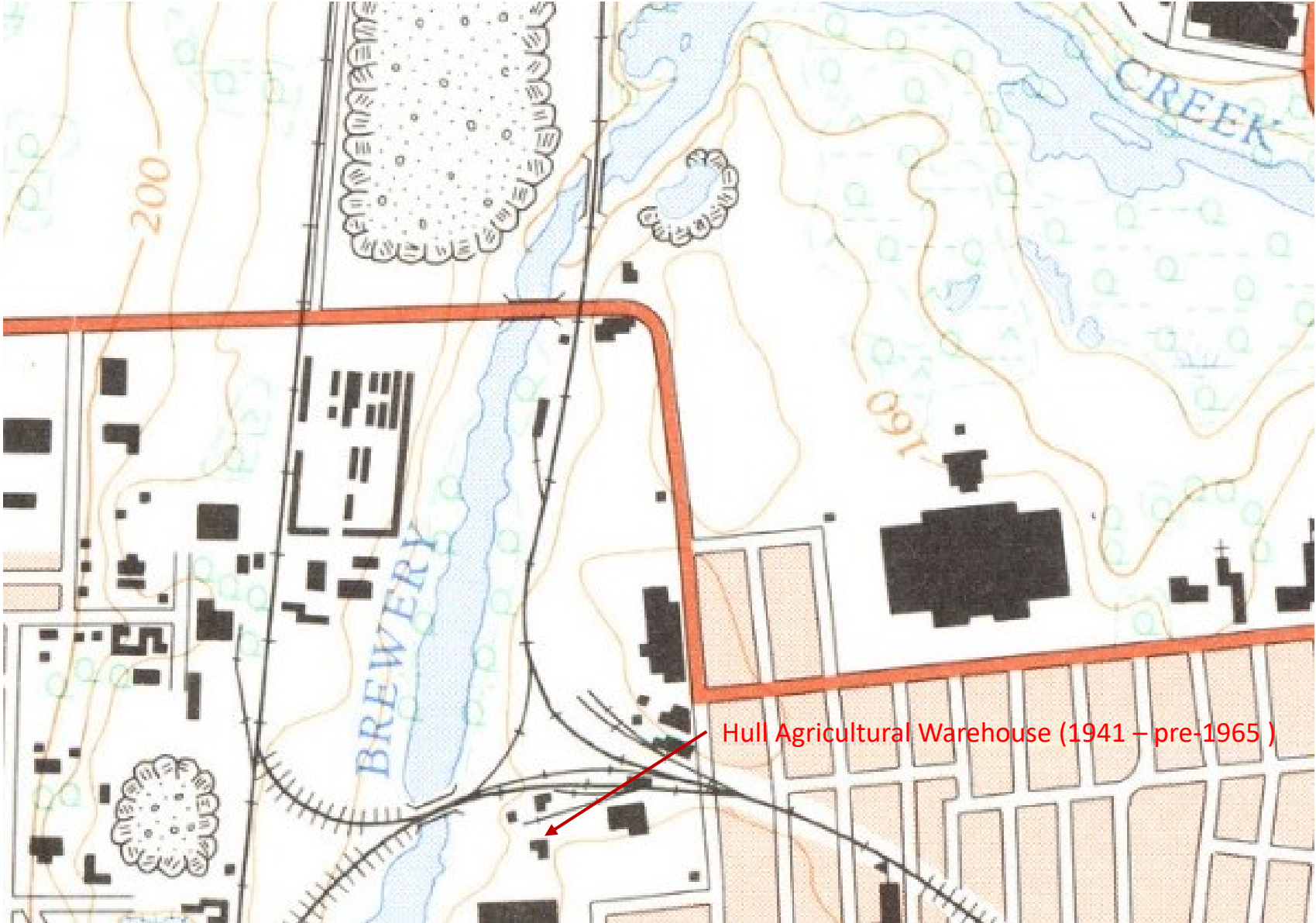
Dow Brewery

- GeoOttawa 1965
- Last mention of 253 St Redempteur in papers is a liquor permit application, July 31, 1969, p 24, OC.
- Gone by 1976 aerial photo in GeoOttawa.



Hull Agricultural Coop Warehouse

Hull Agricultural Warehouse



Downtown Hull Topo Map 31G05g 1963

LAC e999915004-u, Hull Beemer and two wyes – probably late 1940s to early 1950s



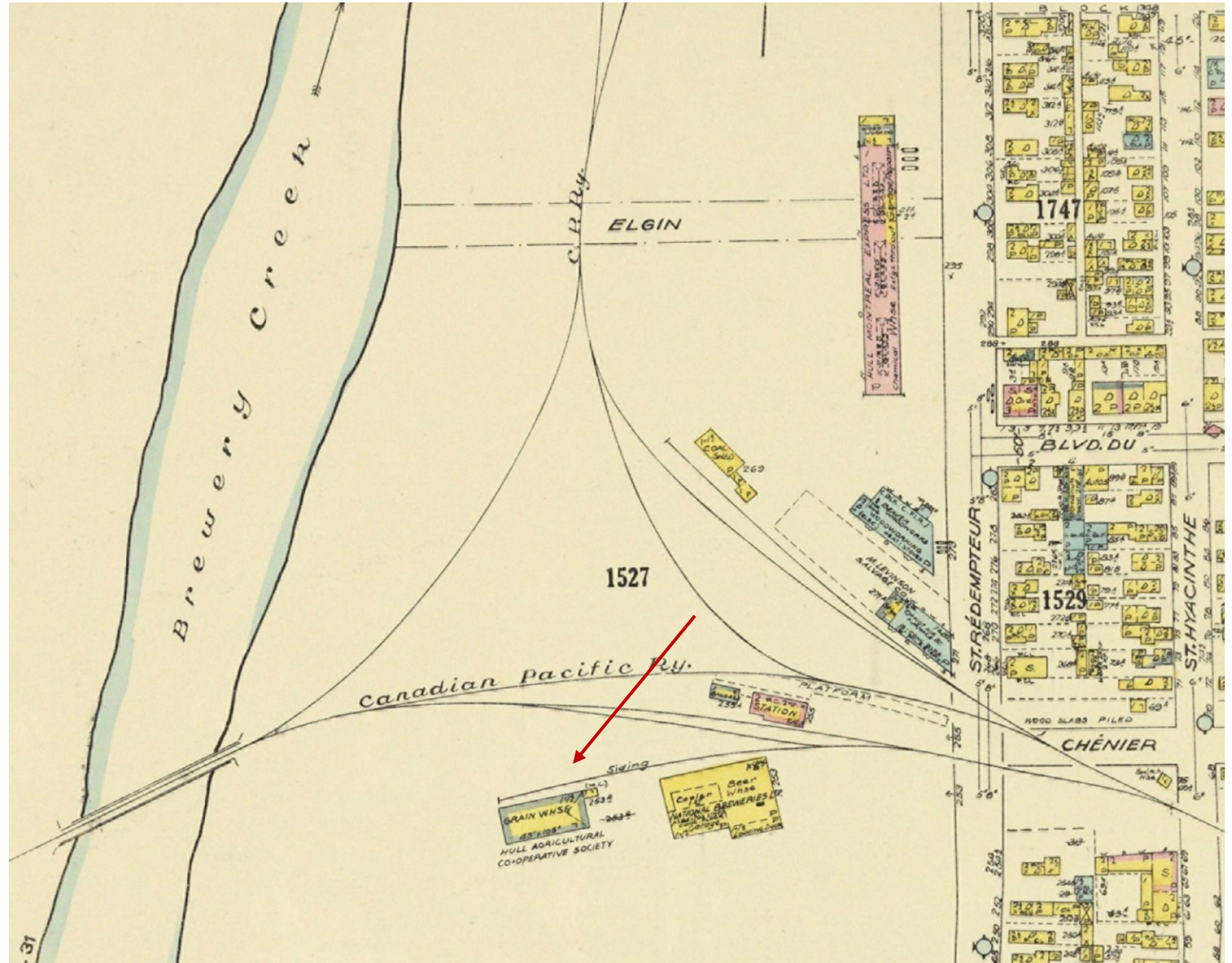
Hull Agricultural Coop – building there in 1944

- NAPL A7193_31 1944 – First aerial photo we have after 1938 and Hull Agric. Coop is now visible.
- From Le Droit 7 Dec 1942, p 4: the coop was formed in 1941 and the building erected then. It is 90'x45' and consists of a warehouse and store. Supplies stock for members: seeds, grains, feeds, drainage tiles, salt, fungicides, insecticides and bailer twine.
- In 1946 phone book as on St. Redempteur, no street number.
- In Le Droit 24 Sep 1948, p 4, discuss likely merger with Buckingham Coop but would keep Hull one.
- In GeoOttawa aerial photo of 1965, Guertin Arena under construction and building is gone.



