

**GULF
PAPER
RAILWAY**

NORTH SHORE POWER, RAILWAY AND NAVIGATION COMPANY

The North Shore Power, Railway and Navigation Company had one thousand square miles of timber limits in the township of Arnaud on the isolated north shore of the estuary of the St Lawrence River. The Company started construction in July of 1902 on a seven mile standard gauge railway from a port on Seven Islands Bay (Sept Isles) on the St Lawrence River, that was named Pointe Noir, to the falls of the Sainte Maguerite River. The railway would pass through a level countryside to within a few miles of the falls. Almost flat grades and very few curves for the short railway. The railway was built by the company. By July 1902 three hundred men were at work and half of the railway had been graded and men were laying 56 pound rails by August. The Chief engineer was H. Holgate, of Ross and Holgate Engineers, Montreal.

A large wharf was constructed at Pointe Noir. The Sainte Margurite River is over 300 miles long and discharges a large volume of water, and the electrical power that could be generated seemed to be unlimited. Timber would come down the Sainte Marguerite but would also be delivered by small lighter boats from timber lands in the virgin Gulf of the St Lawrence, to the railway dock at Pointe Noir.

At Clarke City, sawmills, pulp-mills and other mills were planned using the hydro-power generated at the falls. Work started on the power plan at the start of the winter of 1902.

It was not until the late summer of 1906 that work on the power plant, the sawmill, and pulp-mills was completed.

Locomotives of the: North Shore Power, Railway and Navigation Company,
Gulf Pulp and Paper Company

Steam Locomotives

96	0-4-0	Baldwin	1875	ex. Intercolonial Railway No. 96 acquired 1902, Scrapped 1928.
97	0-4-0	Baldwin	1875	ex. Intercolonial railway No. 97 acquired 1902, Scrapped 1928.
25	4-4-0	Rhode Island	1871	ex Grand Trunk No's. 1977, 127, 159, 70, 789, nee Great Western Railway No. 166.
20	2-6-0	Intercolonial Moncton	1-1900	ex. CNR No. 482, CGR 1016, ICR No. 3, ex Dussault, ex QRL&P No. 20 , ex. Dussault 2nd. acquired 1923.
38	0-6-0	Davenport	4-1931	ex. Dominion Construction No. 2187, acquired 1948, Preserved Catawisa, Pennsylvania.
48	0-6-0	Davenport	3-1931	ex. Dominion Construction No. 2185, acquired 9-1948 Preserved at Sept Isles, P.Q.

Diesels

63	70 Ton	General Electric	ex Quebec North Shore & Labrador, No. 92
64	70 Ton	General Electric 1952	ex. Quebec North Shore & Labrador, No. 93, acquired 1963
65	70 Ton	General Electric 1950	ex. PGE No. 554, ex. Merrilees, acquired 12-1968, to Ventura County Railway

Sources:

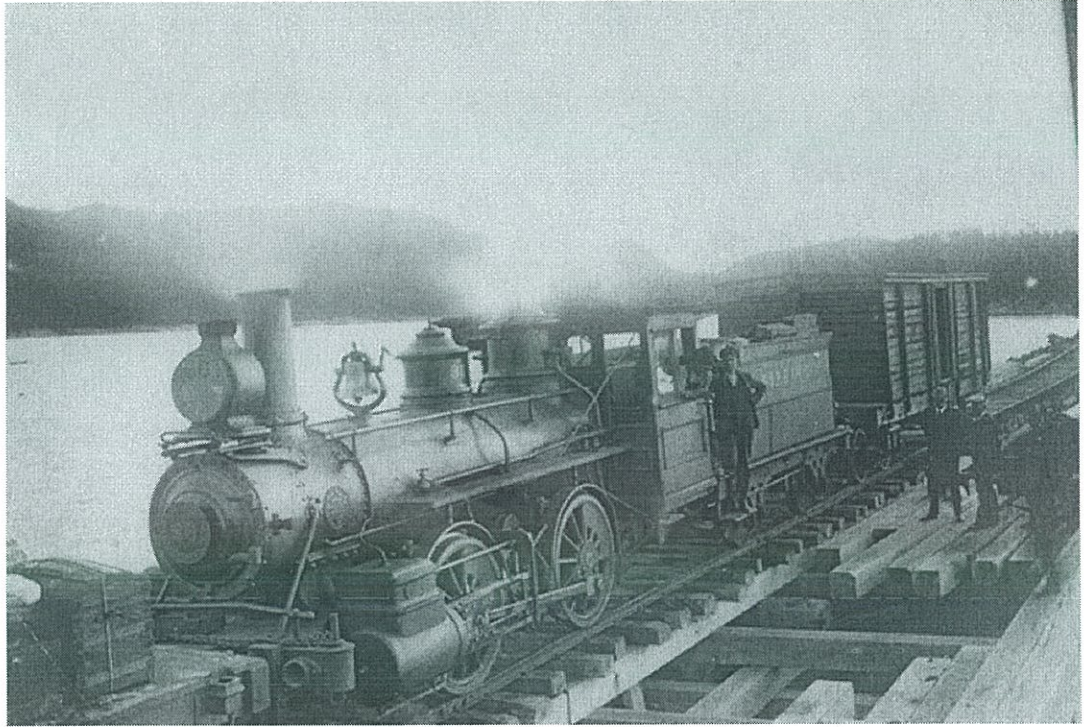
The Railway and Shipping World, Toronto, August 1902, p266, 267.

The Railway and Shipping World, Toronto, February 1903, p. 45.

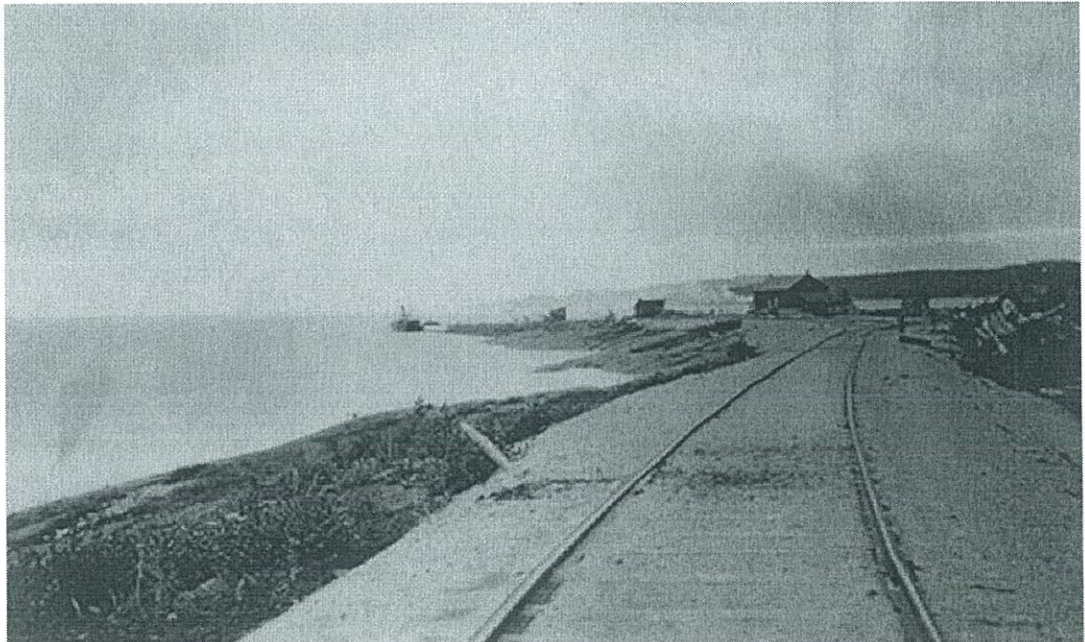
The Railway and Marine World, Toronto, November 1906, p. 641.

Colin Churcher Industrial Locomotive List, Ottawa, 2013.

