

Waltham

Files seen

RG 12 vol. 1953 file 3506-15
RG 12 vol. 1955 file 3506-63
RG 12 vol. 1860 file 3268.29 (4 parts)
RG 43 vol. 211 file 731
RG 46 Privy Council Railway Committee
RG 43 vol. 18 file 945
RG 46 C-II-1 vol. 1440, file 78
RG 46 Accession number 1992-93/066 file 32142.3
RG 43 Series A-I-2, vol. 235 file 1344
RG 43 Series A-I-2, vol. 235 file 1353
RG 43 Series A-I-2, vol. 429, file 11225
RG 43 Series A-1-2, vol. 217 file 863
RG 46 vol. 1359 file 4205.384
RG 43 vol. 269 file 2681 Unsatisfactory train service

To be seen

RG 43 Series A-I-2, vol. 18 file 945
RG 14 series E-1 vol. 1954

RG 12 vol. 1953 file 3506-15

PPJ charter

February 1882 petition from PPJ

Power also to construct a bridge over the Ottawa River at some point between Aylmer and Hull.

RG 12 vol. 1955 file 3506-63

(Copied on to Portage du Fort & Bristol Branch file)

Portage du Fort & Bristol Branch Railway

30 July 1902 from Fraser and Burbidge for Portage du Fort & Bristol Branch Railway.

Requests subsidy. **Company has commenced construction of their line.** Operating under a provincial subsidy but it was necessary for them to file their plans in order to obtain the subsidy.

25 January 1899 from Perkins and Fraser

The Portage du Fort and Bristol Branch Railway will apply to parliament of Canada for an act to declare it to be an undertaking for the general advantage of Canada. And to extend the line from Quyon to Hull and to any bridges connecting Ottawa and Hull with power to make running arrangements over the said bridges into Ottawa and to acquire the franchise of the Deschenes Bridge company and to construct a railway from the Deschenes Rapids into Ottawa; also power to erect a bridge across the Ottawa River at or near Portage du Fort. Power to charge tolls, height above water etc. Power to extend to Pembroke and to connect with other railways.

14 February 1899 from William Pugsley

My clients have acquired the charter of the Portage du Fort and Bristol Railway and will apply for power to extend the line west to Pembroke and east to Ottawa. The road will be operated by electricity. It would reach the Canal about 2 miles from Sparks Street and the proposition is to carry it on iron trestle work so as to reach Sparks Street on a level. The road would cross the canal basin at such a height as that it would not in any way interfere with the use of the basin by vessels. The company would stipulate that steam locomotives would never be run on any portion of the road within city limits.

My clients offered in return for the privilege of building the road along the canal reserve to light the canal over the portion occupied with electric light and to furnish power for operating the lock gates, but as an alternative, the company would be prepared to pay a reasonable rental for the privilege asked for.

RG 12 vol. 1860 file 3268.29 (4 parts)

Dec 5 1884 Fort Coulonge

Appeared Hull to Aylmer was already in place by CPR - nothing done to buy the line from Aylmer to Hull.

8 Dec 1884 Ottawa to Minister of Railways & Canals

In June 1882 a contract for the construction of the PPJ was entered into between the company and C.J.(?) Armstrong.. Consideration was \$18,000 per mile payable in bonds guaranteed by province of Quebec. A certain amount of work was done in summer of 1882 and he construction abandoned in November of the same year.

In June 1884 a new contract was entered into between the parties above in which the contractor admits his inability to build the road under the terms of the former contract and binds himself to carry out the work of construction by 1 Jan 1886 upon consideration of \$9,000 per mile payable in cash and \$7,000 per mile payable in bonds.

Terms and conditions have been violated and the fulfillment is an improbability.

Respecting the bridge across the Ottawa River.(is this at Pembroke?)

Asks that the PPJ be bound to complete 20 miles annually and deposit in the hands of the government bonds to the extent of \$5,333 per mile as security.

8 Dec 1884 from Thomas Ridout

I inspected the line accompanied by Mr. Shirly, the contractor's chief engineer.

The line is intended to connect Pembroke with Aylmer, 81 miles. The line has been located and construction carried up to 21 1/4 miles from Aylmer to Quio.

Cleared 40 feet on each side of the centre line.

Steepest gradient is 53 feet to the mile and the sharpest curve 4 degrees.

The most important feature is a bridge over Breckenridge Creek, 7 1/2 miles from Aylmer composed of large cedar crib abutments about 16 feet in height carrying a steel plate girder of 39 1/2 feet span 4 ft deep and 12" corner plates.

There are also pole ? bridges of 13' and 18' also are trestles of 280 feet in length with 15 ft centres (??)

Culverts and cattle passes are generally beam with cedar walls but a great many have been put in with Scotch Clay pipe from 15" to 18" in diameter. The cattle guards at public road crossings are timber and about half completed, the farm crossings are also about half finished.

The track has been laid up to 3 1/4 miles in 56 lb. steel rails --- fishplates, angle fish ? lift of ballast has been put on throughout with the exception of 3/4 mile to a depth of about 4 inches. The ballasting is now in progress.

Stations

1st Aylmer Junction with Canadian Pacific Railway - siding all of small ??? engine? Shed? complete

2nd Breckenridge 7 1/2 miles from Aylmer. Passenger and freight building and siding complete.

3rd Eardly (sic) 14 miles Passenger and freight building in progress.

4th Quyon 21 miles Passenger and freight and engine shed? in progress.

24 Jan 1885 OIC 110 is passed

12 December 1884 OIC is passed

13 February 1885 Motion by a meeting of the inhabitants of Aylmer

At the last session of parliament a deputation introduced by Alonzo Wright presented a petition praying that the proposed subsidy to the PPJ should not be paid until all claims against the contractor and sub-contractor for work done, services rendered, board furnished and goods, wares and merchandize and materials supplied in and about the construction of the road from Aylmer to Quyon had been satisfied.