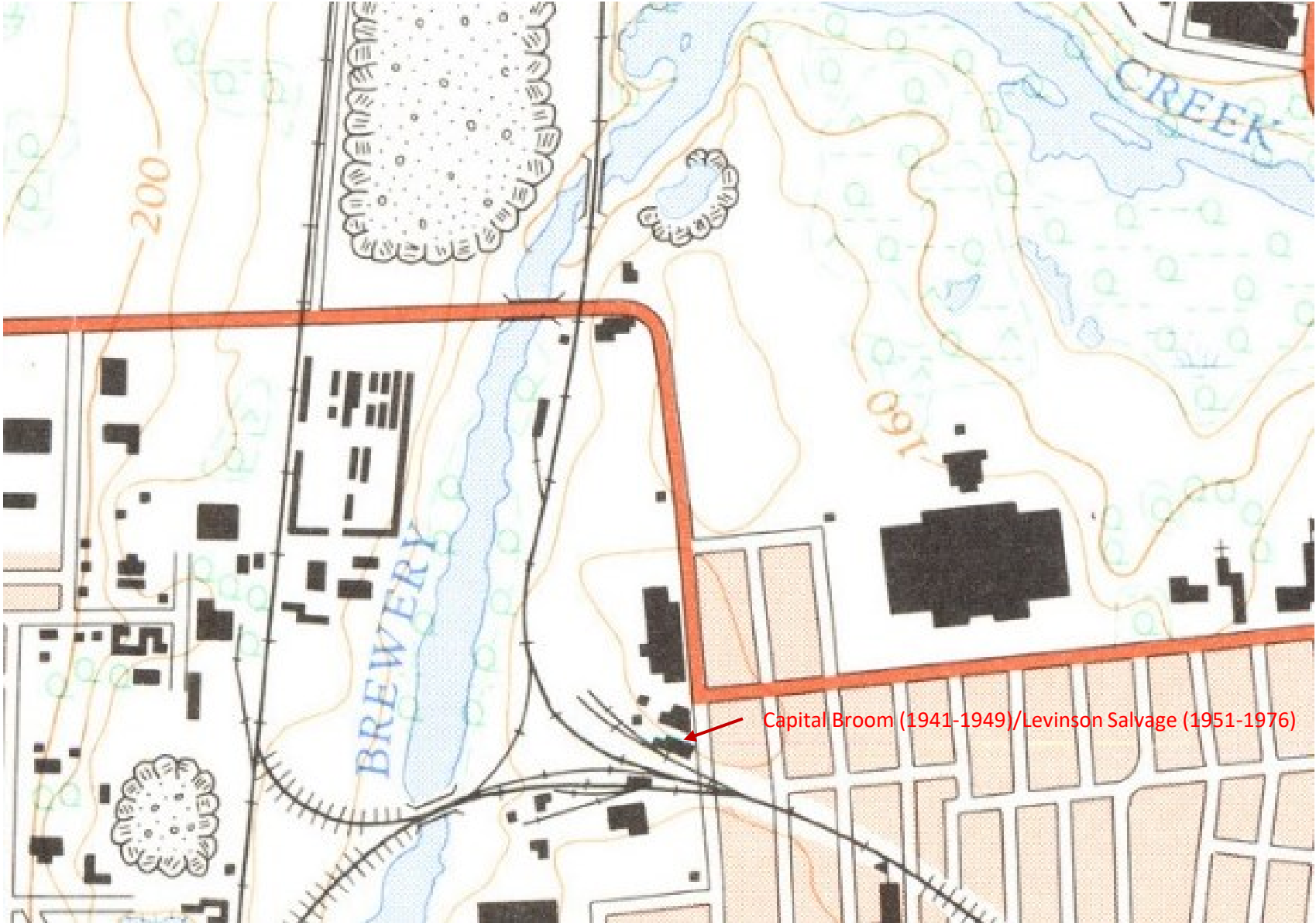
Hull Agricultural Coop

- Hull Ins Plan Nov 1952 shows the building on the brewery siding
- Not listed in the 1957 CP Smiths Falls Div Yearbook as a customer at Hull



Capital Broom Ltd
(Balais Capital Ltee.)
271 St. Redempteur

Capital Broom



Downtown Hull Topo Map 31G05g 1963

What company occupied Levinson building from at least 1944 to 1951?

- 271 St Redempteur appears on 1944 aerial but not 1938, and mentioned as municipal storage shed in 1950, OJ 18 April, p28.
- Photo from LBC collection on Flickr (LBC 216, 28 Mar 1950)



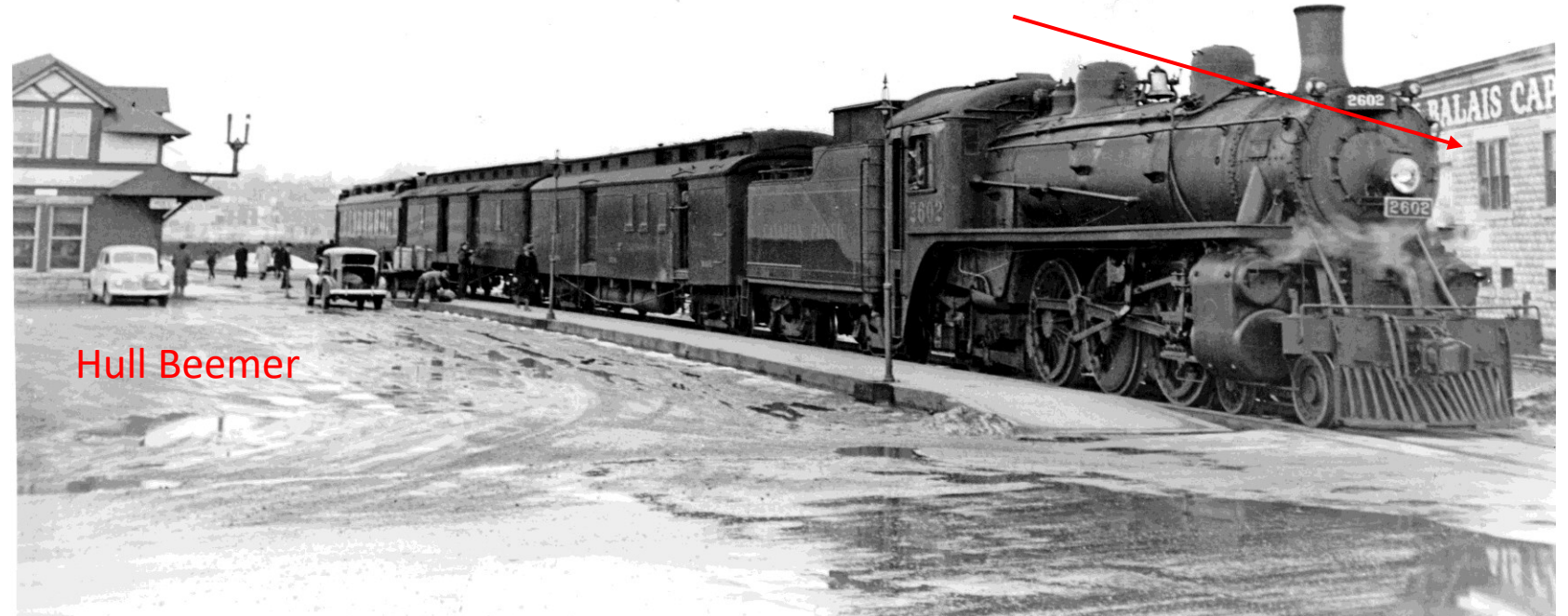
Portion of building sign visible says "...S CAPITAL LIMITEE"

Hull Beemer

Balais Capital Ltee/Capital Broom Ltd (1941-1949)

- Photo from LBC collection on Flickr (LBC 210, 28 Mar 1950, Patterson George Coll.) shows rest of name

Other portion of building sign visible says "Balais Cap..."