Intercolonial Railway Roster, Charles Fischer, R&LHS, Railroad Magazine,
August 1966



Quebec North Shore Paper 86 Two photos Point Noire 1905
Hamilton Public Library



Canadian Car & Foundry 2 at Montreal, PQ, 3 Oct 1930, by Otto C Perry



By Harfang (Own work) [CC-BY-SA-3.0 (www.creativecommons.org/licenses/by-sa/3.0)], via Wikimedia Commons

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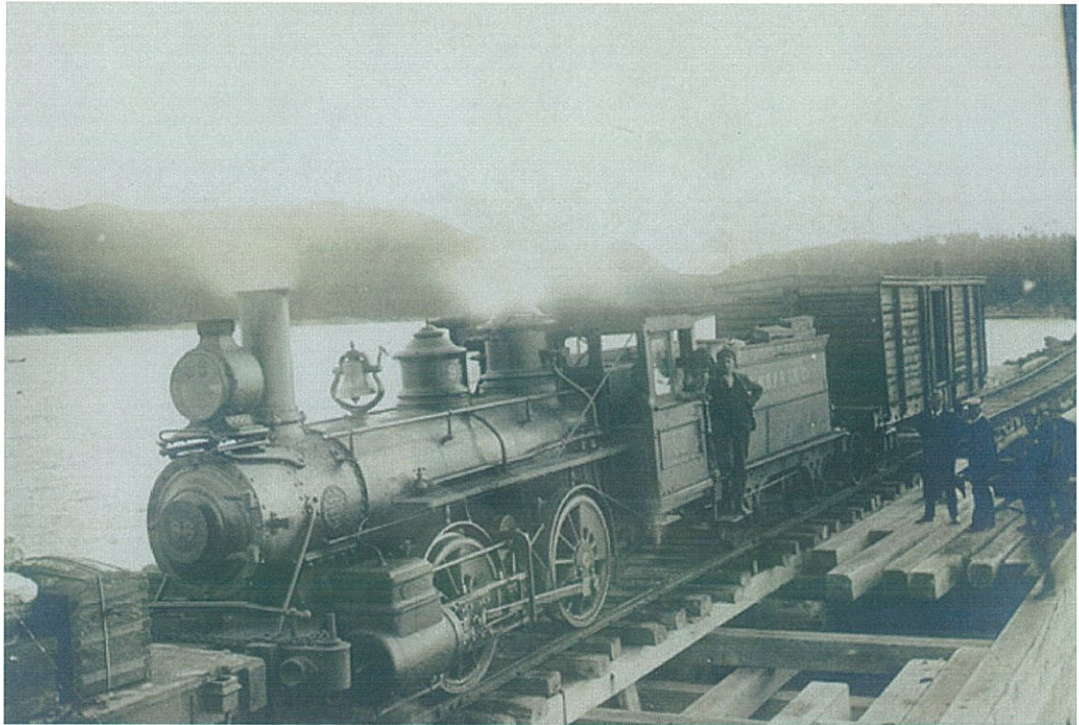
Posted by [steamguy261](#) on June 15, 2012 in [Interesting Locomotives](#)

Tags: [baie comeau quebec](#), [locomotive](#), [quebec north shore](#)

C&O 2-8-4 No. 2755

07 JUN

Added an improved photo for this locomotive, taken in 2007 and moved its previous photo to an album. The new photo portrays the locomotive in greater detail and is shown below:



Quebec North Shore Paper 86 Two photos Point Noire 1905
Hamilton Public Library



Canadian Car & Foundry 2 at Montreal, PQ, 3 Oct 1930, by Otto C Perry



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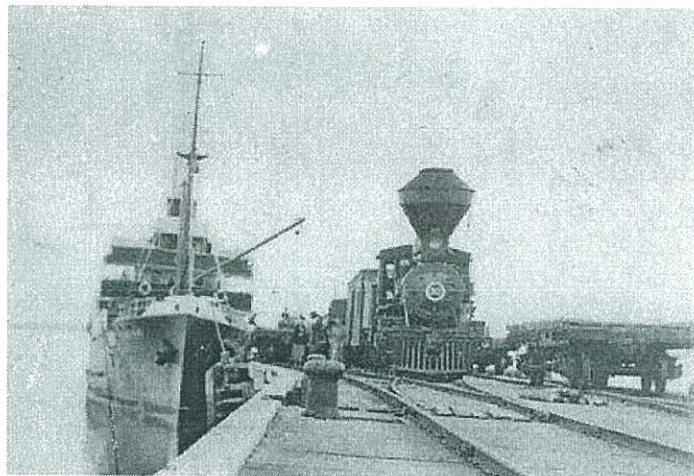
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OLD TIME TRAINS

Gulf Pulp and Paper Company

Nine mile non-common carrier railway between Clarke City where a mill was located to a dock at Pointe Noire, Quebec. Operation closed and line abandoned 1968.



GP&P 20 Clarke Steamship *North Voyageur* at dock. Pointe Noire 1935. *Kevin Griffin Collection*

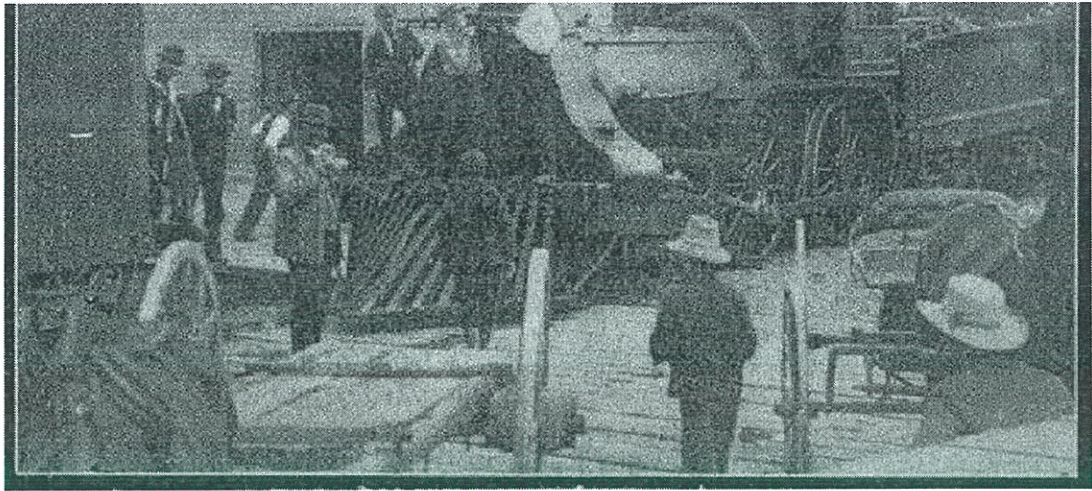
Cruises on the *North Voyageur*, which had berths for 62 overnight passengers, ran 12 nights round trip from Montreal and started at \$100. Ports of call included Quebec, Godbout, Clarke City, Havre St. Pierre, Natashquan and Corner Brook, Newfoundland, returning via Natashquan, Sept Iles and Franquelin.

CN D-7-a 482 was Intercolonial 922 built at Moncton in January 1900, later IRC and CGR 1016.