Charles Magee, the Commissioner appointed to investigate the aforesaid claims, has refused to examine the claims of all who put their money and labour into the road and more particularly the claims for goods wares merchandize and materials furnished.

Government is requested to reconsider the instructions given to the said commissioner and to authorize him and direct him to settle all claims for work done, board furnished, services rendered, goods wares merchandize and materials supplied in and about the construction of the PPJ previous to the suspension of operations in the Autumn of 1882.

13 February 1885 From Charles Armstrong Chief Contractor PPJ to Pope, Minister

At the interview that took place between the president and directors of the PPJ and you regarding the unpaid claims it was agreed that the only claims to be recognized and paid were the claims of the workmen and of the parties who had purchased the claims of the workmen.

When it was proposed to appoint a commissioner to pay these claims I agreed upon the express condition that he should pay no other claims than those agreed to above.

I am informed that Mr. Magee has paid and is paying accounts due by subcontractors to merchants. This is clearly against the agreement and I have notified the company that I will accept no responsibility for such payments and have requested them to notify you. Subcontractors are complaining that accounts are being paid that are not due and that sufficient evidence is not being demanded of claimants.

In this connection I do not include claims against me as Chief Contractor as I have authorized the payment of all authenticated claims against me.

14 July 1885 from Charles Armstrong, Chief Contractor PPJ to President PPJ

I have been informed that Mr. Magee has been paying accounts of shopkeepers and others out of the \$28,000 which the government retained for the payment of laborers on the PPJ. I must protest against any payments being made contrary to the agreement made with the Minister and upon which I accepted Mr. Magee as commissioner.

This agreement was clear and distinct. Mr. Magee was appointed on condition that he would only pay the claims of workmen and the line and of those who had purchased the claims of the workmen.

I understand from Mr. Magee that according to his instructions has ability to pay other claims and as this is being done without my consent and in spite of my objections I hereby notify you that I will not consider any payments outside of those agreed upon as being chargeable to me and if they are made with your consent you must take the responsibility.

19 February 1885 from Charles Armstrong to J.A. Chapleau Acting Minister

Long letter.

Armstrong entered into a contract for the construction of the PPJ and agreed in part payment to the transfer of the subsidy. Agreed to pay claims of workmen etc.

Commissioner Magee is paying the claims of subcontractors and storekeepers etc. The government has taken our money to pay debts we did not owe.

Out of Chronological sequence

25 April 1901 From PPJ to Blair Minister

Requests re-vote of subsidies. During the session of 1900 charter was granted for a deviation line from some point at or near Shawville to Pembroke crossing the Ottawa River at a point near Bryson and then again at a point on the Rocher Fondu on the Ontario side of Calumet Island. This railway will aid in the development of large water powers and in its course crossing Calumet Island passing through the mining property of the Grand Calumet Mining Co. the ore of which is found to be rich in silver lead and zinc but owing to the present low price of ores and heavy cost of transportation from the island the Company has been unable to work its mines. Once having a railway as projected will be the means of starting up these mines again and will largely increase the value thereof.

Petitions to extend the Gatineau Railway to James Bay, from railway, Ottawa Board of Trade, Lumbermen etc.

March 1899 from municipality of Chichester

Have lost faith in the ability of the PPJ to finish the line to Pembroke and are opposed to the granting of any further time extensions without a firm guarantee that the line will be completed. People of this county are heavily burdened by railroad bonus taxes which will run for thirty years.

4 November 1897 from PPJ to department

Plans profiles and book of reference for Aylmer to Hull.

Owing to the construction of another railway and for certain other reasons it has been necessary to make a new location from Aylmer to Hull which necessitates so many changes that we desire to register a new plan profile and book of reference.

22 August 1894 from Collingwood Schreiber

On 10th and 20th instant Mr. Ridout inspected the PPJ from the 60th to the 70th mile and found the road well and substantially built.

Part 2

13 May 1885 OIC 1001 subsidy for first 21 miles from Aylmer

23 June 1883 from Magee

I have paid all claims for labour performed up to 1 Dec 1882. Amount paid \$24,339.15 leaving a balance of \$3660.85 out of \$28,000 which I have paid over to the PPJ.

13 August 1885 OIC 1560 is passed - time extension until 15 December 1885 for completion of first 27 miles.

15 Dec 1885 from PPJ

The engineer in charge has passed station 1430 which is the point beyond the 27 miles referred to in the order in council. In addition there is 14 miles further graded and track laying going on from one to two miles per day.

2 Jan 1886 from PPJ

Hands plan profile of that portion between the 20th and the 57th mile as well as a descriptive statement of the location by the engineer (this is good).

11 Jan 1886 from Collingwood Schreiber

Mr. Ridout inspected the section from 21st mile to 31st mile and found the work and location to be very good.

Clearing is only 80ft instead of 100 ft as required by the contract however only 1 ½ miles of high land on this section.

The cuttings are only 20ft wide in place of the 22ft called for in the contract.

The embankments are 15ft wide instead of 16ft as required by the contract.

The contract calls for masonry or ? pipe culverts under embankments over 12ft high whereas there is wooden box culverts at the 29 ¾ mile under an embankment of 19ft, at other points Scotch Clay pipes are used.

At the public road crossings the cattle guards are not built.

Seven miles of this section has no ballast laid on and the other three miles are about half ballasted.

In other respects I understand the road fully complies with the requirements of the contract.

To complete this section would cost probably \$7,000 leaving an amount of \$22,570.

15 January 1886 from Collingwood Schreiber

PPJ has requested one curve which exceeds the limit of 4 degrees being 5 degrees. Mr. Ridout informs me this curve is necessary to round Campbells Lake. I suggest it be accepted.

18 January 1886 OIC 70 is passed.

18 January 1886 OIC 69 is passed.

15 February 1886 from Collingwood Schreiber

Mr. Ridout inspected the line between 31st and 41st miles from Aylmer. Alignments and gradients conform to the plan.