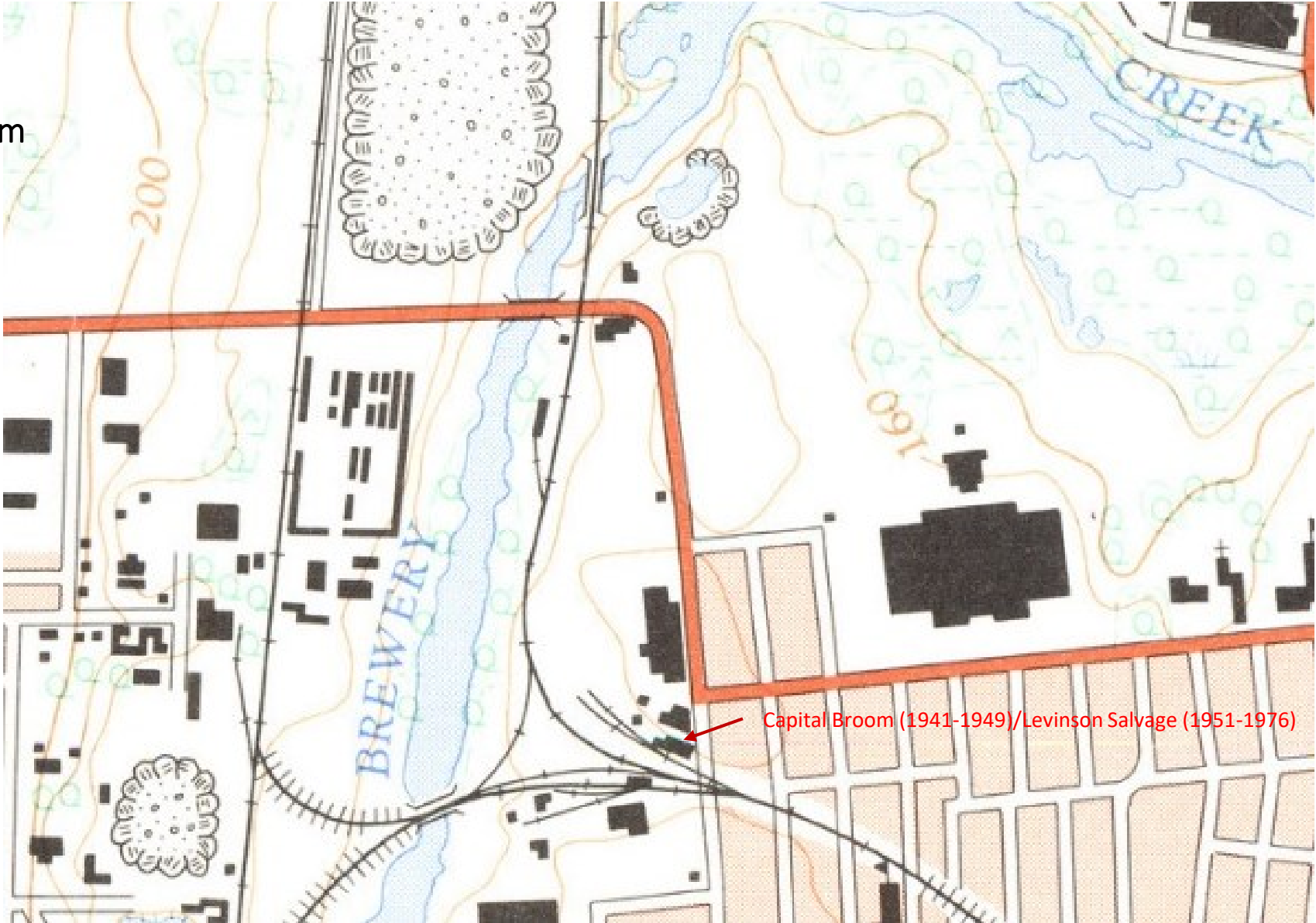
Capital Broom Ltd

- 271 St. Redempteur not on the 1938 aerial photo A6352_41, but appears in the 1944 one, A7193_31.
- Building appears to have been built for Capital Broom in 1941.
- Capital Broom first listed at 271 St Redempteur in Dominion Bureau of Statistics Report on the Broom, Brush and Mop industry in Canada, 1941 (CS47-201-1941-eng). It is not in the 1940 report and persists in the annual reports until 1947. Not listed in 1948. The reports don't give a breakdown of individual companies' figures.
- Also, in the 1946 Ottawa phone book at that address.
- Appears as a contributor to a benefit concert in 1944, OC Oct 13, 1944, p2.; and in listing of Hull businesses in paper 1949 OJ Sep 7, 1949, p10. Not much else in papers.

Levinson Salvage

Levinson Salvage

(took over Capital Broom premises in 1951)



Downtown Hull Topo Map 31G05g 1963

Levinson Salvage (not here yet)

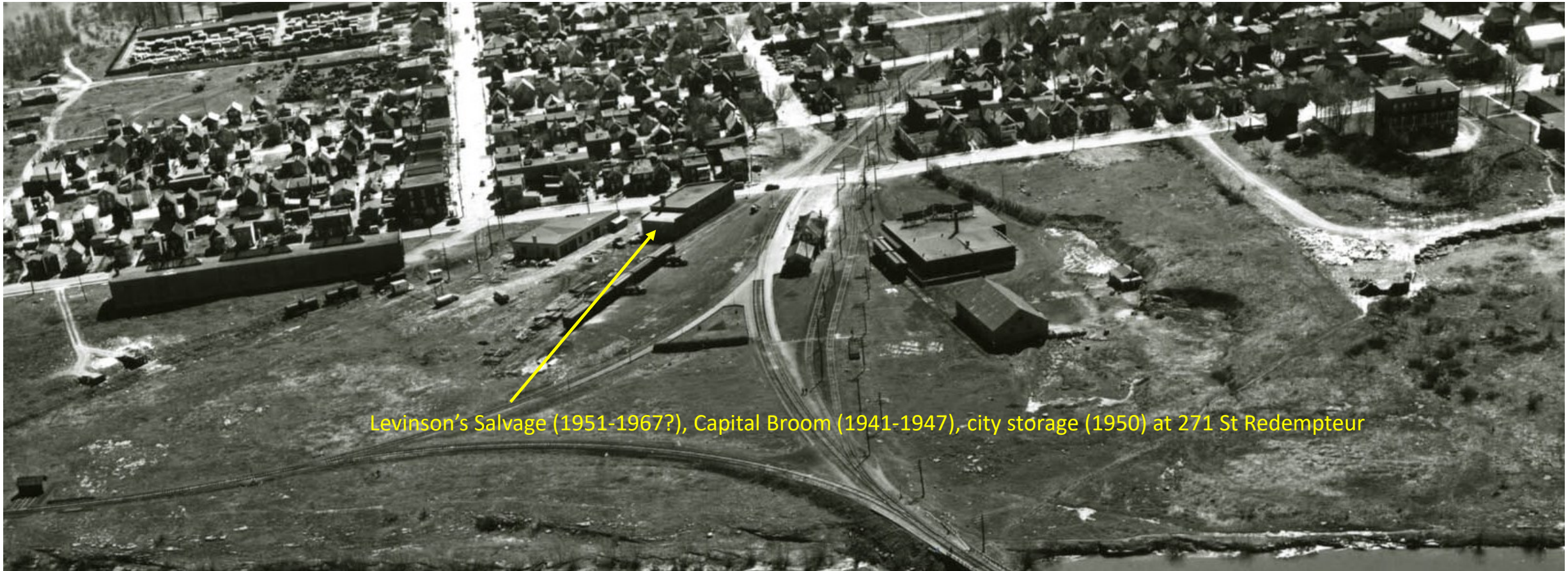
NAPL A7193_31 1944 –

From 1941 to 1947, 271 St
Redempteur was occupied by
Capital Broom Ltd, then it was a
municipal storage shed OJ 18 Apr
1950, p.28, listed on 1952 Insurance
Plan as Levinson Salvage at 271 St.
Redempteur

New building since 1938.