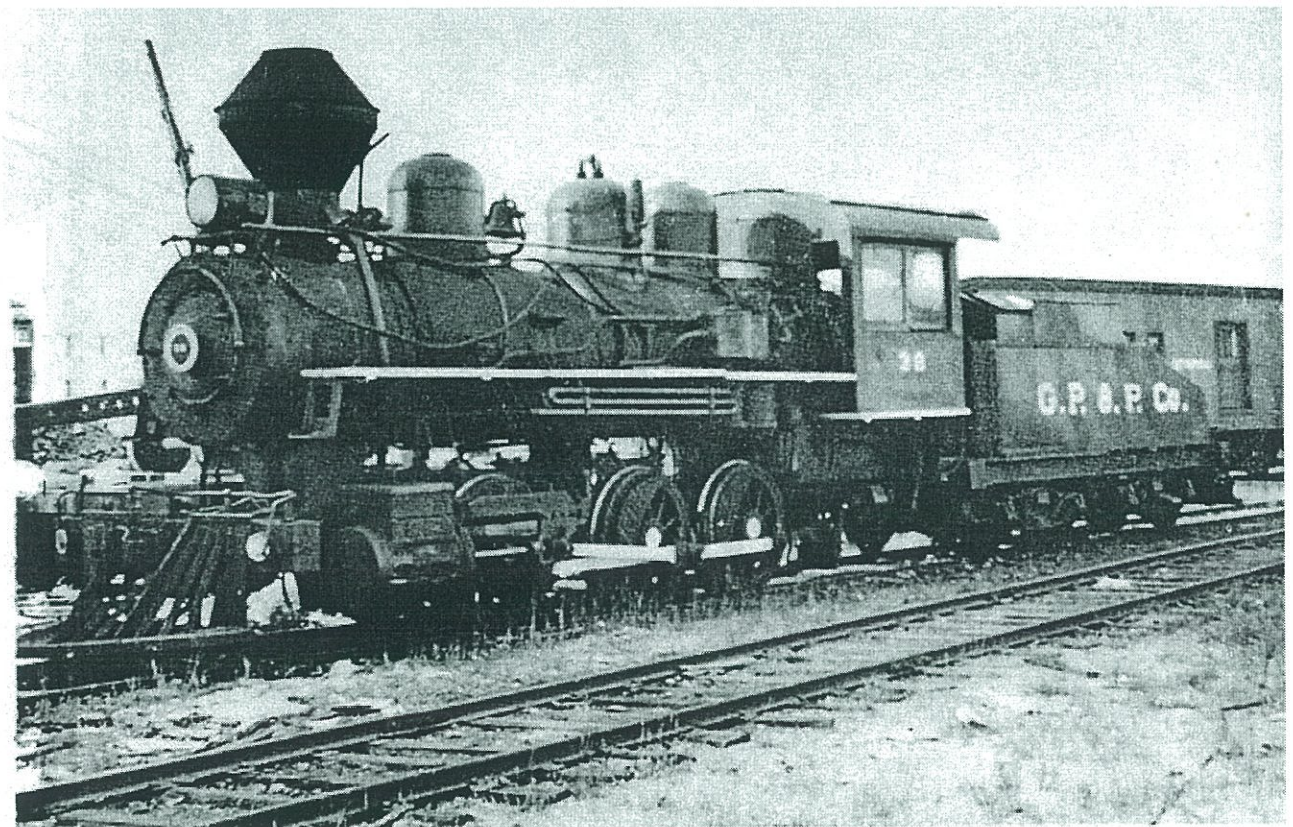
It was retired by CNR in 1923 and sold or leased to QRL&P 20 in 5-1923.

The Mogul was returned to Lucien Dusseault (the agent in the CNR-QRL&P sale or lease in 1923) who re-sold it to Gulf Pulp & Paper at Clark City Quebec in 1924. It was scrapped between 1946 and 1948.





This appears to be a Birkenhead built wood burner. Point Noire 1905.
Royal Astronomical Society of Canada



Ancient looking 38 (acq.8/1938 ex Dominion Construction 2187) Davenport 2187 4/1931
still at work in Clarke City, Quebec July 17, 1961 *Forester A. Kemp*

Note: Engine is coal fired. Diamond stack is to catch sparks around the mill.

A used GE 70-tonner was acquired late in 1963 ending steam.

38 was originally preserved in 1969 by Yvon Bordeleau in Quebec City.
It was acquired 10/1985 by Horst Muller for display at his Christian Bell Porcelain in Mount Forest, ON.

Later, it went to a still-born tourist railroad in the Finger Lakes area of New York.

In 2002 it went to Catawisa Railroad, a caboose lodge in Catawisa, Pennsylvania.

Note: Sister engine 48 (ex DCC 2185) was displayed at the QN&SL station in Sept Iles, Que.
along with QNS&L 702 4-6-2 (ex ONR 702). It was moved to Clarke City in 1998 for their centennial display.

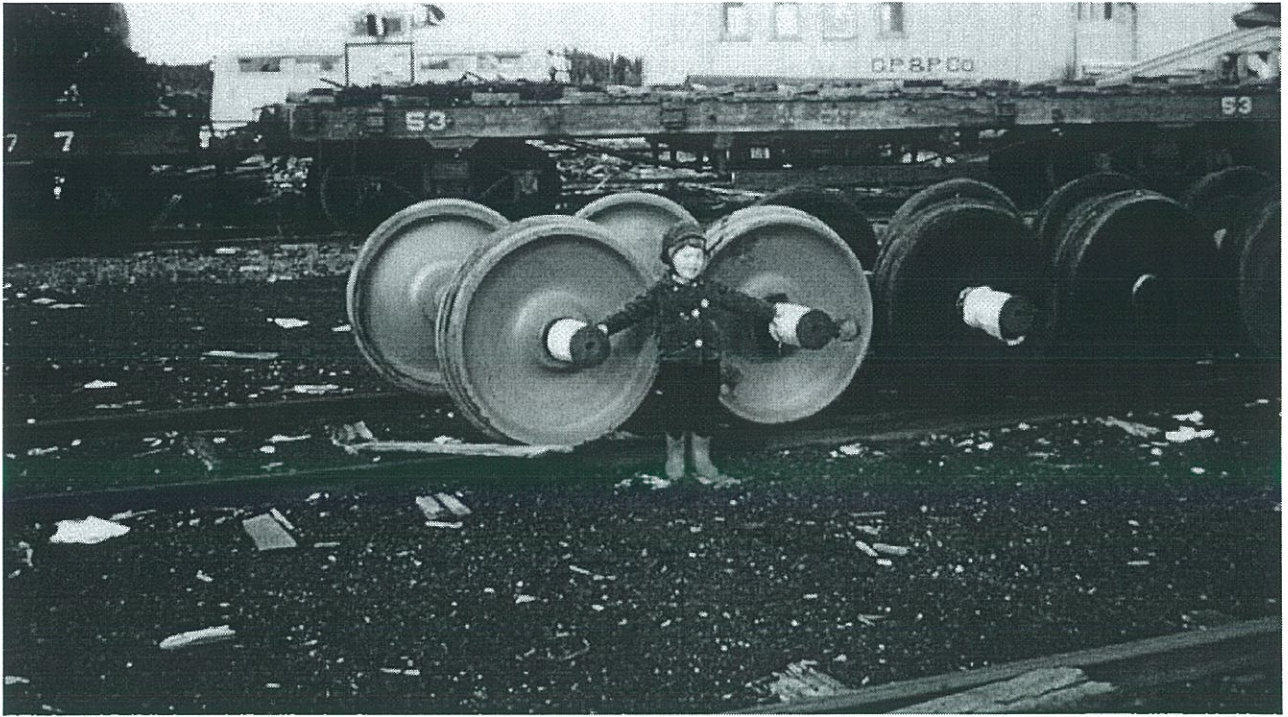


38 at work with combine in the early 1960's. Note footboards instead of pilot. *David H. Page*



GP&P 38 with both of the ancient (Circa 1870) ex Intercolonial small combines. August 1961 *David H. Page*





Little 2 1/2 year old *Sandra* stands next to "big" wheelsets. In the background behind the old truss-rod flat cars is one of the combines now painted yellow and a yellow speeder. 1968. *David H. Page*

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OLD TIME TRAINS

Clarke City and the Gulf Pulp and Paper Company

It all began with the construction of a pulp mill in 1903 in a remote area of Quebec on the north shore of the St. Lawrence River. Here a company town (population about 250) was built along with a hydro plant in 1908, the houses having electricity, water and sewer, a first for the area. The dam over the Ste Marguerite River, 15 mi or so west of Sept Iles, provided the water power, which drove the mill mechanically. A nine-mile long railway was built to connect the pulp mill with a dock at Pointe Noire where two small steamships owned by the Clarkes carried the pulp to market including to the UK supplying the famous Encyclopaedia Britannica. The railway was isolated from the railway network of Canada and was a non-common carrier serving only the Clarke interests. All of this was carried out by the Clarke brothers, George, James, John and William of Toronto and New York city. Later, in 1921 one of their sons, Desmond would found Clarke Steamship Company.