1. clearing is only 80ft instead of 100ft. 1/5 clearing yet to be done.
2. None of the notice boards at the public road crossings have been erected
3. The embankments have been built 15ft wide instead of 16ft.
4. No masonry culverts have been built under embankments as required by the specifications, they being of timber and scotch clay.
5. No ballasting has yet been done.
6. No water service is yet provided.
7. About 55/100 of the fencing only is built leaving 45/100 remaining to be built.
8. In other respects the work appears to have been done according to contract.

19 February 1886 OIC 257 is passed

15 March 1886 from Dale Harris, Chief Engineer to Department

On 22 Oct 1882 plans profiles and books of reference were filed as far as the Quio River, 23rd mile.

On 4th March 1886 a change in the location of the line from the 21st mile onward having been made, plans profiles and books of reference were filed covering from the end of the 21st mile to the end of the 57th mile.

Files a complete set of plans, profiles and books of reference.

24 Mar 1886 from Church PPJ to Minister

The portion of Quebec served is destitute of rock suitable for building purposes.

Engineer proposes that under embankments of more than ten feet and arch culvert shall be built of timber. Removes all danger of washouts arising from the employment of small box culverts of stone.

Details of construction.

Asks that you will review the reasons set out.

There are two streams on the portion of the railway now under construction between the 41st and 61st mile located at stations 2525 and 2879 over which we have the right under our present contract and specifications to erect wooden bridges. Should you think however, it proper to accede to our placing the above described timber culverts as stated we will place iron girder bridges over the above mentioned streams instead of wooden ones. These iron bridges we shall have to bring the stone from Ontario but we shall do so nevertheless and the masonry will be laid in Portland cement.

Part 3

6 April 1886 OIC 621 is passed.

1 May 1886 from Dale Harris, Chief Engineer PPJ to Department

Between the 29th mile and the 30th mile on the constructed portion of the railway there existed three ravines or gullies crossing respectively the farms of Hugh Rolleston, J. McDow and J. Mee which for many years had been used as passageways for cattle and other farm stock. That two of these gullies were under twenty feet in depth and that one was twenty three feet - that to have blocked these gullies by a railway embankment would have put the respective farmers to great inconvenience and excited resentment to no small degree - that in consideration of the circumstances the Engineer placed at the points indicated in each case a passage way of special design built of cedar and tamarack timber in a thorough and substantial manner so as to form an arch way under the track seven feet high and varying from four to six feet wide respectively - that the peculiar design of these structures renders them more easy of renewal in case of decay than would they be if they were built after the ordinary manner of open timber culverts - that in constructing these cattle passes as stated, the safety of the public is increased inasmuch as open crossings over the railway are obviated in these cases, and that particular convenience and safety to the farmer is secured - that the engineer believes them to be superior in point of permanence and public safety to the ordinary stone passage which might otherwise have been placed - the undersigned begs respectfully therefore that the above described cattle passes be duly authorized and confirmed by the Council.

Signed Dale Harris

16 Sep 1886 from Collingwood Schreiber

Further inspection of PPJ carried out by Mr. Lynch between 21st and 51st mile from Aylmer. These sections are now completed with the following exceptions.

21st mile to 31st mile

1. the clearing is only 80ft instead of 100ft as specified.
2. At 29 3/4 miles an iron pipe is required instead of a cedar box culvert.

31st mile to 41st mile

1. Clearing only 80ft wide
2. Cedar box culverts to be replaced by masonry
3. A few of the cuttings still require widening.
4. A small amount of ballasting remains to be done

41st mile to 51st mile

This is one of the heaviest sections of road and had not been formerly inspected. About 85% of the work has been executed and the track laid to the 48th mile.

1. the grading is generally in good shape but some of the heaviest cuttings are only gulletted, the slopes are now being removed by train work. The material is favourable and a portion suitable for ballast.
2. The culverts are generally completed and an iron girder bridge at Stevenson's Creek to rest on masonry abutments is now in course of construction.
3. The clearing is only 80 ft wide
4. Ballast has been distributed on about three miles
5. The road crossings are completed except the sign boards are not yet erected.
6. A combined passenger and freight station is erected near Campbell's Lake.
7. ?

The following is a list of rolling stock owned by the company:

4 engines
1 passenger car
20 flat and dump cars
35 flat cars
5 box cars

Cost to completion etc.

21 Sept 1886 OIC 1765 is passed

6 November 1886 from Collingwood Schreiber

Further inspection carried out by Mr. Ridout. It appears that no work has been carried out on the section between the 21st and 41st mile since my report of Sept last. From 41st to 51st miles the work is far advanced towards completion and is well done.

13 November 1886 OIC 2066 is passed.

15 Dec 1886 from Church PPJ to Department

We will be ready on Tuesday 21st for an inspection by the Government Engineer of the ten mile section extending from mile 51 to mile 61 and also the re-inspection of the portion of road lying between mile 21 and mile 57.

5 May 1887 Petition from PPJ

Completed from Aylmer to Coulouge River, 61 miles. Need to connect with the City of Ottawa. In order to do this the company would need to construct two bridges across the Ottawa River, one at Hull and another near Allumette Island. Each of the said bridges will cost about \$400,000.

Asks for an increase in the subsidy to \$6,000 per mile.

8 June 1887 OIC 1203 is passed

13 June 1887 from Dale Harris to Department

Change in mileage. Rechainage of the whole line from Aylmer. The end of the seventy first mile occurs on the north side of the Ottawa River instead of the south side.

15 June 1887 from Collingwood Schreiber

It is now proposed to build the Waltham end of the PPJ upon a new alignment. Necessary to reapportion the subsidy applicable

20 Aug 1887 from PPJ to Department

We are now ready for the re-inspection of the line from the 41 to 61 mile.