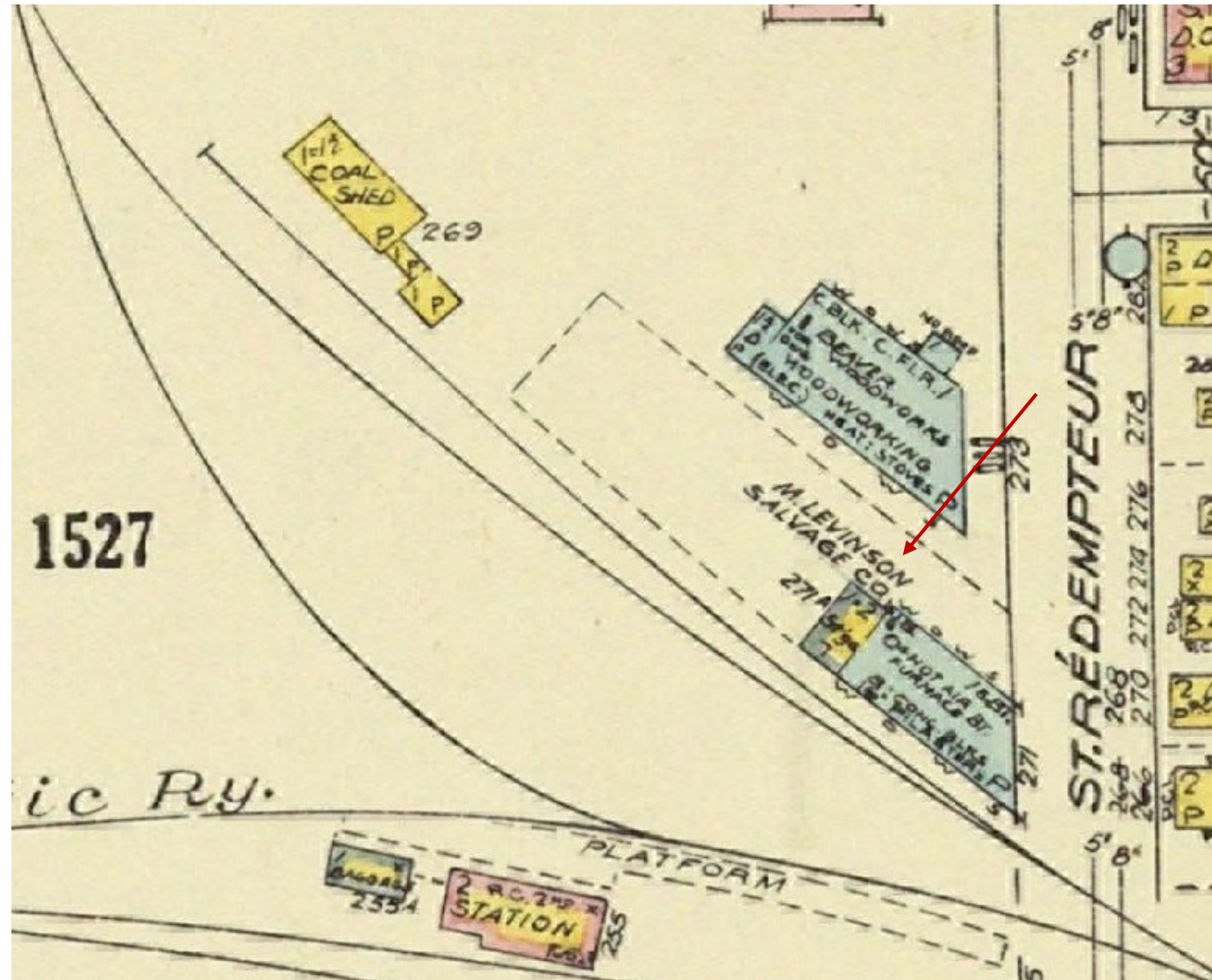
LAC e999915004-u, Hull Beemer and two wyes – probably late 1940s to early 1950s



Levinson's Salvage (1951-1967?), Capital Broom (1941-1947), city storage (1950) at 271 St Redempteur

Levinson Salvage

- First ad in paper for Levinson at 271 St Redempteur in OJ 1 Sep 1951, p 3.
- Earliest mention of Levinson Salvage is at 82 Ottawa St in Ottawa, OC 9 Nov 1948, p15.
- Hull Ins Plan Nov 1952 shows Levinson Salvage at 271 St Redempteur
- Levinson Salvage listed in 1957, 1961, and 1967 CP Smiths Falls Div yearbooks as on team track.



Other photos at Beemer

- Photo from Craig Lib C2-0093, Summer 1958. C. Robert Craig.



Levinson Salvage

- GeoOttawa 1965
- Still appears to be rail service



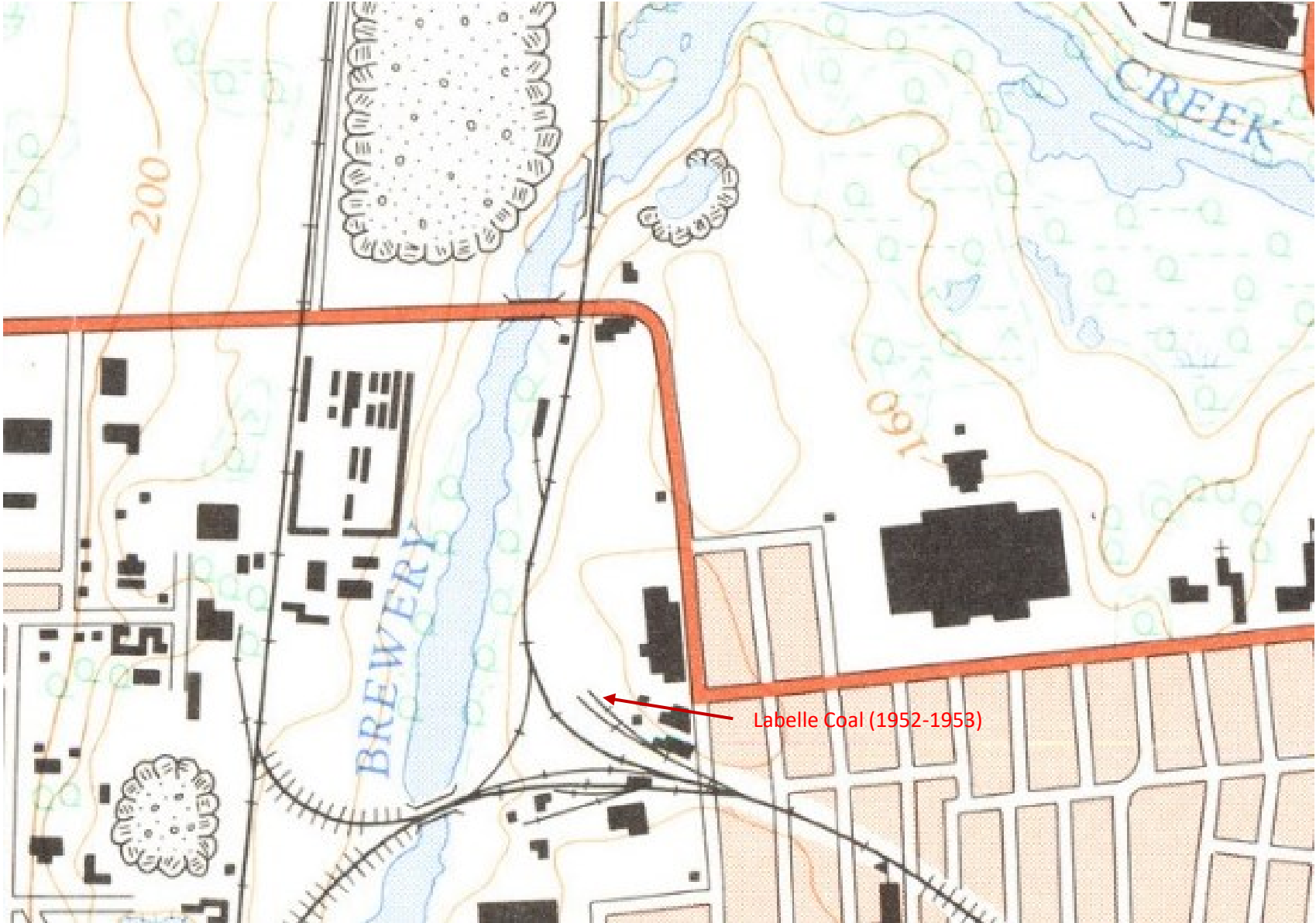
Levinson Salvage

- GeoOttawa 1976
- Salvage yard appears to still be there, and the building is still there.
- But there might be a link from Lachute Sub?
- by 1991 a school is there (Island High School now)
- Morris Levinson, President, died May 25, 1974; OC 27 May 1974 p34.
- Last mention in papers was their softball team, OC 5 Jul 1976 p30.
- Link to Ottawa on M&O Sub ab. Dec 14, 1966.