Early motive power is unknown however, two used steam locomotives were acquired in 1938 from Dominion Construction Corporation which owned three identical 0-6-0's built in 1931 by Davenport Locomotive Works in Iowa.

The locomotives spent the nights in the 2-track loco shop-cum-machine shop, where a boy tended the fires all night, and snoozed in the cab of one engine. The shop equipment was all still lineshaft run, although run by an electric motor, not shafting from the water wheels. There were still (c.1961) WWI posters on the walls, featuring Lord Kitchener pointing at YOU!

Rolling stock consisted of a number of old flat cars and two incredibly old wooden third class combination passenger cars from the Intercolonial Railway dating to the 1870's!

Discovery in 1949 of iron ore far to the north brought about changes to the area when a modern railway was built in the early 1950's into nearby Sept Iles (Seven Islands), a small (pop. 600?) fishing village. Quebec North Shore and Labrador was built 360 miles to the Iron Ore Company of Canada mines at Schefferville near Ungava Bay and completed in 1954. The dam near Sept Iles was modified to supply electricity to Sept Iles and at the same time the pulp mill was converted to run on hydro electricity as well.

Later, construction of the Arnaud Railway directly affected the GP&P's private railway when part of their right-of-way was appropriated by the new iron ore railway resulting in a new straighter line for the GP&P.

Steam remained in use until 1963 when steam coal could no longer be had. QNS&L traded one of their two GE 70-tonners acquired new in 1952 for construction of their railway for number 48 which they put on display at the Sept Iles passenger station next to their own steam locomotive 702 (ex ONR) a 4-6-2 which was used on construction trains along with a 4-6-0, ex CNR 1112 which was preserved at the Canadian Railway Museum near Montreal. Later, it went to the Smiths Falls Railway Museum where it remains on display. 70-tonner number 92 (#31276 2/52) was acquired 10/63 and renumbered 64. A second 70-tonner (ex PGE 554 #30177 6/49) was acquired in 1965 and renumbered 65.

It all came to an end in 1968 following acquisition of Gulf Pulp and Paper by Anglo-Canadian Paper, Quebec City and the subsequent unionization of the mill, a strike and the closure of the mill. The railway was abandoned and equipment was scattered about or scrapped. Luckily, both steam locomotives were preserved and remain in existence to this day. Unfortunately, the ancient passenger cars were not so lucky and both were destroyed.

The people of Clarke City living in the company houses refused to move out and won a court battle to remain. Clarke City was bought for \$1 by Sept Iles and annexed in 1970.



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L'Encyclopédie de l'histoire du Québec / The Quebec History Encyclopedia

FRANK WILLIAM CLARKE

President, Gulf Pulp and Paper Company, Clarke City, P.Q.; Director, Clarke Trading Company, Clarke Steamship Company, Labrador Fisheries, Limited, and Anglo Newfoundland Development Company; South Shipping Company: President, North Shipping Company. Born Toronto, Canada, June 16, 1887, son of William Clarke and Mary Maguire Clarke, of Hamilton, Ont. Educated: Loyola College; Parkdale Collegiate; Toronto University. For many years has been connected with the pulp and paper industry, and worked through all branches of this business in connection with the Gulf Pulp and Paper Co., having been with that organization seventeen years, and was elected President of the same in 1920. Associate Founder of Clarke Steamship and Clarke Trading Company, and joined the Board of the Anglo Newfoundland Development Company in 1921. Married Julianne Lantier, daughter of Dr. Aimé Lantier, Oct. 3, 1911 ; has four sons. Clubs: Garrison, Quebec ; St. James's, Montreal ; Royal Society, London , Eng. ; Quebec Golf, Royal Montreal Golf, Montreal; Seignory Fish and Game Club. Roman Catholic. Residence: 11 Place George V., Quebec, Que.

Source: *Prominent People of the Province of Quebec, 1923-24*, Montreal, Biographical Society of Canada, Limited, undated and unpaginated. Correct French spelling and accents have been restored.

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Railway and Shipping World

October 1902 P 347

The North Shore Power Ry and Navigation Co has purchased 2 heavy locomotives and 20 flat cars from the Intercolonial Ry and has placed an order with Rhodes Curry & Co Amherst NS for 15 flat cars of 69,000 lbs ~~approx~~ capacity

August 1926 P4/8

Gulf Pulp and
Paper Clark City
Quebec has received
a locomotive from
Lucien Dussault and a
passenger car and 2 flat cars
for CNR. They were
brought from Quebec on
a scow which was
towed by Clark Steamship
Co 55 Gaspesia

as not to be expected that it would do so without assistance. (Jan., pg. 133) Niagara Falls and Thunder Bay, Nipigon and St. Joe Ry., June, 1903, pg. 133.

New Brunswick Southern Ry.—A number of trestle bridges between Carleton Place and Muskoka, N.B., were burned out by the recent forest fires. These are being rebuilt, and it was expected that the work would be completed by the end of June. (Nov. 4, 1902, pg. 354.)

New Ontario and Hudson Bay Ry.—An agreement was made by J. R. MacArthur, J. A. C. E. Hanson, New York; T. L. Davidson, Reservoir, N.B.; C. H. Davidson, Moncton, Minn.; E. F. Geddes, J. F.

ton and Pembroke Ry., the C.P.R., the Canadian Atlantic Ry., or the Ottawa and New York Ry. The line is to be completed within five years. (April, pg. 321.)

North Shore Ry., Power and Navigation Co. A contract is reported to have been let to Connolly Bros., for the completion of the about miles of railway from the Bay of Seven Islands to the falls of the St. Marguerite river, the construction of wharves, etc. P. Hume is engineer in charge of the work for the contractors, and Ross & Holgate for the company. (Feb., pg. 45.)

Northwest Coal and Coke Ry. Co.—F. J. Stamford, P. and J. H. Seaman, P. C. Elliott, R. R. Alington, Nelson, B.C., and C. J. D. Wood, Madoc, Ont., were incorporated at

The car shops, Santa Clara, N.Y., have arranged the arrangements for the removal of the car repair shop.

it is not likely that anything will be done this year. (June, pg. 195.)

Northern Colonization Ry.—See C.P.R. Betterments, etc.

and Toronto Ry. and officials recently route for the extension of the line, as finally skirting the southern shore of about six miles, on which, then cross to the north and third crossing run between three north of Beamsville, T.R. overhead, and T.R. and the Hamilton Ry. to Hamilton. The line is made to the difference necessary franchises.

Bay Ry.—No arrangement for continuing the Bay last year, and

North Shore Power, Ry. and Navigation Co.—For the purpose of developing about 1,000 square miles of timber limits comprising the township of Arnaud, and the valleys of the rivers Rapide, Seal, Pigou, Boileau, Tortue and Manitou, this Co. is constructing 7 miles of standard gauge railway from Seven Islands Bay, Que., to the falls of Ste. Marguerite river. The terminal point on the bay has been named Clarke City in compliment to the New Yorkers who are largely interested with T. Meaney of Toronto, the President of the Co., in the project. The line passes through a level country to within a couple of miles of the falls, which are reached by a comparatively easy gradient. There is but little curvature on the line. Construction is being carried on by the Co. and a report from T. Meaney, dated July 12, stated that over 300 men were then engaged on the work, and that an additional 200 would be secured from Quebec within a week or two. About 3½ miles of the grade had been completed and

track laying had commenced. The line is being laid with 50 lb. steel and the whole of the rails are on hand. Construction will be pushed and the line is expected to be completed by the end of the season. H. Holgate, C.E., Toronto, is the engineer in charge of construction.

A large wharf is being constructed at Clarke city at which the lumber from the different rivers will be brought by lighters, and the manufactured products, consisting of pulp, etc., exported. The bay is 4 miles across at the entrance, and 11 miles deep, and is protected from all quarters by seven islands at the mouth. The depth of water between the islands varies from 30 to 100 fathoms, and there is deep water right in shore all over the bay. At Clarke city, saw, pulp, and other mills will be erected and will be driven by power generated at the falls of the Ste. Marguerite. This river is over 300 miles in length, and discharges a large volume of water, and the power to be developed is practically unlimited. As soon as the railway is completed the erection of the power plant will be commenced, and it is expected that the whole of the work will be completed in about two years. (June, pg. 195.)