7 September 1887 from Collingwood Schreiber

Work remaining to be done

1. widening clearing to contract width \$150

8. Replacing timber box culvert at 9 1/4 and 35 1/2 and 39 7/8

12 November 1887 OIC 2234 is passed

27 January 1888 from Beemer - petition

Subsidy accorded the PPJ for Hull/Aylmer to Pembroke. 61 miles completed, equipped and opened for traffic and ten miles further are ready for inspection. Between 71st and 81st mile there will be an interprovincial bridge. Have built to the best class. Has build steel bridges over the Quio and Coulonge Rivers. Cost much more than the average. Have purchased the rails for the whole length of the road to Pembroke and a large amount of the other materials for construction and they are on the line awaiting further extension to Pembroke. Asks that government release the money retained on the first sixty one miles.

15 September 1887 from Beemer to Pope Minister

Refers to recent conversation regarding the PPJ and the acquirement of the Aylmer branch of the CPR between Aylmer and Hull and to the application which was made to you verbally that in lieu of constructing another line of railway by the side of the Aylmer branch and drawing the subsidy now accorded to the PPJ thereon, if such acquisition was accomplished that the government should pay in the event of such purchase the PPJ the subsidy as if earned by the construction of a parallel line. Such subsidy to apply as part payment on said purchase. The Quebec government have already agreed to apply their subsidy as part payment on purchase of said branch line. If you would take this matter up you will greatly expedite the transfer of this line to the PPJ.

4 March 1888 Beemer to Pope

Absolute necessity which exists of the PPJ either purchasing the Aylmer branch of the CPR or of continuing the construction operation of the line beyond Aylmer into Hull. A line of railway already exists between Hull and Aylmer controlled by the CPR. It was deemed by the PPJ expedient to temporarily fix the initial point of their construction operations at Aylmer rather than at Hull.

This was done with the explicit objective in view of afterwards adding, either by private purchase from the CPR or the independent construction.

It appeared to the PPJ more or less inadvisable that two independent and almost parallel lines of railway should come into operation between Hull and Aylmer, therefore negotiations were opened with Canadian Pacific for the purchase of their branch to Aylmer.

A basis of purchase has been agreed with CP and the format transfer of the branch to the company is now only delayed by the official recognition by the Canadian Government of the fact that the subsidy voted to the construction of the PPJ is applicable to the distance between Hull and Aylmer equally with the other portions of their line.

It is essential to the interests of the PPJ that its eastern terminus be not further west than Hull. The company is now running its trains over the Aylmer branch into the city of Hull at a dead loss to themselves as the Canadian Pacific receives the whole of the proceeds from such trains.

Every day's delay in the transfer of said branch is of serious loss and detriment to the PPJ.

The government of Quebec has already recognized the justice and expediency of the claim made by the PPJ for the application of the subsidy to the distance between Aylmer and Hull by officially ordering the subsidy to be paid on the said portion so soon as the transfer shall have been made.

Earnestly request your immediate consideration and some action on the matter.

12 March 1888 OIC 488 is passed

17 March 1888 list of shareholders

31 March 1888 Collingwood Schreiber

Mr. Marcus Smith inspected the section between 61st and 71st miles on 12th instant. He could not carry out a complete inspection as he would like to have done owing to the works being covered in snow but the alignment and grades appeared to be in accordance to the plans and profiles. The line is graded and the track laid and surfaced to about the 70 3/4 mile from here to mile 71 is a heavy embankment which is partially made only he is unable to from his own knowledge to say that the cuttings and embankments are the proper widths but the Chief Engineer of the road assured him that the earth cuttings are 22ft wide and the rock cuttings are 20ft and the embankments 16ft, the specifications call for all cuttings to be 22ft. No ballasting appears to have been done. The truss bridges are of steel very fine structures built on massive masonry abutments and piers. All other structures are open culverts in embankments less than 12ft in height built of cedar.

4 April 1888 OIC 183 and 717 are passed

9 May 1888 from PPJ to Minister Pope

Applies for a subsidy in aid of a railway bridge across the Ottawa River at Allumet Island. The Coulonge bridge has been completed and a train is running daily on the railway from Aylmer to Coulonge. From Coulonge westward ten miles has been graded and rails laid to the Culbute Channel of the Ottawa River. It is important that the bridge be built to provide a western outlet by a connection with the CPR on the west bank of the Ottawa River. (When CPR already had a through route!). Asks for \$100,000.

4 Feb 1891 Mass meeting of the inhabitants of Allumette Island, Waltham, Chichester, Chapeau village and Sheen Esha Malakoff and Aberdeen

for the purpose of devising some means by which to induce or compel the PPJ to complete the construction of their road to form a western connection with the CPR.

Many petitions.

27 Oct 1894 from PPJ

Asks for authority to open for traffic and operate the seventh ten mile section of road from Coulonge to Waltham.

25 January 1895 from G. Pangborn, Mechanical Engineer to Haggart, Minister

Complains about the unsafe condition of the line between Aylmer and Waltham. Culverts, cattle guards falling to pieces, ties broken, bridges in bad shape.

20 April 1895 from Collingwood Schreiber

Attaches Mr. F.J. Lynch's report. From this I am convinced that the line is safe but the Company might be called upon to give attention to repairs this coming season.

15 April 1895 Report from Lynch

The frost is just coming out of the ground so this is an opportunity to see the railway at its worst. Inspecting for safety and took no note of work however rough or unsightly provided I was satisfied it was safe.

Number of ties to be replaced this season is about 5,600 or about 3%.

I examined every culvert, cattle guard, cattle pass, trestle and bridge. None in such state as to endanger the safety of trains. Some of the renewals are more urgent than others.

Renewals are not excessive.

Bridges are alright (goes into details)

Speed of regular trains is 20-25 mph and the company claim to have had no accidents from defective track.

After finishing we ran from 30 to 45 miles an hour with very little swaying or jerking although our train consisted only of a second class car attached direct to the engine.

The rolling stock of the PPJ and the Gatineau Valley appears to be worked in common.