Labelle Coal

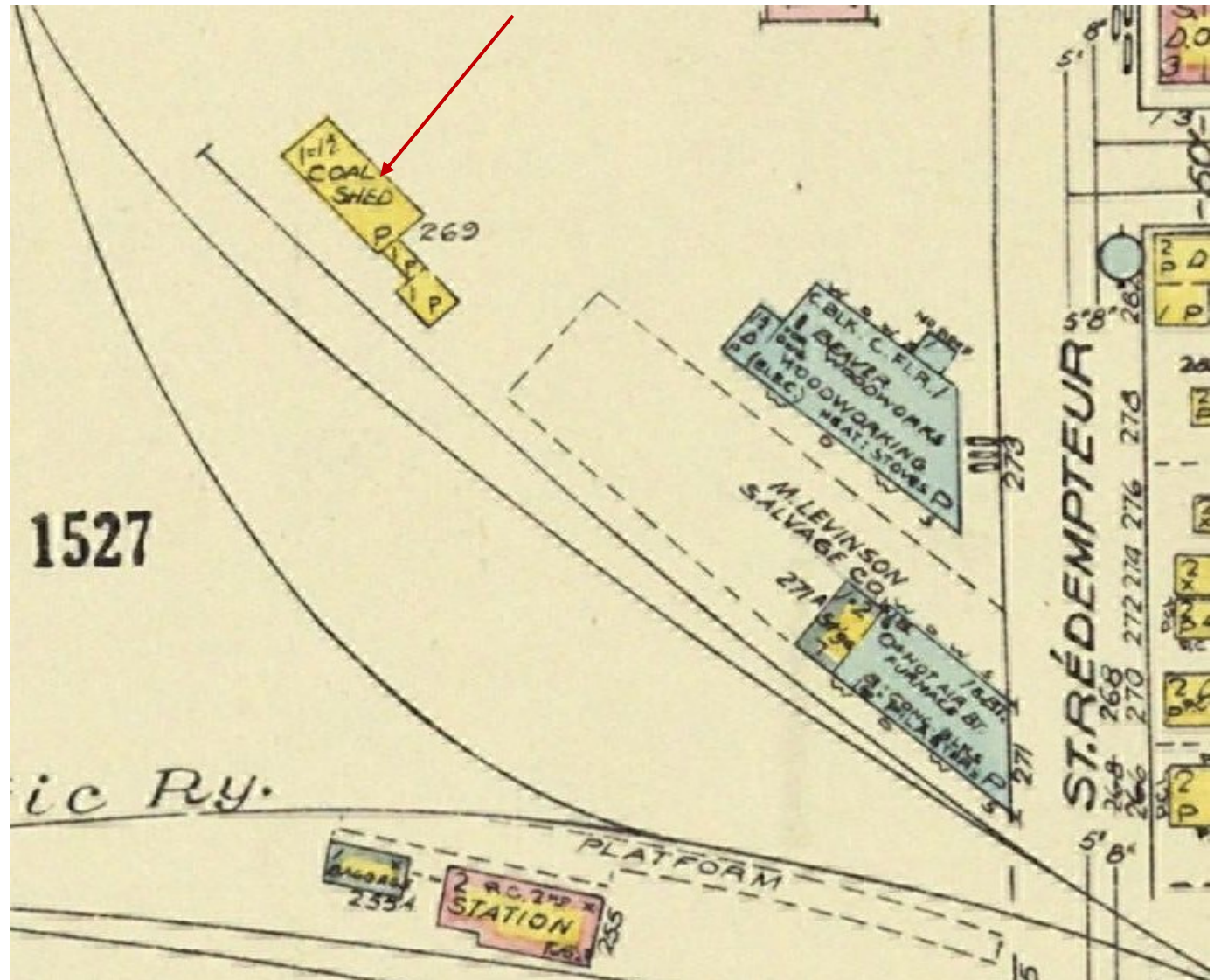
Labelle Coal



Downtown Hull Topo Map 31G05g 1963

Labelle Coal/Charbon Labelle at 271A St Redempteur

- First ad in paper OC 4 Nov 1952 p 25.
- Last ad OC 21 Jan 1953 p 31.
- Short lived.
- No other ads at this address.



Oil Tank Farms for BA, Shell and Supertest

Uncertain of which tracks were used to interchange oil tank cars, but...

- HER interchanged with CPR at Hull Beemer.
- Doug Smith found no record of an interchange agreement there, but it is documented in papers. Main interchange was at the tracks on south side of the Waltham Sub near entrance to Hull West.
- Newspaper accounts of 1946-47, about BA, Shell and Supertest losing their locations due to appropriation and also losing HER service, mention that oil tank cars were interchanged CP to HER at Beemer. Shell and Supertest were located by Alexandria bridge on the river. BA at Reboul and Laurier.
- Shell located there in 1933, Supertest in 1931. BA in 1932.
- BA and Supertest moved to Bank and Heron area in 1947 (BA got building permit 1947, Board Order 1947 – 69650; Supertest Board Order 1947 68884). Supertest bought 5 acres from Shell at this site (OC apr 11, 1951, p 19), Shell was there in 1949 for a few years too (Board Orders 1949 73446).
- BA moved from Bank and Heron by 1953, relocated to Beachburg near Federal (Board Order 1953-80622; Supertest gone from there by 1969. Shell also located to Beachburg in 1953 Board Order 1953-80622.
- **So, we would expect to see tank cars at Beemer from 1931 to 1947, but not in 1930 and not for those three companies after 1947.**

BA at Reboul OC Dec 7, 1946, p 7

- Decision to cease service to BA
- Was being serviced from Beemer.

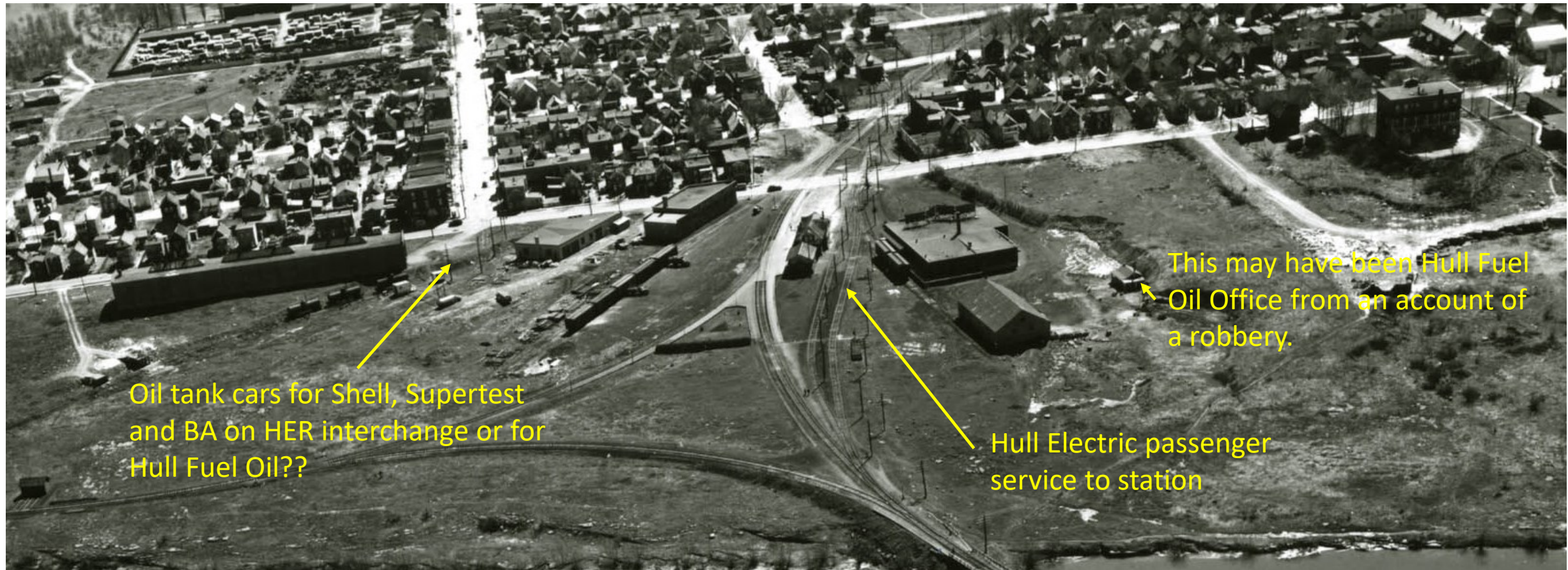
Decision of the Board came subsequent to a four-day hearing in the court room of the Transport Commission, with submissions pro and con being made by the Hull Electric, the City of Hull, the Town of Aylmer, the Village of Deschenes and the municipality of South Hull, and the British-American Oil Company whose storage depot in Hull has been served by Hull Electric locomotives hauling tank cars from Beemer Station to Reboul street depot of the company.

Following release of the order by the Transport Board, Hull Electric Company executives declined to state what action would be taken with regard to their Wrightville and Belt Line cars.

Hull City Clerk H. Leon Leblanc told The Journal that Hull City Council would expect the company to cease all its operations within the city as of midnight last night. The council, he said, would not be satisfied

Question remains as to which tracks were used for interchange?

LAC e999915004-u, Hull Beemer and two wyes



Oil tank cars for Shell, Supertest and BA on HER interchange or for Hull Fuel Oil??