Ottawa, Northern and Western Ry.—C. W. Spencer, Vice-President and General Manager, after a recent inspection of the old Ottawa and Gatineau and Pontiac Pacific Jct. Rys., stated that it was intended to improve the lines and place them in the best possible condition. The exact route to be followed in making a connection between the P.P.J. Ry. and the transcontinental line of the C.P.R. at or near Pembroke, Ont., had not been decided, but would be on an early date. Surveys were in progress on three lines. (June, pg. 195.)

Ottawa to Lachine.—Press reports state that a company is about to be formed to construct and operate an electric railway from Ottawa to Lachine, Que., where connection would be made with the Montreal lines.

The Peterboro Radial Ry. Co. has taken over the Peterboro and Ashburnham St. Ry., which it proposes to operate in connection with the lines it was authorized to construct at the last session of the Ontario Legislature. (June, pg. 196, and April, pg. 144.)

Preston and Berlin Ry.—We are informed that about three-fourths of the work on the eight miles of line for the electric railway to connect Preston and Berlin, Ont., has been done, and it is expected to have the line completed by Sept. 1. T. E. Hillman, Hamilton, is engineer in charge of construction, and A. A. McDonald & Co., Hamilton, have the contract.

Prince Edward Island Ry.—Tenders are under consideration for the erection of a freight shed and waiting room at Mount Stewart; a freight shed at Morell, and a new station at Georgetown.

Nearly all the grading has been done on the branch line from Southport to Murray river, but we were advised on June 5 that there was a large portion of masonry on culverts and bridges to be completed. Track-laying was expected to be commenced at Murray river July 1. The total length of the branch, including the bridge over the Hillsborough river, to connect Charlottetown and Southport, is 42½ miles, and the grade has been constructed for a standard gauge line. The average curvature is 3½ degrees, the maximum being six degrees, as compared with 12 degrees on the main line. The heaviest grade is 1½, and extends for about 3½ miles, and is located on the Murray river.

H. J. McK of construction. The work over the line forward by Toronto. A large quantity of stone, sand has been delivered.

Quebec advised the Campbell, tion and his intention main line, next Quebec branch of via Grand reported to Ontario section, and year. (June, pg. 195.)

Quebec Beemer, recently been much improved straighten 70 lb. steel beams effect.

The price cut-off be lines. The line on a from Quebec farming river ¼ of then through the line on the new line 4.93 miles. Cartier river abutments masonry, trusses close the approach girder spans been laid the contract.

Quebec following office Hon. J. C. Turgeon; J. N. Greg Press re Dini and Cing on 18 N.B., to the has been 1901, pg.

Quebec July 14, the construction of Shore Ry. to Levis. construction and work executed at 197.)

Sandwich—The town a subsidy of this line (June, pg.

Sault Ste officer of the no knowledge been completed goma Centre the erection Marie. (June, pg.

Schomberg number of

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and to Chilliwack with power to erect a bridge over the Fraser river.

Nipissing and James Bay Ry.—Application will be made next session of the Dominion Parliament for an extension of time for the construction and completion of the authorized lines. (Aug., 1902, pg. 266.)

North Colchester Ry.—Surveys have been completed for a railway from Truro, N.S., where connection would be made with the Midland Ry. to Tatamagouche, across the Cobequid mountains, about 35 miles. Some years ago surveys were made for a line from Truro to Brule, over very much the same country, and it is understood that in the construction of the line the first 18 miles of this old survey will be followed. This would carry the line to Earltown, from which point P. S. Archibald, C.E., recently made a survey via Waugh's river, a little to the west of the survey to Brule, and crossing the Oxford branch of the I.C.R. about a mile above the railway bridge at Tatamagouche. No decision has been reached as to which route will be adopted, but we understand that application will be made for subsidies at the next sessions of the Provincial Legislature and the Dominion Parliament. The Midland Ry. of Nova Scotia controls the charter for the line. (April, 1902, pg. 143.)

North Shore, Power, Ry. and Navigation Co. (Ltd.)—Construction of the 9 miles of line from Seven Islands bay to the falls of the Ste. Marguerite river, Que., has been completed. The line has been constructed throughout up to the highest standard and is laid with 56-lb. rails. At the falls the work of installing a power plant for the Co.'s mills will be finished in the spring, and the principal work of the railway will be the taking in of supplies, material and plant. At Clarke City, on the bay, a large pier is to be erected for shipping purposes. The district which will be opened up by the operations of the Co. is a very rich one, and will necessitate considerable railway construction. The line was constructed by the Co. under the charge of H. Holgate, C.E., of Ross & Holgate, civil engineers, Montreal. (Aug., 1902, pg. 267.)

The Bay of Seven Sisters Islands was named as the Quebec terminus of the Winnipeg and Atlantic Ry., which was incorporated by the Dominion Parliament in 1892. This railway was to start from Winnipeg and was to follow the 50th parallel of latitude, as nearly as possible, except around the head of Lake Nepigon to the Bay of Seven Sisters Islands.

Nova Scotia Eastern Ry.—Negotiations were in progress most of last year between the promoters of this Co., which acquired the charter of the Musquidobit Ry. Co., and the Government of Nova Scotia, in reference to the construction of the lines authorized. It was understood that an agreement has been reached subject to the approval of the Legislature next session, to subsidize the line to the extent of \$5,000 a mile, instead of \$3,200, provided by Legislative enactment. The lines projected extend from Halifax to the Strait of Canso, via Guysboro', with branches in the Musquidobit valley, about 190 miles altogether. It is expected that construction will be gone on with this year. (Nov., 1902, pg. 384.)

Nova Scotia Southern Ry.—Among the charters acquired by Mackenzie, Mann & Co., is that of the N. S. Southern Ry., which has power to construct a line from New Germany, on the Nova Scotia Central Ry. to Shelburne. Under this charter grading from New Germany to Caledonia, 22 miles, was practically completed, and the substructure of several bridges put in; and some clearing and grading was done on other parts of the projected line. Last summer Mackenzie,

Mann & Co. put a force at work on the grade between New Germany and Caledonia, clearing it up and finishing the work. Track will not be laid until the spring. (April, 1900, pg. 115.)

Ontario Electric Ry.—Press reports state that surveyors have been three times over the proposed route of an electric railway between Cornwall and Toronto, and that construction will be commenced as soon as the right of way has been obtained from the different municipalities. (April, 1902, pg. 195.)

Orford Mountain Ry.—Early in December a number of men were set to work at Kingsbury, Que., the present end of the line, grading and erecting a lengthy trestle, including a bridge over the Salmon river, on an extension to Windsor Mills. We were informed Jan. 13th that two miles had been graded, and that track had been laid over one mile. The route for the remainder of the extension, 7½ miles, to Windsor Mills, has not been located. Surveys will be completed on an early date and the work will be gone on with as early as practicable. The O. M. Ry. is operated from Eastman, on the C. P. R. line to Kingsbury, 26.50 miles; and when extended to Windsor Mills, will effect a junction with the G. T. R. Last session of the Dominion Parliament the Co. was given an extension of time to complete its line, and the Quebec Legislature, in 1902, extended the time for the completion of the line to Dec. 31st, 1902, subject to certain conditions. (June, 1902, pg. 195.)

Ottawa, Brockville and St. Lawrence Ry.—Surveys for this projected line were commenced at Ottawa in Dec., and had been completed for 25 miles by the end of the year. The line will be about 56 miles in length and will pass through a rich farming country; the earthwork will be light, little or no rock excavation will be encountered. There will be only one bridge of any size required, and this will be at the crossing of the Rideau river. The maximum gradient will be about 1½%, and the maximum curvature will be 2°. The survey at present under way will pass near Manotick, and through Merivale, North Gower, Burritt's Rapids, and North Augusta, but alternative routes are under consideration with a view of serving Richmond, Merrickville, or Bishop's Mills. E. J. Walsh, C.E., Ottawa, has charge of the surveys. The Co. expects to begin construction early in the summer. J. C. Kelly, President, states that the line will be constructed in the most substantial manner, and that the track will be laid with 110-lb. steel rails. The latter part of this statement is hardly likely. (Nov., 1902, pg. 384.)