The two roads, Mr. Harris states, have 6 engines, of these I saw 4, one on the passenger train, one on our special, both in apparently good order. Two were in the shops undergoing thorough repair, Two others not counted in the six are construction engines lying on a siding at Aylmer. They are wood burners. One is to be repaired, the other is to be broken up. I also saw 3 passenger cars about 20 box cars and about 35 flat cars, they all appeared in good order, the latter for the most part seemingly new. There was also a flanger and a snow plow lying in the yard at Aylmer.

Consider the roadbed track and structures perfectly safe for the running of trains and not in a worse condition than other railways of a similar character.

Very detailed list of structures

12 April 1895 from Dale Harris, PPJ to Collingwood Schreiber

Road bed is under the immediate charge of a roadmaster and the usual gangs of sectionmen with about 6 ½ miles per section. The latter varying from a foreman with two to three men in summer and a foreman and from 1 to two men in winter. The roadmaster to go over the line at least once each day.

Renewals etc.

During the past summer the Mechanical Superintendent and his son who was a locomotive driver on the same road were both summarily dismissed for cause. Later in the season the services of the General Superintendent were also dispensed with. I was appointed Managing Director. Mr. Pangborn, the Mechanical Superintendent held his position since the road was opened, is the man who came forward with the charges concerning the condition of the road. (Pangborn went to California).

Traffic is not good - newspaper reports from Pangborn do not help.

March 1896 from Canadian Pacific

We think the bill authorizing the construction of a competing line (across the Ottawa River to Pembroke) should not pass as it now stands.

25 March 1896 from Canadian Pacific

We can find nothing which authorized the PPJ to build from Hull to Aylmer although they had the power to acquire our Aylmer branch. However, as the bill has been passed no further notice need be taken of it.

5 November 1896 from PPJ

Files plan profile for the location of the PPJ between Aylmer and Hull.

19 August 1899 OIC 1925 is passed

Some correspondence on Interprovincial bridge, round timber trestle as opposed to steel.

End of file.

RG 43 vol. 211 file 731

PPJ Inspection between Aylmer & Hull

12 June 1884 Contract and General Specification

5 July 1884 From PPJ requesting subsidy for a line from Hull or Aylmer to Pembroke - attaches above contract and general specification.

One of the contractors, Charles N. Armstrong of Armstrong & Co had contracted for PPJ from Aylmer to Pembroke, had made certain progress but had declared his inability to build in conformity with the contract. Modified contract - to be built to same standard as the section of the CPR forming part of the QMO&O

Books of reference for the section from Aylmer to a point near Lake Flora.

28 July 1899 OIC PC 1899-1714 is passed.

1899 Contract with the Government

11 Sept 1899 from Dunn to Collingwood Schreiber

Requests inspection. Now that the location of this extension has been finally decided I am having plans prepared.

14 Sep 1901 from Deputy Minister to T.L. Simmons

Guy Dunn, Chief Engineer of PPJ requested an inspection for traffic purposes of the Aylmer branch between CPR track near Hull station to a junction with the Ottawa Northern & Western in Hull. Please make the inspection and report to me.

24 Sept 1901 Inspection report from T. L. Simmons

Inspected on 23rd inst. After it leaves Hull Yard consists chiefly of embankment, mostly gravel and stones form a very solid road bed. Width 18'. 2640 ties per mile. Rails 70 lb/yard with angle plate fixing. Well built page wire fence on cedar posts 20 feet apart. There is one structure, a 47' deck girder on concrete abutments. Ties are 8"x11". Guard rails. Work has been well done and the road in good condition for traffic.

24 Sept 1901 from Secretary to Maltby, Secretary/treasurer of PPJ

Does not appear to be any reason why you should not open between a point on the CPR near Hull station and the junction with the Ottawa N&W.

25 Nov 1901 from Dunn to Schreiber

Requests inspection of the portion of the Aylmer extension now being constructed between Aylmer and Hull.

29 Nov 1901 Inspection report by E.V. Johnson

On this day (29 Nov) I inspected the PPJ from its junction with the HER at station 363 to Aylmer, about 7 miles.

From station 363 to station 273 the road is within the right of way of the HER and is parallel thereto.

Grading is complete with cuttings and embankment of 20' and 15' respectively.

Ballasting is completed throughout with the exception of a few short pieces aggregating about 1500 ft where some lifting is required.

There are four public crossings with cattleguards and sign boards complete.

The line is fenced with page wire fencing on cedar posts and all farm crossings are in proper shape.

The rails are 70 lb per yard with angle plate joints.

There are three beam culverts with concrete abutments well and substantially built.

This section of road is good and safe for public traffic.

2 Dec 1901 from Secretary to Maltby

No reason why should not open from junction with HER to Aylmer.

Profile Aylmer to Interprovincial Bridge Approach 10 Dec 1901.

Measured from 0 at Aylmer (x 100)

0	Crossing of Hull Electric
	Notre Dame Street
12	Main Street
15	Albert Street
25	Street
54	Mile 1
106	Mile 2
145	Public Road
159	Mile 3
164	Conroy's Mill siding
211	Mile 4
264	Mile 5
290	Mile 5.5
317	Mile 6
343	Mile 6.5
350	Street

363 Join Hull Electric - located on tracks of Hull Electric under agreement of sale
395 Leave Hull Electric - mile 7.5 - join Canadian Pacific using running powers
412 Chelsea Road
415 Leave Canadian Pacific
422 Mile 8
434 Brewery Creek 95' steel deck girder
444 Chaudiere Street
444.5 Mary Street
445 St. Hyacinthe Street
449 Mile 8.5
450 St. Henri Street
451 St. Florent Street
453 Metcalfe Street
457 Russell Street
459 Flora Street - Interprovincial Bridge approach.

3 Dec 1901 Dunn PPJ to Department

Begs to enter into a contract for subsidy from Aylmer to Hull.

7 Dec 1901 Dunn PPJ to Schreiber

Requests an inspection Aylmer to Hull for subsidy purposes.