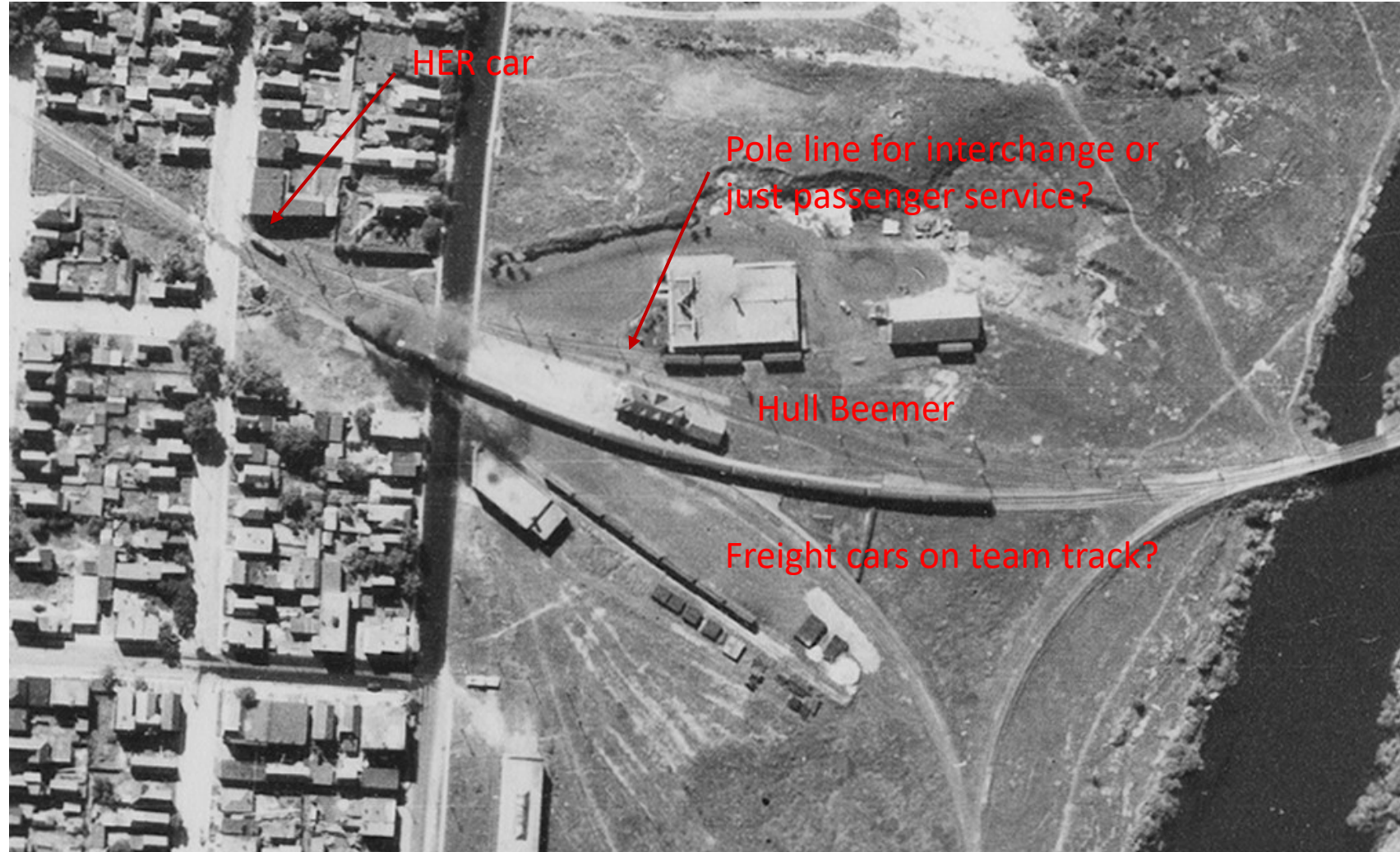
This may have been Hull Fuel Oil Office from an account of a robbery.

Hull Electric passenger service to station

Building at 273 St Redempteur not on 1945 aerial photo, but there are cars being interchanged still, so maybe 1946-1947 photo?

HER car on siding at entrance to Hull Beemer

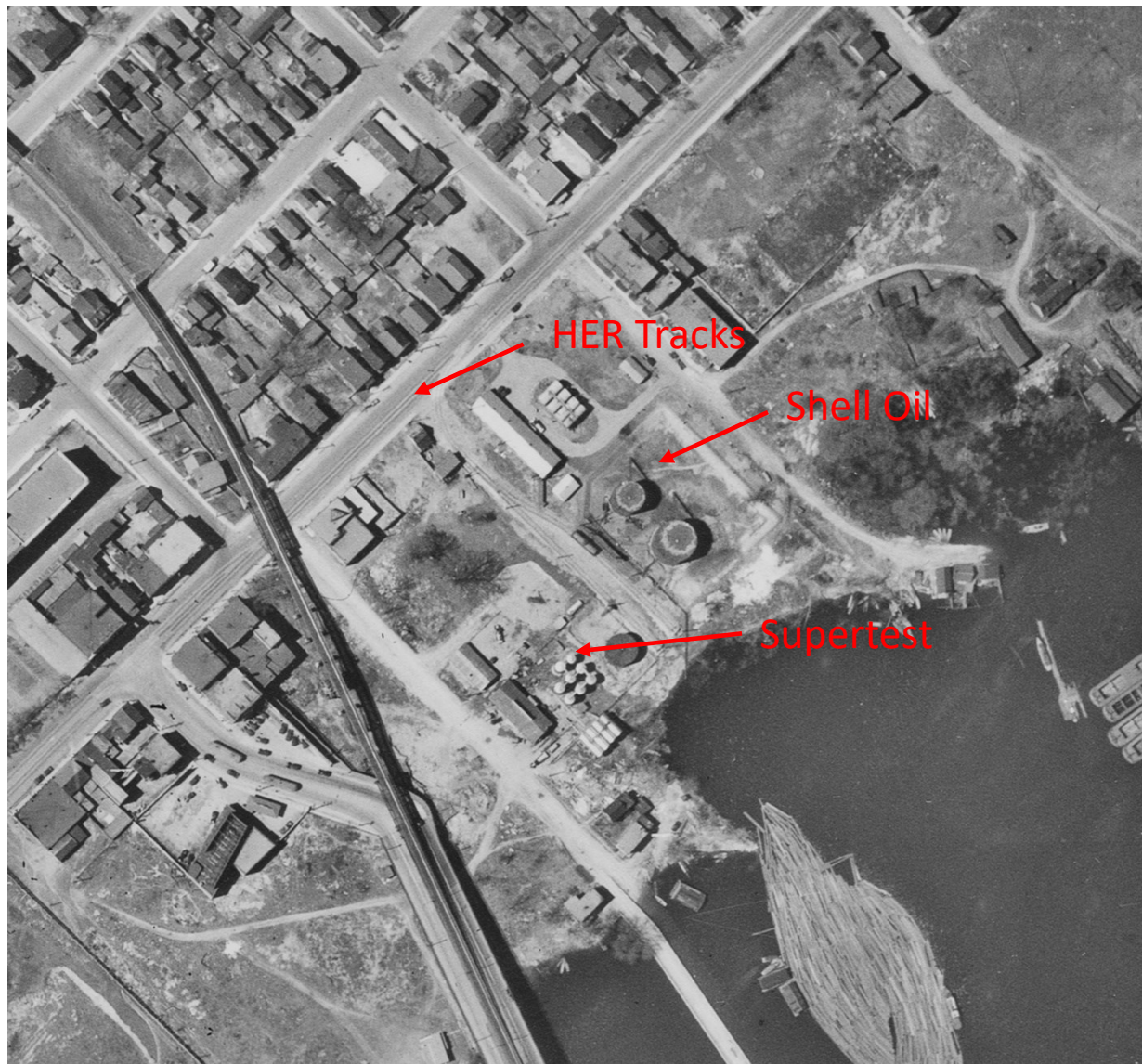
- NAPL A7194_20, 1944
- HER car seems to be lined up on a siding for Hull Beemer. Probably they had passenger service to the station. Doug Smith confirmed HER met some of the trains.
- Appears to be several freight (box) cars lined up on what might be the team track, Levinson not there until 1951.



e999914970-u, Hull Alexandra Bridge and Shell and Supertest Tank Farm, pre-1947?



A4568_62 1933, Hull Alexandra Bridge and Shell and Supertest Tank Farm – served by HER off Laurier

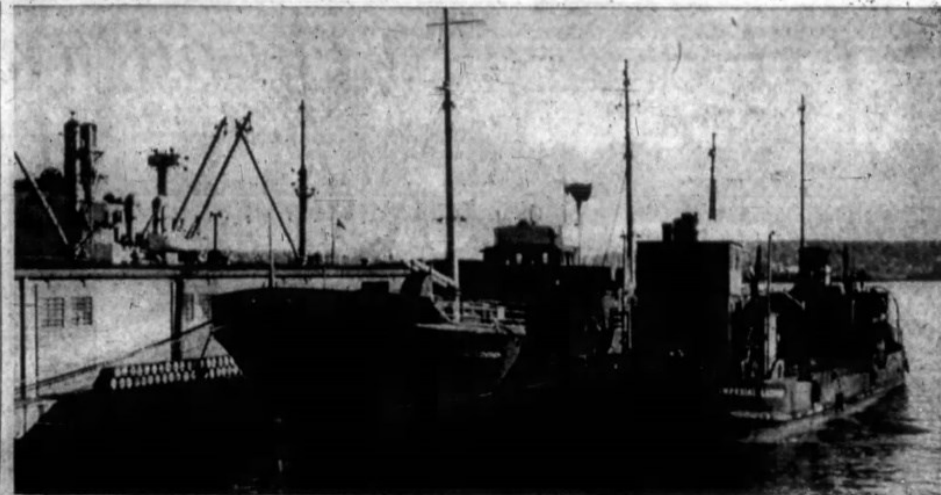


A7194_21 1944, Hull BA Tank Farm at Reboul



Last oil tanker on Ottawa River in 1945

- Mentions tankers for Imperial Oil (Middle St, Ottawa) and BA and Supertest.
- OJ May 21, 1955, p35



LAST OF THE OTTAWA'S 'BIG BOATS'.