Ottawa Electric Ry.—A large building has been erected at Chaudiere, in which a storage battery plant is to be installed. The object of the installation is to provide for a sudden call for a little extra power, and to store up the excess when the whole of the power of the generating plant is not being utilized by the cars, etc. (April, 1902, pg. 195.)

Ottawa, Northern and Western Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the completion of the lines authorized under the various acts of the Ottawa and Gatineau Ry., and the Pontiac Pacific Jct. Ry., now amalgamated under this title. The O. & G. Ry. Co. had power to extend its line to some point on James Bay, and the P. P. Jct. Ry. was authorized to construct a line to Sault Ste. Marie, Ont., passing south of Lake Nipissing.

The grading on the extension from Gracefield to Maniwaki, in the direction of James Bay, has been completed for 14 miles. Some rock cuts will be completed during the winter

and tracklaying and ballasting will be commenced in the spring. It is expected that the whole of the 23 miles to Maniwaki will be completed by Sept. or Oct. (Nov., 1902, pg. 385.)

Oxford Jct. to Five Islands.—A number of meetings have been held in South Colchester county agitating for the construction of a railway from Oxford Jct. on the I. C. R. to Five Islands and thence to Truro, with a spur from Five Islands to Parrsboro', N.S. At a meeting at Collingwood, N.S., it was resolved to ask the Dominion and Provincial governments for subsidies amounting to \$10,000 a mile.

The Pacific, Northern and Omineca Ry. will apply next session of the B. C. Legislature for an extension of the time fixed for the commencement and completion of its undertaking. Cornwall and Rogers, Victoria, B.C., are the solicitors. (June, 1902, pg. 195.)

Portage la Prairie to Brandon.—Application will be made next session of the Manitoba Legislature for an act incorporating a company to construct a railway from Portage la Prairie southwesterly to Belmont station on the Morris-Brandon branch of the Canadian Northern Ry., and from Portage la Prairie westerly to Brandon. Anderson and Ormond are the solicitors.

Preston and Berlin Ry.—The line between Preston and Berlin, Ont., 9 miles, has been completed and is to be operated temporarily by steam. The track is laid with 72-lb. rails, and the line will carry freight as well as passengers. During the summer the overhead work for the electrical equipment will be installed, and power will be obtained from the Hamilton Electric Light and Cataract Power Co. (Nov., 1902, pg. 385.)

Prince Edward Island Ry.—Tenders have been invited for the erection of a crib wharf at Murray river in connection with the branch railway now under construction from Charlottetown across the Hillsboro' river. Work on the line, as well as on the bridge over the Hillsboro' river has been closed and will not be resumed until about April. Track has been laid from Murray river to Montague Cross, 21 miles, and part of the ballasting has been completed. Nearly all the grading on the branch, which is 44 miles in length, has been completed. The country through which the branch passes is a difficult one to work in—rocky and rough. There has been a lot of blasting, but no tunnelling. Up to date some 200 ft. of iron spans with stone abutments have been erected. It is expected that the whole work will be completed by the end of the year. W. Kitchen, Fredericton, N.B., is the contractor.

The new station and freight shed at Georgetown has been completed. H. Creamer, North Tryon, was the contractor. (Nov., 1902, pg. 385.)

Quebec and Lake Huron Ry.—Press reports state that surveys will be commenced early in the spring on this projected line from Quebec to French River, Ont., by T. E. Wing and M. E. Evans, of New York. The projected line will be 465 miles in length, 359 miles being in Quebec and 106 in Ontario. R. J. Campbell, of New York, is the chief promoter. (Aug., 1902, pg. 267.)

Quebec and Lake St. John Ry.—A branch line extending from St. Audre Jct., 159 miles from Que., to Metabetchouan, Que., 11 miles, has been completed. An extension of the line has been projected from Chicoutimi to St. Alphonse, about 12 miles.

Coal pockets have been erected at St. Raymond, Que., for the locomotive department, in order to save time in coaling. (Aug., 1902, pg. 267.)

The Quebec and New Brunswick Ry. Co. will apply next session of the Dominion Parliament for an act extending the time for the commencement and completion of its lines,

North Shore Ry & Navigator

440 Rhode Is 569 10/1873
1982, 130, 130 46 871 ~~5~~ GWR 330
sold 7/1912

440 Rhode Is. 312 9/1871
1977, 127, 159, 70, 789 GWR 166
sold 7/1912

Nobosing & Nipissing

260 Rhode Island 2201 2/1889 sold 6/1920

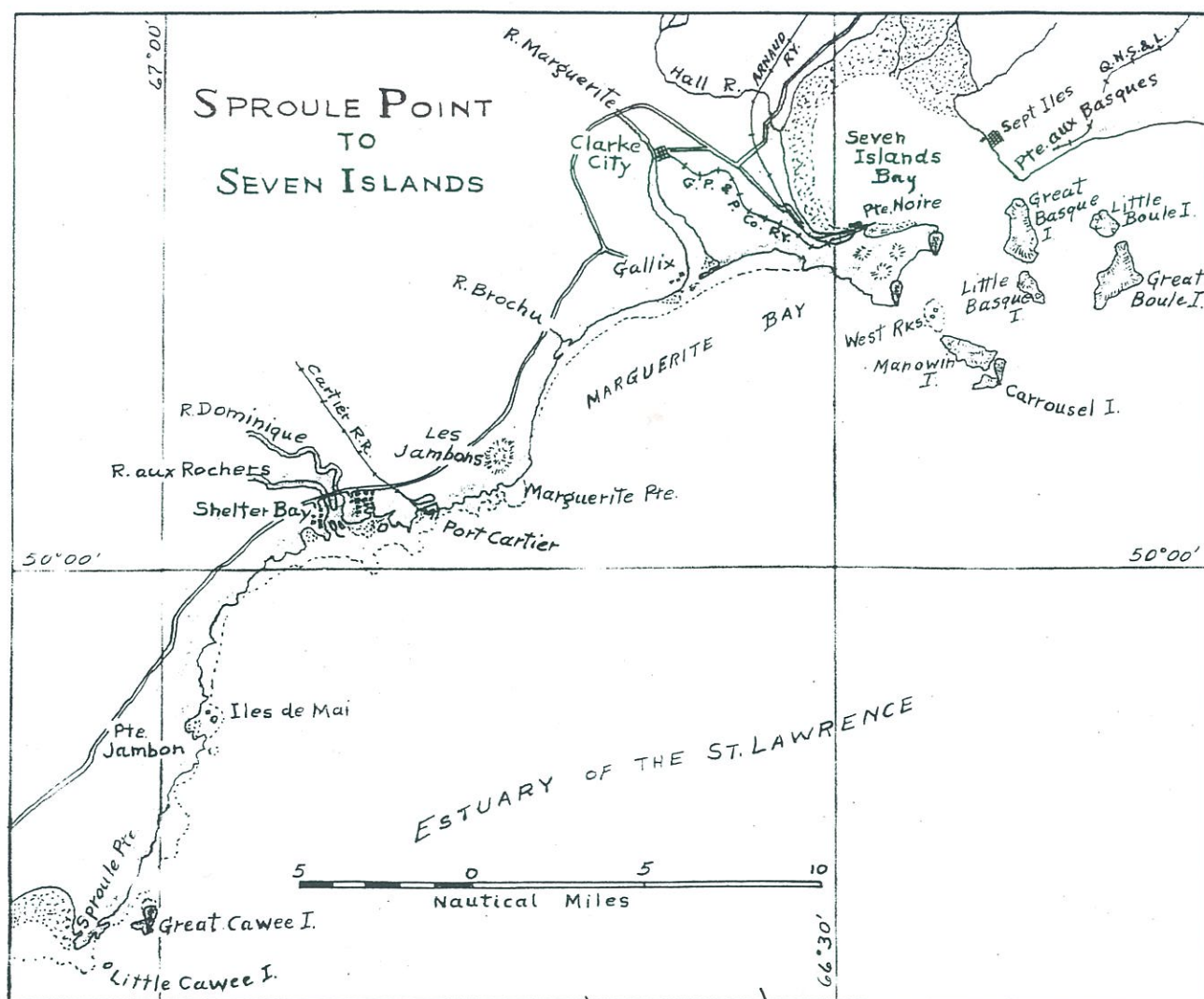
2529, 1350, 683, 33

287 69714 BTM
Ivan S Brookes

of granite, almost bare of trees. Great Cawee Light Station was established in 1927. Proceeding northeast, the coast is very irregular and rocky and in the 13 miles down to the mouth of the Rocky River, the only features of any note are Pointe Jambon and the Mai Islets.