6 Nov 1902 ? PPJ to Department

Wishes to enter into contract for subsidy purposes for construction between Aylmer and Hull and Hull and Hull East.

5 Dec 1902 PC 1902-1767

Sets out the situation well.

Fair wages schedule minimum rate to be paid for the several classes of labour.

29 March 1903 Letter from ON&W to Department

Mr. Schreiber has agreed to change clause 6 of the subsidy contract "and shall at all times run four local trains daily" making provision that sufficient trains shall be run to take care of the public interest as may be deemed necessary from time to time.

In regard to the fair wages schedule - some of the items are much in excess of what we are paying as maximum rates on the ON&W and in fact on the CP. Gives details of differences e.g. contractors loco engineer \$3.00 per day as opposed to \$2.50. Asks that the schedule be amended.

31 March 1903 OIC PC 1903-467 is passed. See data base.

10 July 1903 Agreement executed

19 Aug 1903 ON&W requests a report and payment of subsidy

26 Aug 1903 Report from T.L. Simmons, Assistant Inspecting Engineer

Aylmer to Hull is 7.62 miles made up as follows:
Aylmer to Hull Electric right of way 5.10 miles
On Hull Electric right of way 1.68 miles
From CPR station to Interprovincial Bridge .84 miles
Total 7.62 miles

The alignment and grades are in conformity with those approved by this Department
In all wooded sections the land has been cleared to a width of 50 feet on both sides of the
centre line.

Cuts and embankments are of a particularly solid character and are 20 and 15 feet wide
respectively.

The line is enclosed with a well built page wire fence where necessary. For a
considerable distance the line runs just outside of the Hull Electric right of way making a
fence unnecessary on that side.

The line is well drained.

Structures:

Brewery Creek 50 ft deck girder, concrete abutments on bed rock with dry masonry wing
walls. Ties - white pine with 5"x8" and 8"x9" guard rails.

Culverts - sets out in detail.

Rails are steel 70 lbs. with 36" angle plate fastenings.

Ties are cedar and hemlock, 2640 to the mile.

Sufficiently ballasted with good quality gravel.

Telegraph line is complete.

A neat brick station has been constructed in Hull.

Line is in good condition.

28 Sept 1903 from ON&W to Department

Line is constructed from Aylmer to a point on the Hull Electric 6.8 miles. From this
point to a point in the east end of the Hull station yard of the CPR the railway is operated
on the tracks of the Hull Electric and the Canadian pacific - from this point independent
construction again resumes and the line was built to the junction of the Interprovincial
Bridge approach and the ON&W, for a distance of .9 of a mile.

Requests a new subsidy provision in the legislation owing to the break in continuity.

5 Nov 1903 OIC PC 1903-1837 is passed - allows payment on 6.78 miles only.

17 Nov 1903 Payment of \$21,626

22 Feb 1904 From ON&W

Applies for subsidy for the portion of line from a point at the east end of Hull station yard
of the CPR to a point of junction with the Interprovincial Bridge approach in Hull; also
for that portion of its line to the boundary line of the City of Hull from a point on the
ON&W not exceeding 1/4 mile.

Aylmer to Hull Electric track at Rock Cut - 6.78

CPR track east end Hull Yard to Interprovincial Bridge approach .84

Total 7.62 miles
Cost \$163,505.27

Mileage constructed including .84 miles from east end of Hull station yard to junction of IPB - 7.62

6 Jul 1904 From VP (Johnson?) ON&W in Montreal

Line was constructed from Aylmer into Hull, 6.78 miles with running rights over the Hull Electric for .66 miles together with .33 miles over the CPR thus affording the company direct operation to the east end of the Hull station grounds at which point the construction of our company's line again resumes and is carried a distance of .84 miles.

Work was completed in the fall of 1901. Application was made for subsidies but department felt that by reason of the wording of the Act only the mileage of 6.78 from Aylmer, which terminated within the boundaries of Hull could be recommended for subsidies and the mileage from the east end of Hull station to the Interprovincial Bridge approach was foreign to the provisions of the Act.

A new Act was passed but with two acts covering one piece of construction the department required a separate statement of cost of construction for each portion. This is practically impossible as the work of both pieces of the line was carried on simultaneously and records of expenditure were not kept so as to furnish the statement required.

Ask that the 1899 Act and the 1903 Act be amended. Etc.

"To the ON&W for those portions of its line extending from a point in the town of Aylmer into and through the City of Hull to the junction of the Interprovincial Bridge Approach to be considered for the purposes of this Act as one continuous line, a distance of 8.62 miles in lieu of subsidy granted by clause 12 of Chapter 7 of 1899 and by that portion of clause 13 of chapter 57, 1903 referring to this railway.

Details of accounts paid on construction (29 pages!)

24 Oct 1906 response to E.V. Johnson Department.

Many details as to costs.

Ballast trains would be held up both going and coming for two to three hours per day crossing the CPR and Hull Electric tracks.

26th Mar 1907 OIC PC 1907-644 is passed

30 Apr 1907 from E.V. Johnson

The road was built several years ago with new steel rails made in the USA weighing 70 lbs. per yard. This not only fully meets the requirements of, but is actually better than called for in the new proposed subsidy agreement, which only requires rails, made in Canada, of not less than 56 pounds per yard.

6 May 1907 OIC PC 1907-1012 is passed

24 Dec 1907 MJB

Application for increase over the ordinary subsidy. I am not convinced that this amount was earned.

Asks for copies of contracts etc.

File ends 1950 with summary of legislation etc.

RG 46 Privy Council Railway Committee

Application by PPJ for approval for certain proposed crossings of the Hull Electric and the CPR and for permission to take certain land in the Town of Aylmer.

Minutes of 10 June 1898

The application by the PPJ which has its present terminus in the Town of Aylmer is in respect of an extension of its railway from its terminus in Aylmer to the City of Hull and thence by the Interprovincial Bridge across to the City of Ottawa.