The tanker "Imperial Lachine", formerly the "Ottawallite" (right) carried gasoline and oil from the Montreal refineries to Ottawa from 1930 and 1945. This boat crossed the Atlantic under her own power to inaugurate the Ottawa river tanker service.

—(Imperial Oil Photo.)

Commercial Fleets of Ottawa River Just Faded Memory in 'Trucking Age'

By A. R. SYKES
of The Journal.

Well within the memories of half a dozen reporters and sub-editors at The Journal, one of the routine May "stories" was about the opening of navigation on the Ottawa river and the Rideau canal.

Ottawa's present generation may well ask "What navigation." Yet older residents of the city and district feel that Canada's Capital is less colorful with the passing from the river of the ships of yesteryear. Strangely enough, just a few years before river freighting became a thing of the past, navigation on the Ottawa received a fillip, and for more than 10 years quite a respectable fleet of tankers plied between Ottawa and Montreal.

There were the Imperial Oil Company's "Ottawallite" and "Rideaulite"; the Britamette of British American Oil; tankers of Supertest Petroleum and tankers on charter.

These brought cargoes of gasoline and fuel oil through the Lachine canal, across the sometimes stormy Lake of Two Mountains, through the Carillon canal and up the 60-mile stretch from Grenville to the oil storage grounds at Middle street and along the Hull waterfront.



OLD TIMER ON THE OTTAWA.

This snapshot, taken more than 30 years ago, shows the tug "Dolphin", then a familiar craft on the river near the Capital.

(Photo Courtesy of Capt. P. Poirier)

operated passenger boats." river shipping to navigate was the Grenville-Carillon canal.

Maritime Touch.

"Aristocrats of the river, these oil vessels with their diesels purring softly, gleaming in new paint and with a brilliant show of navigation lights at night, gave Ottawa an authentic maritime touch. Their newness put to shame the few ancient steam-powered river freighters which still used the Eastern section of the Champlain Trail. Just this week Capt. F. C. Smith, who spent some years on the Ottawa River Service for Imperial Oil Limited, had this to say:

"Navigation was frequently a problem in this trade as the aids to navigation consisted of trees, barns, stumps and so forth, with periodic help from barking dogs, lowing cattle and other types of barnyard noises. On occasions a farmer would remove two or three trees, completely disrupting the master (of the tanker) whose landmark had disappeared since the previous visit."

Oil traffic on the river was brisk from about 1930 to the end of World War II. It ceased when the Federal District Commission expropriated the oil storage grounds in Hull. The tankers including the "Ottawallite", which was renamed the "Imperial Lachine", were moved to other waters.

It is axiomatic that gasoline and beer don't mix, but in the early 'thirties cargoes of beer from Montreal breweries were discharged at the Hull wharf just east of the Interprovincial bridge within a scant 30 feet from where oil and gas from the tankers were being pumped through the pipes to the big tanks on the shoreline. Other types of freight than the bottled variety were carried by the little steamers which called at the "ports" on the Quebec and Ontario sides of the river, exactly as a "way freight" picks up little loads

"It was the trucks and new paved highways that sounded the death-knell of Ottawa river freighting", Mr. Russell said. "An Ottawa business firm could telephone Montreal one day and have the goods ordered delivered to his door the next morning. The best our boats could do was one round trip a week or perhaps a little faster. Then a truck has a payload of from six to 10 tons. Our boats had to have a minimum of 120 tons of freight to make the trip pay. The loads kept getting smaller and smaller and business dwindled steadily in the early thirties. Around the time of the outbreak of World War II, traffic was so poor that we ceased to run the ships."

Last of the freighters to ply on the Ottawa were the "Hall", "Scotsman", "Ottawan", "Sir Wilfrid Laurier", and "Glenalvan". Some confined their trips to the Ottawa river run, but others including the "Ottawan" ran from Smiths Falls to Ottawa and Montreal via the Rideau river and Rideau canal.

Really large-scale water transport on the Ottawa began to decline after the great Hull fire of 1900, Mr. Russell said.

"Most of the best accessible white pine had been cut in the Ottawa Valley by 1900 and a very large part of our business was the transport of white and red pine lumber by barge from Ottawa to Montreal, Quebec, and Burlington, Vermont", Mr. Russell explained.

"Around 1898 we had 88 barges with capacities of from 250 to 400 tons, and six tug-boats. In 1912 we acquired six river freighters from the Hall Company. It was quite a nice little fleet. Besides our company, the Ottawa Transportation, there was the Ottawa Forwarding Company which

In the meantime, the veteran transportation company executive said, business on the river was thriving and for some years dividends were paid on a scale of from 30 to 50 percent. In the seventies, the ship "Ottawan" ran an excursion trip to Thurso, 30 miles downstream from the Capital, on Christmas Day. It had been intended to run a New Year's Day excursion as well, but the Ottawa froze over during the holiday week.

While his duties kept him in the Ottawa Transportation offices most of the time, Mr. Russell occasionally made a trip on the company freighters to see how things were going.

"Our river captains knew the Ottawa like they knew their own houses", Mr. Russell said.

"By experience, they knew exactly what to do in high water and low, in swift current and choppy waves. The same was true of the tugboat captains who towed the barges down to Montreal. They would set courses that made the utmost of the power of their engines and were skilled in picking out back eddies where they could make time.

"There was a fascination to river work and the men on the boats liked their jobs. They worked hard and long hours, but they never had any complaints about monotony. Accidents were few on the river", Mr. Russell said, "although there were minor mishaps.

"We had a hard time keeping the boats in shape during World War I", he said. "There was a shortage of coal and what coal we did get was of such poor quality that you couldn't fire the boilers with it. In those years we had a number of breakdowns, most of them due to poor quality coal."

Difficult Channel.

One of the most difficult and annoying spots for Ottawa

Of this waterway, Captain Smith of Imperial Oil writes: "The Grenville canal presented a problem and small ships, steaming at full speed, sometimes took four hours to negotiate three and a quarter miles. The ship acted somewhat like a slack piston in a cylinder and the water in the canal had to be displaced between the canal bank and the ship. As this distance was about a pace and a half on either side, it can be seen that it presented considerable resistance to the ship. Low water in the Summer time frequently dropped to a bare seven feet and ships on occasion dragged along the bottom."

Capt. Smith noted that the Ottawa river has a range of some 23 feet between extreme high water during the Spring freshet and extreme low water in the late Summer and Fall. When the water was at its highest, ship captains had to beware that their masts did not strike low bridges.

Now, except for tugboats of the Gatineau Boom Company in the Ottawa area and the scientific research vessel "Radel II", commercial shipping has vanished, leaving the river to the use of pleasure craft and pontoon airplanes.

Prayers Return Penny Bank

DIXON, Ill.—(AP)—The congregation of the Methodist Church has turned to the Lord instead of the police for the solution of a theft. And they're getting results.

Several weeks ago someone stole a birthday penny bank from the church Sunday school department. The class prayed for the thief and the eventual return of the bank, fashioned in the shape of a cross.

The bank was returned—left on a shelf. It was empty. Now prayers have been renewed for the thief and return of the cash—about \$4.

Pink Poodle No Pipe Dream

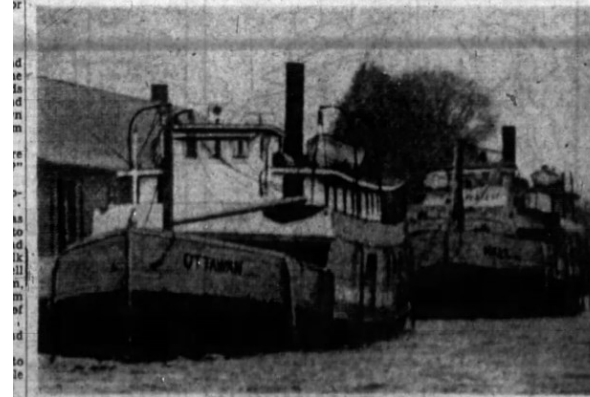
MILWAUKEE, Wis.—(UP)—A Milwaukee woman used leftover Easter egg dye to color one of her pet poodles shocking pink.