Rocky River was formerly the site of the Ontario Paper Company town of Shelter Bay. There was never any bay or shelter there, but it was so named by the late Col. McCormick in the belief that the place would not be so distasteful to his shipmasters. Back in 1901, the timber rights on 312 square miles in the watershed of the Rocky River had been picked up by one Mossom Martin Boyd, a lumber baron whose operations centered around the town of Bobcaygeon, Ontario. Boyd, who was obviously accustomed to the quiet waters of the Kawartha Lakes, saw no possibility whatever of establishing a port at this place which fronted on the open sea. He did, however have an idea that he could raft his sawlogs down the coast

and into the safe waters of Seven Islands Bay, a tow of over 25 miles, and pretty risky at that. As a part of the project, he bought some lots at Seven Islands where he intended to build a mill. This scheme remained on the shelf, and Boyd died in 1914. The executors of his estate sold the holdings to the Ontario Paper Company in 1915 but again work was delayed, this time by World War I. In 1918 it was decided to begin construction of a wharf at Shelter Bay, work on the dams and power house being already under way. This plan was to sink the hull of an old steamer with cribs on her to support the wharf deck. For this purpose, the wooden freighter WILEY M. EGAN was purchased and was towed from Québec to the site, carrying a number of mill stones. The cribs were erected and the hull was scuttled, but the following day, she broke up in a storm. The next year, a wharf was successfully completed, using more orthodox methods, and the shipment of wood to Thorold started in 1920. This port shipped continuously for 42 years



G. P. P. P. P.

present line in the Cascade mountains, and will cross the Spokane River below Fort Wright, striking in nearly an air line for the Snake River. It will follow the valley of the Snake and the Columbia rivers to Portland. The gradient is expected not to exceed in any case 0.4%, and the curvature 3 degrees. A despatch from Tacoma, Wash., says: "J. J. Hill will build the town of St. James, on Gray's Bay, 16 miles above the mouth of the Columbia river. Mr. Hill's North Bank road, now being built down the Columbia river from Pasco to Vancouver, will be extended westward to Gray's Bay, an ocean port will be created at that point."

Halifax and Southwestern Ry.—With the completion of the connection between the H. and S. Ry. and the old Halifax and Yarmouth Ry., near Barrington, N.S., this system has a length of 370 miles, distributed as follows: Halifax to Yarmouth, 248 miles, including 1.7 miles trackage over the I.C.R.; Lunenburg branch, 7 miles; Caledonia branch, 23 miles; Middleton section to Victoria beach, 93 miles. There are altogether 155 steel bridges on the line, ranging from 25 ft. to 80 ft. spans. The system comprises the old Halifax and Yarmouth Ry. and the old Central Ry. of Nova Scotia, which were acquired by Mackenzie, Mann & Co. in connection with the construction of the Halifax and Southwestern Ry. The charter of the Middleton and Victoria Beach Ry. was also acquired, and the line completed, and the line from New Germany to Caledonia was constructed under the charter of the old Central Ry. (Oct., pg. 583).

Hill Lines in Canada.—A contract has been let to Neil & Moody, of Warroad, Minn., for the clearing of the right of way secured in Winnipeg, Man., for the J. J. Hill railway interests. The site includes a large area of land on Ross avenue, and it is stated that on the land to be cleared there are about 800 buildings, including a number of wholesale warehouses. The work is to be gone on with at once, and it is expected that construction of the railway into Winnipeg will be gone on with in the spring. (July, pg. 383).

Intercolonial Ry.—Considerable progress has been made with the work of putting up the buildings on the site of the new shops at Moncton, N.B. Three tracks have been laid from the main line on to the site for running in materials. These tracks will ultimately form part of the lay-out of the shop yards. A contract has been let to E. A. Walberg, C.E., Montreal, for the erection of passenger car repair shop, passenger car paint shop, and stores and mechanical office building at Moncton, N.B. The cost of these buildings will be about \$100,000. The passenger car shops are to be each 50 by 300 ft., and the stores building is to be 50 by 345 ft., three stories in height. The mechanical offices are to be located on the top floor of the stores and office building. These buildings are to be put up entirely of reinforced concrete. (Oct., pg. 583).

London and St. Clair Ry.—Application will be made next session of the Dominion Parliament for an act extending the time within which the lines authorized to be constructed by the company's act of incorporation, passed in 1905, may be completed.

Midland Ry. of Manitoba.—It is reported that the land recently acquired at Portage la Prairie, Man., is for yards, roundhouse, shops, etc., for a divisional point. This land—the Newman farm—is separated from the property previously acquired by the company, by the farm belonging to the home for incurables. A joint station with the Grand Trunk Pacific Ry. is reported to have been arranged for, on a site between Gaddy and Campbell streets. (Oct., pg. 583).

Naperville Junction Ry.—See Delaware and Hudson Rd.

North Shore Power, Ry. and Navigation Co.—The construction operations of the com-

pany are being prosecuted, but are being confined to the industrial end of the undertaking. The sawmill and machine shops are now running, and it is expected that the pulp mill will be completed and in operation by Sept. 1, 1907. The railway, which extends from the wharf at Seven Islands Bay on the St. Lawrence River, to the falls of the Mary River, about nine miles, is used for carrying supplies for the construction and lumber camps of the company, and the plant and machinery, etc., for the mills.

Orford Mountain Ry.—The Dominion Parliament will be asked next session for an act extending the time for the construction of the various lines authorized.

Prince Edward Island Ry.—The new car shops at Charlottetown, P.E.I., will be constructed in concrete to 4 in. above the floor, and the remaining height will be brick walls. The roof will be reinforced concrete on steel trusses. The contract has been let to E. A. Walberg, C.E., Montreal. (Oct., pg. 585).

Quebec Bridge and Ry. Co.—There have been erected by the contractors six sections, or 336 ft., and a start has been made upon the seventh section of the cantilever span. It is expected to complete four more sections of the span on the south side this season, which will complete the span to the point where it will be connected, by the centre suspended span, with the cantilever from the north. The false work for the erection of this portion of the span is being gone on with. It is expected to start track-laying from the north end of the bridge to Sillery, so that material may be brought to the bridge. The plans for the terminals in Quebec are under consideration, but it is not expected that a final decision will be reached in regard to them until about the end of Dec.

Quebec Central Ry.—Progress is being made with construction on the line to St. George, Beauce county, and J. H. Walsh, General Manager, recently stated that the line would be in operation early in Nov. The new roundhouse, etc., at Lévis was nearly completed, and considerable progress had been made upon works of improvement at a number of points on the line. Speaking of the branch proposed to be constructed from Scott's Junction to the Quebec Bridge, Mr. Walsh said as the work could be done in six months there was no necessity for being in a hurry about starting it. The work would be commenced as soon as the construction of the bridge was sufficiently far advanced to enable both works to be completed about the same time. (Aug., pg. 455).