HER contended that the applicants could take a route north of the line of the HER and therefore do away with the proposed crossings.

PPJ: This is not in our charter. Our charter is to build a railway from the south eastern terminus of Aylmer to Hull. It is practically impossible without going a mile back on our track to take the line to the north and if you go further north from Aylmer that would make it an enormously expensive road. We are applying for approval of crossings. Parliament says we may build a railway from our present terminus in the Town of Aylmer to some point in or near the City of Hull.

Chairman: The Committee is of the opinion that a proper survey should be made of the North Route showing whether there is a feasible line there and the question of cost before we determine the preliminary question. It is a very serious matter to ask the Committee to sanction a level crossing within a short distance of another if another route can be found.

HER: We will give them permanent rights upon regulations such as may be adopted by this Committee. There is not the slightest use in building two roads. We have a double track and we will handle all of their freight and passengers.

PPJ: It breaks up our line and we would never be able to bond it.

After further discussion the Chairman stated that the Committee would have to be informed as to the feasibility of the other route . If the companies are not prepared to furnish us with that evidence we will send one of our engineers to make a survey and report.

Verbatim report No. 7647.

8 September 1898 Discussion continued. 7221

PPJ: We understand that the Department has sent out an Engineer for the purpose of seeing if the back route could be adopted. We had further surveys made and as a result of our efforts we find that we can do away with three of the really objectionable crossings we proposed and we now desire to submit a plan showing how this is to be accomplished. (Plan submitted – see file 7867) The crossing of the HER at Bisson's we propose to do away with. The next crossing was the crossing of the CPR line from Ottawa to Hull Station. That we also propose to do away with. Instead of crossing the HER road we propose to keep on the south of it and this will enable us to have an overhead crossing of the CPR and crossing the HER and the Aylmer Road by an overhead crossing, doing away with the two crossings I have spoken of and the third crossing of both the HER branch line and the main line. This leaves only one crossing on the level, that in the yard at Aylmer. Of course the crossing of the Deschene Lumber siding remains the same. Then there is the crossing of the HER branch line on Brewery Street in Hull.

Chairman: Is that branch used for passenger business?

PPJ: Yes but not to the same extent as the main line.

Chairman: What is the objection to this plan?

HER: In the first place this is a totally unnecessary and uncalled for road. The back route is a mile shorter and the correct one.

Report of Government Engineer is read.

PPJ: Mr. McLeod at the request of the PPJ made a report on their line as laid down and proposed to be built.

After further discussion Mr. Beemer stated that from his point of view it is simply impossible for the PPJ to operate their trains on the HER tracks.

Decision reserved.

For verbatim report see 7858.

RG 43 Vol. 18 file 945

Jan 1 1887 Letter from PPJ to Railways and Canals

Encloses passenger and freight tariffs. Both are dated in effect 1 January 1887. Stations for both passenger and freight were:

Aylmer, Breckenridge, Eardley, Parkers Crossing, Mohrs, Quyon, Wymans, Bristol, McKees, Shawville, Clarks, Campbells, Vinton, Coulonge.

24 Aug 1891 Letter from Chas McGuire Allumette Island

Wants to know if work on constructing the PPJ to the town of Pembroke will go ahead this year or not.

22 April 1892 Letter from Chas McGuire Allumette Island

Let me know if the work of completing the PPJ will begin this summer. It is to (sic) bad to see that road in such bad condition. If it was built into Pembroke it would do this county good and also the company. But the way it is now it does no one good.

Dec 16 1893 Letter from PPJ to Railways and Canals

Encloses passenger and freight tariffs. Appears to be similar to those filed on Jan 1 1887, stations, rates and effective date are similar.

4 March 1900 similar resolution from Pontiac County Council as 29 April 1901

30 March 1901 similar resolution from Pontiac County Council as 29 April

29 April 1901 Resolution from Pontiac County Council

For aid to the PPJ for an extension railway west from Waltham to Chichester, Sheen and townships to the west, also from Shawville to Pembroke.

Whereas the PPJ currently runs from Aylmer to Waltham and is without any western connection with the railway system of the country,

Whereas PPJ also has under construction a line from Aylmer to Ottawa which we are assured will be completed early summer and have also in connection with the O&G lately constructed the Interprovincial Bridge

Extension to west would be of great benefit to the local area etc.

RG 46 Vol. 1440, file 78

PCO order of 6 Nov 1901 approves application by PPJ for change in location of their line between m. 5 and m. 8.5 subject to fulfillment of indenture of lease with Hull Electric dated 3 Jul 1901.

**RG 46 Accession number 1992-93/066 file 32142.3
CPR Bridge at Campbells Bay mile 55.3 (McLennan's Creek)**

CPR applied 13 May 1965 for an order approving the replacement of existing 66 foot steel span at mile 55.3 and for authority to operate over the bridge during construction.

Order 117593 issued 27 May 1965 authorizes the reconstruction only.

CPR letter 29 December 1965 - work has now been completed.

Inspection by J.L. Looney, District Engineer on 27 Jan 1966. Has been reconstructed in accordance with plans approved. Recommend operating order be authorized.

Order 119938 issued 14 Feb 1966 authorizes CPR to operate its engines, cars and trains over the bridge over Stephenson Creek

RG 43 Series A-I-2, vol. 235 file 1344

14 July 1902 from Horace Beemer to Collingwood Schreiber

Forwards a sketch plan showing the location of the PPJ from a point in the town of Aylmer to a junction with the Interprovincial Bridge approach in the City of Hull.

This plan is on file.

16 July 1902 reply from secretary to Horace Beemer

Thanks etc. It is understood by the department that the CPR have recently acquired the said railway (PPJ) the ON&W and the Hull Electric and if such is the case the said railways are one road and under one management.

End of file.

RG 43 Series A-I-2, vol. 235 file 1353

Amalgamation of PPJ with ON&W.