Mrs. Reinhold Agnesini explained she likes her dogs to "fit into the pastel decor of my home, where most of the furniture upholstery is white."

Monsieur Pouff Pierre, or Puffy, as he is better known, is the shocking pink poodle. Puffy wears a pink leash with a pearl and gold filigree collar.

He also is fortunate in having as a companion a Bedlington terrier who is led on a blue leash and wears a two-inch wide rhinestone collar.

The terrier's name is LARRY, and Mrs. Agnesini said she is considering tinting him yellow—to contrast with Puffy, of course.



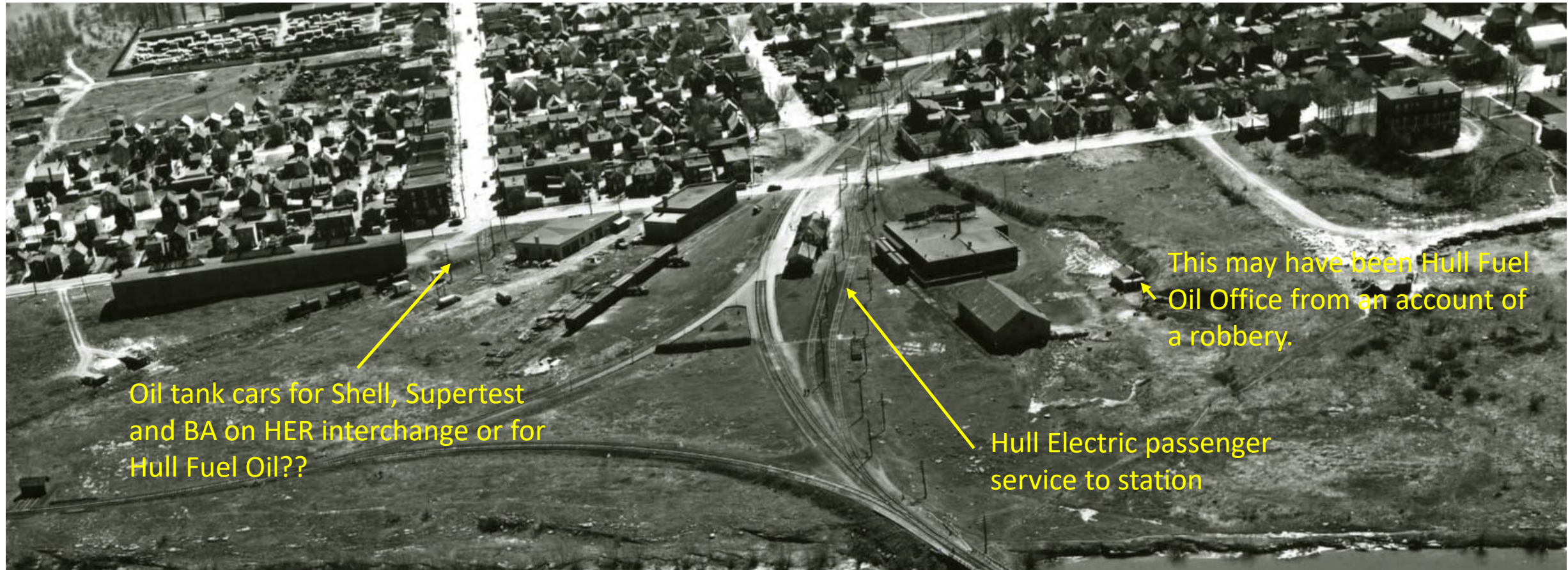
RIVER FREIGHTERS AT THE DEEP CUT.

A familiar sight on the Rideau Canal and Ottawa river 25 years ago were the freighters "Hall" and "Ottawa", which carried goods between Ottawa, Smiths Falls and Montreal. These sturdy old boats have long since been pushed out of the economic scheme of the district by trailer trucks.

Hull Fuel Oil

Question remains as to which tracks were used for interchange?

LAC e999915004-u, Hull Beemer and two wyes



Oil tank cars for Shell, Supertest and BA on HER interchange or for Hull Fuel Oil??

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Hull Electric passenger service to station

Building at 273 St Redempteur not on 1945 aerial photo, but there are cars being interchanged still, so maybe 1946-1947 photo?

Hull Fuel Oil – still not sure how they got their oil but confirmed a company had tanks at arrow

- GeoOttawa 1965

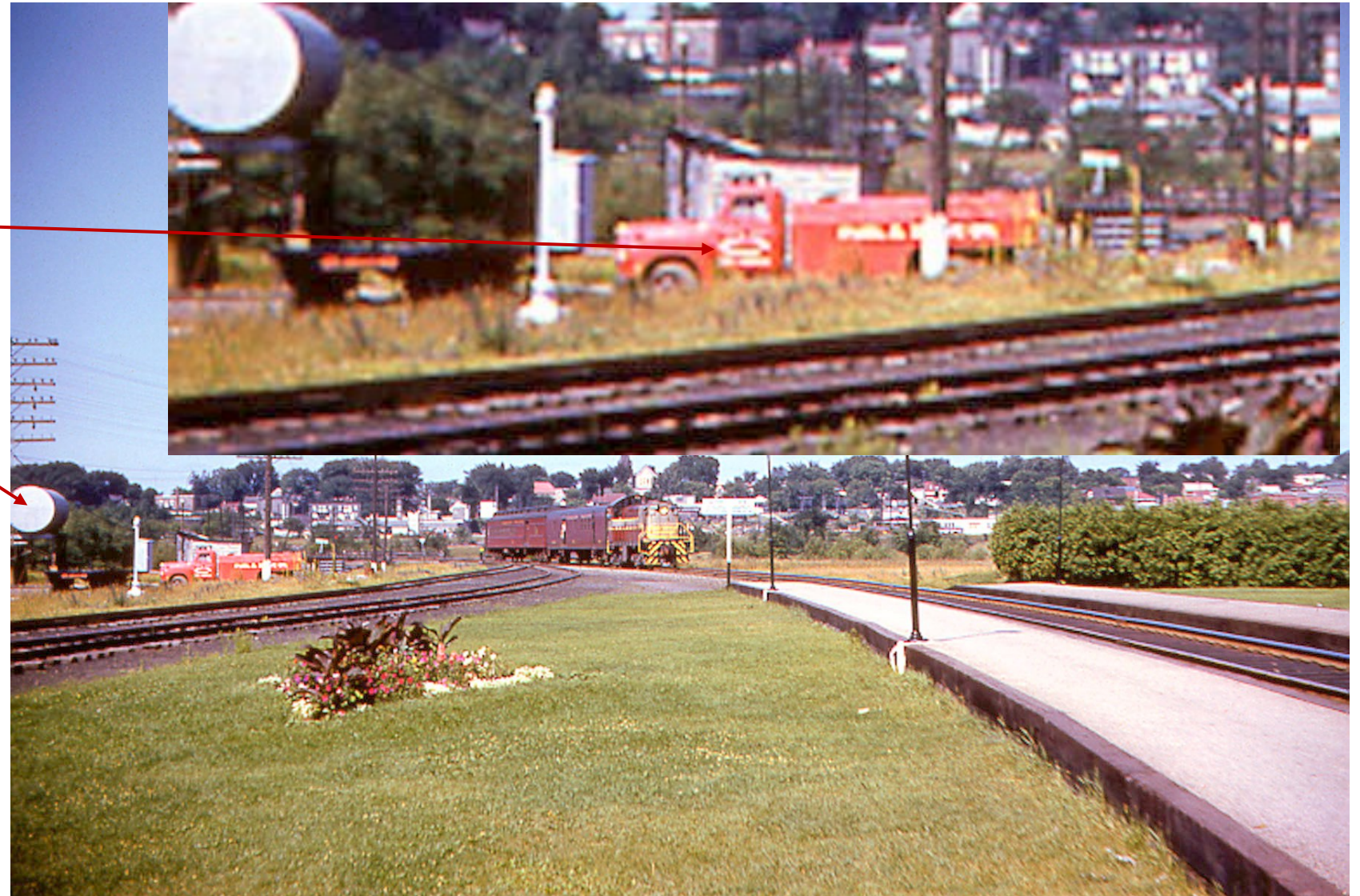


Hull Fuel Oil – still not sure how they got their oil but confirmed a company had tanks at arrow

- C2-0016 C. Robert Craig photo at Hull Beemer, Aug 4, 1958.

Name on truck illegible but doesn't look like Hull Fuel

Fuel Storage tanks
Was the oil piped over from unloading tracks?



Questions

Where was the private siding for Hull Fuels?

Which track at Hull Beemer was used for HER interchange?