Quebec and Lake St. John Ry.—A contract has been let to E. Conway, Quebec, for an extension of the Gosford branch towards the Rivière aux Pins, where considerable settlement has taken place. The contract covers an extension of two miles, the object of the additional construction being to accommodate the shippers of pulpwood, cordwood and square birch. The previous temporary terminus did not reach a good piling ground. The extension of the two miles is located on what will be later on the main line of the Gosford branch when it is pushed to completion. The construction is now started and the line has to be finished by July 1, 1907. The work is medium heavy, gradients 1% and curvature 3%. The La Tuque branch is practically completed, and a train service will be put on at an early date. We were advised Oct. 19, that 24 miles of track had been laid on the branch, and that it was expected to lay up to the 35th mile before winter. This will bring the end of steel to five miles from La Tuque falls, the proposed terminal. The general contractor is, Jos. Paquet and O'Brien, Fowler & Co. are the sub-contractors, working from mileage 24 to La Tuque falls, mileage 40. (May, pg. 255).

Saskatchewan Valley and Hudson Bay Ry.—Application will be made next session of the

Dominion Parliament for an act incorporating a company with this title to construct a railway from Edmonton, Alta., northerly and easterly, following the north bank of the North Saskatchewan River to near Smoky Lake; thence following along the north bank of the North Saskatchewan River to Prince Albert, Sask., thence northeasterly to Pelican Lake, or to a point south of Ile a La Crosse Lake; thence easterly to Fort Churchill on Hudson Bay. Short, Cross & Biggar, Edmonton, Alta., are solicitors for the applicants.

St. Maurice Valley Ry.—Construction trains are in operation from Three Rivers to the G.ais River, Que., about 15 miles. A bridge is being constructed over the river at this point. The grading on the six miles north of the G.ais River to Shawinigan Falls is well advanced. It is expected to have the line completed and in operation to Shawinigan Falls by Dec. 31. An injunction has been obtained by the Canadian Northern Quebec Ry., at Three Rivers, Que., enjoining the contractors for grading the St. M. V. Ry., from continuing work at a crossing where the two lines intersect. The action to make the injunction perpetual is now before the courts. (Aug., pg. 455).

Temiskaming and Northern Ontario Ry.—We have been officially advised that no decision has been reached by the Commissioners respecting the proposal to extend the line to a junction with the route of the National Transcontinental Ry.

Contracts have been let by the Commissioners for the clearing and grading of the three branch lines which it was recently decided to construct. On the Charlton branch from Englehart to Long Lake, 8 miles, the work will be done by the Canadian Construction Co., Montreal; for the Kerr Lake branch from near Cobalt to Kerr Lake, 4 miles, the contract has been let to A. Spencer, Niagara Falls, Ont.; and McQuigg and Hunt, Arrprior, Ont., have been given the contract for the spur from near Haileybury station to the wharf on Lake Temiskaming, 12 miles. The tracklaying will be done by the Commissioner's own staff. (Oct., pg. 585).

Vancouver and Coast Rookeries Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the construction of the authorized line of railway, and for power to extend the line from near Nicola Lake northerly by the most feasible route to the Yellowhead Pass.

Vancouver, Victoria and Eastern Ry.—A large quantity of construction material has been delivered at Cloverdale, B.C., where a large yard is being laid out for the construction of a section of the line easterly from this point. The right of way for a considerable mileage has been acquired and it is reported that construction will be started at once. Tenders have been called for the construction of 50 miles of line easterly from Cloverdale, B.C. The grading on the section of the line between Midway, B.C., and Oroville, Wash., is reported completed, and it is expected that tracklaying will be completed in a month. This piece of line is reported to have been a most difficult one to construct. Midway has an elevation of 2,100 ft. above the sea level; Molson, at the summit of the mountain, is 3,703 ft.; and nine miles below is Oroville, only 900 ft. To get down from Molson to Oroville requires a maximum gradient of 2%. It takes 27 miles of railway to reach Oroville from Molson, a distance of nine miles as the crow flies. (Oct., pg. 585).

York and Carleton Ry.—We have been advised that the grading on the extension westerly for 4½ miles from Stanley, N.B., is nearly completed, and two miles of track have been laid. It is hoped to have the extension completed to Ryan's Brook this year. (Oct., pg. 585).

North Shore Ry and Navigation

O-4-0 Baldwin 1875
14x22 48"
ex ICR 96
Purchased 1902

O-4-0 Baldwin 1875
14x22 48"
ex ICR 97
Purchased 1902

Source

Intercolonial Ry Roster

Charles Fischer R.L.H.

Railroad Magazine
August 1966

International Railway of New Brunswick

No 1

No 2

4-4-0 Kingston #241
1883 17x24 62"
ex Intercolonial No 1 (3rd)

Source

Intercolonial Ry. Roster
Charles Fisher R & L #5
Railroad Magazine
August 1966

Road Number	Builder	Serial	Date	Type	Disposition	Notes
Chicoutimi - Chicoutimi, Soc d'eclairage de 6	Baldwin	38411	9 1912	Electric	DU	[np] Soc. d'eclairage de Chicoutimi; [2p] Roberval & Saguenay #8, 3/1913; Rebuilt to de 1941, stored Bagotville 1/1942, storage battery 1950. Some records show 34811 but 38411 shown in Baldwin lists.

Clarke City

Gulf Pulp and Paper Nine mile private line, plant closed 1968.

4	Baldwin?	uu3023		0-4-0	DU	[1p] Gulf Pulp & Paper #4.
20	ICR		1 1900	2-6-0	Scr 1946-8	[n] CNR #482 (CGR #1016, ICR #3); [2] Dusseault (D) 5/1923; [3p] Quebec Railway Light & Power #20, 5/1923; [4] Dusseault (D) 8/1923;
25	Rhode Island	312	9 1871	4-4-0	Scr	[n] GTR #1977 (127, 159, 70, 789, GWR #166);
28	Unknown	uu3019		0-6-0	DU	[1] Merrilees (D)
38	Davenport	2187	4 1931	0-6-0	Display	[2p] Gulf Pulp & Paper #28. [np] Dominion Construction #2187; [2p] Gulf Pulp & Paper #38, 8/1938; <3> Quebec City display 1969; <4> Christian Bell Porcelain display, Mount Forest, ON.; <5> Finger Lakes area, NY; <6> Catawisa display, PA, 2002.
48	Davenport	2185	3 1931	0-6-0	Display	[np] Dominion Construction #2185, Deeks; [2p] Dominion Construction #2185, Abitibi Canyon; [3p] Gulf Pulp & Paper #48, 9/1948; <4> Sept Isles display.
63	GE	uu2157		70T	DU	[n] Quebec North Shore & Labrador #92; [2p] Gulf Pulp & Paper #63.
64	GE	31276	2 1952	70T	Scr 7/76	[n] QNS&L #92; [2] Gulf Pulp & Paper #64, 10/1963; [3] Merrilees (D), 1968; [4] Anglo Canadian Pulp & Paper No#, 10/1971
65	GE	30177	2 1950	70T	Scr 5/1977	[n] PGE #554; [2] Merrilees (D), 1965; [3p] Gulf Pulp & Paper #65, 1/1965; [4] Merrilees (D), 12/1968; (5) Ventura County #2.2.
96	Baldwin	3697	3 1875	0-4-0	Scr 1928	[n] ICR #96; [2p] North Shore Power Railway & Navigation #96, 1902; [3] Gulf Pulp & Paper #96.
97	Baldwin	3698	3 1875	0-4-0	Scr 1928	[np] ICR #97; [2] North Shore Power, Railway and Navigation #97, 9/1908; [3] Gulf Pulp & Paper #97, 1908.
	Browning	137	1904	crane	DU	[1] Gulf Pulp and Paper, Clarke City.

Clermont - Charlevoix Est

Donohue Charlevoix

No#	GE	29891	3 1949	44T		[n] Donohue Charlevoix No#.
No#	GE	29991	12 1948	44T	Scr 1/75	[n] Canada & Gulf Terminal #355:1; [2] Thurso & Nation Valley #8 in exchange for TNVR #5, 7/1949; [3] Donohue Charlevoix 8/1972; demolished 1/13/1974.