9 July 1902 Special General Meeting of the shareholders of the PPJ

Duly called for the purpose of considering and, if deemed desirable, approving of the agreement of or amalgamation of this company with the Ottawa, Northern & Western Railway Company.

All shareholders present

THAT this company be amalgamated with the ON&W as one company under the name ON&W; that the draft agreement now submitted by the President and read at this meeting and signed in the margin thereof by the Secretary for the purpose of identification be and the same is hereby approved; and that the President and Secretary be and are hereby authorized to execute the same under the Corporate Seal of the Company with such formal changes as may be necessary.

18 July 1902 from J.E. McMullen PPJ to Ruel in the Department

Attaches a copy of the resolution. Will apply to the Minister on 29th August for GIC sanction. Understand Mr. Blair is likely to go to England shortly and I gathered would not possibly be in Canada on the date mentioned.

Nothing in the agreement to which exception can be taken, the rights of all parties having been carefully preserved. Submit the agreement to him before his departure so that he might prepare his recommendation.

24 July 1902 from H.L. Maltby to Blair.

The ON&W and PPJ were empowered to amalgamate by 57-58 Vic Chap 87 and 59 Vic c. 31. To be sanctioned by 2/3 vote of shareholders etc. Approval of GIC.

Notice of the application

Two companies have agreed to amalgamate, unanimously approved by the shareholders of each company.

Have learned that you contemplate going to Europe shortly.

Nothing objectionable, publication in newspapers.

Copy of 2 Edward VII Chap 89

28 August 1902 from A.R. Creelman PPJ to Secretary Department.

Sends copies of "The Equity", Shawville, "Hull City Advance"

9 July 1902 Agreement between the ON&W and PPJ

Effective the day it is sanctioned by the GIC.

22 September 1902 Order in Council 1403 is passed.

Rest of file deals with sending copies, acknowledgements etc.

End of file.

RG 43 Series A-I-2, vol. 429, file 11225

1 February 1909 from Department to A.J Brabazon, Interior dept

O&G and PPJ have been amalgamated under the name ON&W.

By c.142 Canada 1905 may within 5 years construct and complete the following railway extensions and branches - the only ones given below are in Pontiac County.

1. From a point on its present line of railway, in or near the village of Shawville, in a westerly direction, across the Ottawa River and through the county of Renfrew to a point in or near the town of Pembroke;
2. (a) and extension of its present line at or near Waltham to Sault Ste. Marie, crossing the Ottawa River at Allumette island,
(b) a branch or extension of its line from its present terminus at or near Waltham in a northeasterly direction through the province of Quebec to some point in the county of Pontiac.

End of file.

RG 43 Series A-1-2, vol. 217 file 863

This is a petition from Mayor of Quyon dated 13 January 1902.

To secure the construction of a railroad to connect the southern portion of the county with a railroad then existing which had connections to Ottawa, Montreal and Quebec, the proprietors of the county granted a cash bonus of \$100,000 to secure the construction of said railroad.

After the railroad was partly constructed the Government permitted the connecting railroad to dispose of part of their line to a company called the Hull Electric.

The Hull Electric changed the line so purchased into an electric railroad and operated the same solely for the convenience of the citizens of Ottawa and Hull.

By the government permitting this sale, the proprietors of the county have suffered loss and injury.

The line so bonused was never completed so as to pass through the county as agreed. The proprietors have been out to heavy charges to secure the completion of the line and have still to pay the sum of \$11,000 for a further term of 38 years before the debt so incurred shall have been wiped out.

Residents of Quyon and the surrounding portions of the County of Pontiac request the Premier, the Hon Minister of Railways and Canals cause the county to be relieved of all future payments towards liquidation of this indebtedness.

End of file.

RG 46 vol. 1359 file 4205.384

Deschenes station

7 August 1924 from J.H. Routliffe, Mayor of Deschenes

A short time ago I was asked by the CPR if I had any objection to them removing the agent at Deschene. I replied that I did object as it was a great drawback to our town when canvassing prospective firms to have to tell them that there was no agent here and they would have to work on a flag station basis. We have a good locality here for prospective firms although we do not give this company much passenger service from here as we have the Hull Electric Company car service to Ottawa. We find it very convenient to get rates etc. from the agent here, There is the Beaver Co, I understand this firm gives about \$5,000.00 in freight business to this station. The Beaver Co. advise me that it is the intention of the CPR to have them do their business at Hull West and that they object to this very much would this not require an extra assistant at Hull West. What extra expense would it be to the CPR to keep the agent at Deschene. I understand from the man here that he is paid the minimum wage for agent and they only have an old boxcar for an office here. Under the condition I do not see why the CPR cannot leave this as a regular open station does the Beaver Company not give the CPR enough business to pay the entire expense of keeping the agent at Deschene. I might add that we have British American Nickel Corp Ltd. plant here this firm under a short time ago but plant will likely be purchased by some other company and operated in a short time. I must ask you for the benefit of our own town to do what you can to keep this a regular open station.

15 August 1924 from the Board to J.H. Routliffe

No application to remove the station agent at Deschene has been received by the Board from the Railway Company.

End of file.

RG 43 vol. 269 file 2681

Unsatisfactory train service

9 December 1903 from Secretary Treasurer county of Pontiac

Railway service in the County of Pontiac is far from satisfactory. There were at times during the management of the Pontiac Pacific Junction Railway Co. there was very poor service but at this time and for some time past it is worse than it has ever been.

This county contributed by way of a bonus a large sum of money in aid of the road. It was thought that when it was taken over by its present owners, the CPR, this county would receive better treatment but on the contrary it is worse than ever.

The mails at some of the post offices are often at an hour and sometimes two hours later than the scheduled time.

Copy to the Superintendent of the Road and the Minister of Railways and Canals.

A copy was sent to C.W. Spencer, Vice President of the ON&W on 14 December 1903 and it was acknowledged by the CPR on December 19 1903.

End of file.